Southeastern San Diego Encanto Neighborhoods

Community Plan Updates

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS

Community Plan Updates Project
Final Program Environmental Impact Report

Project No. 386029
SCH No. 2014051075

OCTOBER 2015

Prepared for

City of San Diego

Prepared by

DYETT & BHATIA
Urban and Regional Planners

City of
San Diego
PLANNING
DEPARTMENT

Environmental & Resource
Analysis Division
619-235-5200

FINAL
ENVIRONMENTAL IMPACT REPORT

Project No. 386029
SCH No. 20144051075

SUBJECT: **SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES. CITY COUNCIL APPROVAL AND ADOPTION of an update to the Southeastern San Diego Community Plan, Adoption of a new community plan for the Encanto Neighborhoods, a General Plan Amendment, Rescission of the Southeastern San Diego Planned District Ordinance (SESDPDO) and the Mt. Hope Planned District Ordinance (MHPDO), Amendments to the City's Land Development Code (LDC) for Adoption of a Rezone Ordinance to replace the SESD & Mt Hope PDOs with citywide zoning, Adoption of a Community Plan Implementation Overlay Zone (CPIOZ), and approval of an Impact Fee Study (IFS) as further described below "(CPUs" or "PROJECT").**

APPLICANT: **CITY OF SAN DIEGO, PLANNING DEPARTMENT**

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.

FINAL DOCUMENT OCTOBER 1, 2015:

In response to comments received during public review and City staff input subsequent to distribution of the draft Program Environmental Impact Report (PEIR), minor revisions, clarifications and/or additions have been made to the document which do not change the conclusions of the final PEIR regarding the project's potential environmental impacts and required mitigation. As defined in CEQA Section 15088.5, these revisions, clarifications or additions to the document - which are shown in ~~strikeout~~/underline format, do not represent "significant new information" and therefore, recirculation of the Draft EIR 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. One Mitigation Framework measure in the Hydrology/Water Quality section of the document has been revised to more accurately reflect applicable regulatory compliance required in accordance with the City's Municipal Permit and Storm Water Standard as further demonstrated in the PEIR section.

Additionally, in accordance with CEQA Section 15089, responses to comments received during the public review period of the Draft PEIR have been included in this final document and are located immediately after the FEIR Table of Contents.

PROJECT INFORMATION:

The Southeastern San Diego Community Plan (CPU) would be consistent with and incorporate relevant policies from the 2008 City of San Diego General Plan, as well as provide a long-range, comprehensive policy framework for growth and development in the Southeastern San Diego and Encanto Neighborhoods communities through ~~2040~~ 2035. The Southeastern San Diego Community Plan, which includes Encanto Neighborhoods, was originally adopted in 1969, was comprehensively updated in 1987, and has undergone several amendments in the intervening years. Separate plans have been prepared for each community and are evaluated together in one PEIR.

The CPUs provide detailed neighborhood-specific land use, development regulations (zoning) that are consistent with city-wide zoning classifications, development design guidelines, and numerous other mobility and public realm guidelines, incentives, and programs to revitalize the urban core in accordance with the general goals stated in the General Plan. The CPUs would additionally serve as the basis for guiding a variety of other actions, such as parkland acquisitions and transportation improvements.

The CPUs would provide a long-range, comprehensive policy framework for growth and development over the next 20 to 30 years. Guided by citywide policy direction contained within the General Plan (adopted by the City Council on March 8, 2008), the updated community plans will identify land use strategies with new land use designation proposals to create villages along major transportation corridors, as well as other enhancements to the existing planning area. The CPUs will be consistent with and implement the City's General Plan and will include the following 9 elements: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Historic Preservation; and Noise. In conformance with CEQA Section 15152, the environmental analyses for the Draft PEIR would "tier" from the General Plan Final PEIR (Project No. 104495/ SCH No. 2006091032) and will incorporate by reference the general discussions disclosed in the previously certified environmental document.

The SESD and Encanto Neighborhoods CPU components include:

1. **City of San Diego General Plan Amendment**. Adoption of the CPUs constitutes an amendment to the Land Use Element of the General Plan.

2. **Rescission of the Southeastern San Diego Planned District Ordinance (SESDPDO) and the Mt. Hope Planned District Ordinance (MHPDO) and Adoption of a Rezone Ordinance (to replace the SESD & Mt Hope PDOs with citywide zoning) to citywide zones contained in the Land Development Code (LDC).** The concurrent rezone would rescind the existing SESD & Mt Hope PDOs and make development regulations consistent with citywide zoning classifications.

3. **Other Land Development Code Amendments.** Amendments to the City's LDC are required to create new and revised implementing zones, including new Community Plan Implementation Overlay Zones (CPIOZ Type A) for each CPU.

4. **Southeastern San Diego and Encanto Neighborhoods Community Plan Impact Fee Study (IFS), formerly known as a Public Facilities Financing Plan (PFFP) Update.** The IFS acts as the basis to establish a development impact fee (DIF). The IFS encompasses the area identified

in the community plan and includes anticipated development based on the SANDAG Regional Growth Forecast, a description of anticipated community public facilities, estimated cost of public facilities, and an updated development impact fee schedule. Development Impact Fees provide partial funding for public facilities projects in the Southeastern San Diego and Encanto Neighborhoods. An updated IFS would be adopted with each community plan update (CPU) to allow for implementation of the CPU.

SOUTHEASTERN SAN DIEGO

The Southeastern San Diego Community Planning Area is located just east of Downtown San Diego, proximate to major employment and commercial centers in the South Bay and Downtown and linked to them by trolley and buses. Southeastern San Diego encompasses approximately 2,930 acres, excluding 121 acres of unincorporated San Diego County land (Greenwood Cemetery). Southeastern San Diego lies south of State Route 94 (SR-94), between Interstate 5 (I-5) and Interstate 805 (I-805), and north of the city limits of National City. Neighborhoods contained in Southeastern San Diego include Sherman Heights, Grant Hill, Stockton, Mt. Hope, Logan Heights, Mountain View, Southcrest and Shelltown.

The CPU entails the comprehensive update of the Southeastern San Diego Community Plan and Southeastern San Diego and Mount Hope Planned District Ordinance Zoning regulations. The community plan would reflect new citywide policies and programs from the General Plan for Southeastern San Diego. The updated community plan would identify a land use plan to address land use conflicts and include the following elements: Land Use; Mobility; Urban Design; Public Facilities, Services and Safety; Recreation; Economic Prosperity; Conservation, Historic Preservation; and Arts and Culture. The CPU would identify a Village District in Southeastern San Diego that would implement the City of Villages strategy which is a central theme of the City of San Diego's General Plan. The Village District land uses, goals and policies focus future growth away from the established low intensity neighborhoods. Instead future growth and development is focused in close proximity to the transit nodes and commercial corridors. These areas are intended to become higher density mixed-use activity areas that are pedestrian-friendly districts linked to an improved regional transportation system. This Village is envisioned to have a highly integrated mix of uses, accessible and attractive streets, and public spaces.

The integration of commercial and residential uses is emphasized in the Village, including uses such as retail, professional/administrative offices, commercial recreation facilities, and service businesses. Civic uses are also an important component in the Village and the central role it would play in the community. Development in the Village supports transit use, reduces dependence on the automobile, establishes a pedestrian-friendly orientation, and offers flexibility for redevelopment opportunities, while maintaining community character and providing a range of housing opportunities. Community Plan Implementation Overlay Zone policies and development incentives in the Village are included in the Land Use Element. The Village should be considered a "transit priority area," where new development may undergo streamlined CEQA review process per Senate Bill 743 (Chapter 386, Statutes of 2013).

ENCANTO NEIGHBORHOODS

The Encanto Neighborhoods Community Planning Area encompasses approximately 3,810 acres, and is located approximately five miles east of Downtown. The Planning Area is bounded by State Route 94 (SR-94) to the north and Interstate 805 (I-805) to the west, providing access to local and regional

destinations. The Southeastern San Diego Community Planning Area is immediately to the west. The City of Lemon Grove defines the northeast boundary of the Planning Area roughly along 69th Street, while the City of National City defines the western half of the Planning Area's southern boundary. Plaza Boulevard marks the southern boundary to the east. Specific neighborhoods in the community include Chollas View, Lincoln Park, Valencia Park, O'Farrell, Alta Vista, Encanto, and Broadway Heights.

The CPU entails the comprehensive update of the Southeastern San Diego Community Plan and Southeastern San Diego Planned District Ordinance Zoning regulations. The community plan would reflect new citywide policies and programs from the General Plan for Southeastern San Diego - Encanto Neighborhoods. The updated community plan would identify a land use plan to address land use conflicts and include the following elements: Land Use; Mobility; Urban Design; Public Facilities, Services and Safety; Recreation; Economic Prosperity; Conservation, Historic Preservation; and Arts and Culture. The CPU would identify a Village District in Encanto Neighborhoods centered around the Village at Market Creek (Euclid Avenue and Market Street) that would implement the City of Villages strategy which is a central theme of the City of San Diego's General Plan. The Village District land uses, goals and policies focus future growth away from the established low intensity neighborhoods. Instead future growth and development is focused in close proximity to the transit nodes and commercial corridors. These areas are intended to become higher density mixed-use activity areas that are pedestrian-friendly districts linked to an improved regional transportation system. This Village is envisioned to have a highly integrated mix of uses, accessible and attractive streets, and public spaces.

The intent is to create a mixed-use center for the community and to be featured in this Plan for the Encanto Neighborhoods community. The integration of commercial and residential uses is emphasized in the Village, including uses such as retail, professional/administrative offices, commercial recreation facilities, and service businesses. Civic uses are also an important component in the Village and the central role it will play in the community. Development in the Village supports transit use, reduces dependence on the automobile, establishes a pedestrian-friendly orientation, and offers flexibility for redevelopment opportunities, while maintaining community character and providing a range of housing opportunities. Community Plan Implementation Overlay Zone policies and development incentives in the Village are included in the Land Use Element. The Village should be considered a "transit priority area," where new development may undergo streamlined CEQA review process per Senate Bill 743 (Chapter 386, Statutes of 2013).

CONCLUSIONS:

Based on the analysis conducted for the project described in the subject block above, the City has prepared the following Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) to inform public agency decision-makers and the public of the significant environmental effects that could result if the project is approved and implemented, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (State CEQA Guidelines Section 15121). As further described in the attached EIR, the City has determined that the project would have a significant environmental effect on the following areas(s): **Land Use, Transportation/Circulation, Air Quality, Noise, Biological Resources, Hydrology/Water Quality, Historical Resources, Paleontological Resources, and Geology.**

With the exception of impacts related to **Air Quality, Transportation/Circulation and Noise**, mitigation measures are proposed (Chapter 11) that would reduce program-level impacts to below a level of significance. The attached Environmental Impact Report and Technical Appendices document the reasons to support the above Determination.

MITIGATION, MONITORING AND REPORTING PROGRAM:

A series of mitigation measures are identified within each issue area discussion in the EIR to reduce environmental impacts. The mitigation measures are fully contained in Chapter 11 of the EIR.

RECOMMENDED ALTERNATIVES FOR REDUCING SIGNIFICANT UNMITIGATED IMPACTS

Based on the requirement that alternatives reduce significant impacts associated with the proposed project, the EIR considers the following Project Alternatives which are further detailed in the Executive Summary and Chapter 10 of the EIR:

1. No Project (Adopted Community Plan)
2. Higher Density Alternative
3. Lower Density Alternative

Under CEQA Guideline Section 15126.6(e)(2), if the No Project Alternative is the environmentally superior alternative, the EIR must also identify which of the other alternatives is environmentally superior. The EIR identified the No Project Alternative as the environmentally superior alternative which was based on a comparison of the alternatives' overall environmental impacts and their compatibility with the CPUs' goals and objectives since overall development would be less than any of the other alternatives. However, the No Project Alternative does not meet the purpose and objectives of both CPUs. Of the remaining alternatives, the environmentally superior alternative is the Lower-Density Alternative.

PUBLIC REVIEW DISTRIBUTION:

Individuals, organizations, and agencies that received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency is provided below. Copies of the Final EIR, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the office of the Planning Department, or purchased for the cost of reproduction.

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 Impact Report (EIR). No response is necessary and the letters are attached at the end of the EIR.

(X) Comments addressing the accuracy or completeness of the Draft Environmental Impact Report (EIR) were received during the public input period. The letters and responses are located immediately after the EIR Distribution List.

Martha Blake, Interim Deputy Director
Planning Department

July 8, 2015
Date of Draft Report

October 1, 2015
Date of Final Report

Analyst: Myra Herrmann

DISTRIBUTION OF DRAFT ENVIRONMENTAL IMPACT REPORT:

Copies of the Draft EIR were distributed to the following individuals, organizations, and agencies:

FEDERAL GOVERNMENT
U.S. Environmental Protection Agency (19)
U.S. Fish and Wildlife Service (23)
U.S. Army Corps of Engineers (26)

STATE GOVERNMENT
Caltrans, District 11 (31)
California Department of Fish & Wildlife (32)
CalRecycle (35)
Cal EPA (37A)
Housing and Community Development (38)
Department of Toxic Substance Control (39)
Natural Resources Agency (43)
California Regional Water Quality Control Board (44)
State Clearinghouse (46A)
California Air Resources Board (49)
California Transportation Commission (51)
California Department of Transportation (51B)
Native American Heritage Commission (56)

COUNTY OF SAN DIEGO
Air Pollution Control District (65)
County of San Diego Department of Planning & Land Use (68)
County Water Authority (73)
Department of Environmental Health (75)

CITY OF SAN DIEGO
Mayor's Office (91)
Office of the City Attorney
    Shannon Thomas
    Inga Lintvedt
Council President Lightner, District 1 (MS 10A)
Councilmember Zapf, District 2 (MS 10A)
Councilmember Gloria, District 3 (MS 10A)
Councilmember Cole, District 4 (MS 10A)
Councilmember Kersey, District 5 (MS 10A)
Councilmember Cate, District 6 (MS 10A)
Councilmember Sherman, District 7 (MS 10A)
Councilmember Alvarez, District 8 (MS 10A)
Council President Pro Tem Emerald, District 9 (MS 10A)

Planning Department

Tom Tomlinson – Interim Director
Nancy Bragado – Deputy Director
Myra Herrmann – Senior Environmental Planner
Lara Gates – Project Manager/Long Range Planning
Karen Bucey – Project Manager/Long Range Planning
Maureen Gardiner –Mobility Planning
Samir Hajjir – Mobility Planning
Jeff Harkness – Park Planning
Jeanne Krosch – MSCP
Victoria Burgess – Facilities Financing

Development Services Department

Helene Deisher – Project Manager
Dan Normandin – Land Development Code
Ann Gonzalves – Transportation Development Review
Mehdi Rastakhiz – Water and Wastewater Review
Daron Warkentin – Local Enforcement Agency
Jim Quinn – Geology
Jack Canning – Engineering

Transportation & Storm Water Department

Mark Stephens – Associate Planner

Environmental Services Department

Lisa Wood – Senior Planner
Burton Ewert – Biologist

Fire-Rescue Department

Chief Javier Mainar
Fire and Life Safety Services (79)
Kenneth Barnes, Fire –Rescue Dept Logistics (80)

Police Department

Chief Shelley Zimmerman

Real Estate Assets Department (85)
Civic San Diego – Derek Hull (448)
Library Department (81)
Central Library (81A)
Beckworth Branch Library (81C)
Oak Park Branch Library (81U)
Skyline Hills Branch Library (81HH)
Historical Resources Board (87)
Park & Recreation Board (89)
Wetlands Advisory Board (91A)
Community Forest Advisory Board (90)

OTHER AGENCIES, ORGANIZATIONS AND INDIVIDUALS

San Diego Association of Governments (108)
Port of San Diego (109)
San Diego County Regional Airport Authority (110)
Metropolitan Transit System (112)
San Diego Gas & Electric (114)
Metropolitan Transit System (115)
San Diego Unified School District (132)
UCSD Library (134)
Sierra Club (165)
San Diego Canyonlands (165A)
San Diego Natural History Museum (166)
San Diego Audubon Society (167)
Mr. Jim Peugh (167A)
California Native Plant Society (170)
San Diego Coastkeeper (173)
Citizens Coordinate for Century 3 (179)
Endangered Habitats League (182)
Endangered Habitats League (182A)
Carmen Lucas (206)
South Coast Information Center (210)
San Diego History Center (211)
San Diego Archaeological Center (212)
Save Our Heritage Organisation (214)
Ron Christman (215)
Clint Linton (215B)
Frank Brown, Inter-Tribal Cultural Resources Council (216)
Campo Band of Mission Indians (217)
San Diego Archaeological Society Inc. (218)
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)
Reynaldo Pisano (447)
Southeastern San Diego Planning Group (449)
Encanto Neighborhood Community Planning Group (449A)
Educational Cultural Complex (450)
Chollas Restoration Enhancement and Conservancy (451)
Central Imperial Redevelopment Area Committee (452)
Voice News & Viewpoint (453)
Danielle Kochman
Lewis Fisher
Martha Zapata
Angie Avila
Patrick Ambrosio
Robert Leif
H. Eugene Myers
Natalia Figueroa
Evelyn Ruiz
Louise Torio
Steve Veach
Dr. Ron Baza
Vicki Madrid
Carolene Abarra
Ricky Madrid
Julia LeBlanc
April Floke
Susan Drury
Salimisha Logan
Hakim Alaji
Khalana Salaam-Alaji
Ken Marlbrough
Juan del Rio
Leslie Dudley
Kathleen MacLeod
Gene Myers
Peter Winch – Dyett & Bhatia (Consultant)
Lisa Lind – RECON (Consultant)
Monique Chen – Chen Ryan (Consultant)

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 requests for revisions that resulted in changes to the final PEIR text. These changes to the text are indicated by strike-out (deleted) and underline (inserted) markings. Many comments do not pertain to the adequacy of analysis in the Draft PEIR or to other aspects pertinent to the potential effects of the proposed Community Plan Updates on the environment pursuant to CEQA. Often, these comments refer to aspects of the draft community plans themselves. Responses are provided to these comments. However, it is noted here for the public record that such comments are not the purview of the Draft PEIR or CEQA.

One master response is provided to address an issue that is relevant to the responses to several comments. This master response, on the level of detail of analysis and the programmatic nature of the Draft PEIR, is provided directly below. Following the master response, each comment letter is reproduced alongside the corresponding responses to individual comments.

Table 1: List of Commenting Agencies, Organizations, and Individuals

Letter	*Commenter*	*Page*
Letters from Agencies		
A1	State of California Governor's Office of Planning and Research, State Clearinghouse Unit (State Clearinghouse)	3
A2	State of California Department of Transportation (Caltrans)	5
A3	State of California Department of Fish & Wildlife	9
A4	US Army Corps of Engineers	14
A5	San Diego Unified School District	16
Letters from Organizations		
B1	Groundwork San Diego	21
B2	Rincon Band of Luiseno Indians	24
B3	San Diego County Archaeological Society	25
Letters from Individuals		
C1	Rafael Baustista	26
C2	Robert C. Leif, Ph.D.	28
C3	Kenneth Malbrough	30
C4	Ardelle Matthews	35
C5	Gregory Morales	36
C6	H. Eugene Myers	38
C7	Derryl Williams	53

Master Response

LEVEL OF DETAIL OF ANALYSIS IN A PROGRAM EIR

The Southeastern San Diego and Encanto Neighborhoods Community Plan Update EIR is a Program EIR (PEIR), defined in Section 15168 of the CEQA Guidelines as: "[An EIR addressing a] series of actions that can be characterized as one large project and are related either: (1) Geographically; (2) A[s] logical parts in the chain of contemplated actions; (3) In connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental impacts which can be mitigated in similar ways."

A program EIR differs from a project EIR, which is the most common type of EIR and examines the environmental impacts of a specific development project. A project EIR "should focus primarily on the changes in the environment that would result from the development project [and] examine all phases of the project including planning, construction, and operation." (CEQA Guidelines, Section 15161; In re Bay Delta etc. (2008) 43 Cal.4th 1143, 1169.)

A program EIR can be used as the basic general environmental assessment for an overall program of projects such as the Southeastern San Diego and Encanto Neighborhoods Community Plan Updates (CPUs) intended to be developed over a 20-year planning horizon (2035). A program EIR has several advantages. First, it provides a basic reference document to avoid unnecessary repetition of facts or analysis in subsequent project-specific assessments. Second, it allows the lead agency to look at the broad, regional impacts of a program of actions before its adoption and eliminates redundant or contradictory approaches to the consideration of regional and cumulative effects.

As a programmatic document, this EIR presents a community-wide assessment of the potential impacts of the proposed updates to the Southeastern San Diego and Encanto Neighborhoods Community Plans. It does not assess project-specific impacts of potential future development projects under the proposed Plan, all of which are required to comply with CEQA as applicable.
As a program EIR, the preparation of this document does not relieve the sponsors of specific future development projects from the responsibility of complying with the requirements of CEQA. As noted, individual projects are required to prepare a more precise, project-level analysis to fulfill CEQA requirements. The lead agency responsible for reviewing these projects shall determine the level of review needed, and the scope of that analysis will depend on the specifics of the particular project. These projects may, however, use the discussion of impacts in this EIR as a basis of their assessment of these regional, citywide, communitywide, or cumulative impacts.

Letter A1

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

September 9, 2015

Myra Herrmann
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

Subject: Southeastern San Diego Encanto Community Plan Updates
SCH#: 2014051075

Dear Myra Herrmann:

A1-1

The State Clearinghouse submitted the above named Draft 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 September 8, 2015, and the comments from the responding agency (ies) is (are) enclosed. 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."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed 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

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

State Clearinghouse (September 9, 2015)

A-1 Comment acknowledged. Please note that comment letters were received by the City from the following two state agencies via email: California Department of Fish and Wildlife (September 8, 2015) and California Department of Transportation (September 8, 2015); responses to each comment letter follow this item.

Document Details Report
State Clearinghouse Data Base

SCH# 2014051075
Project Title Southeastern San Diego Encanto Community Plan Updates
Lead Agency San Diego, City of

Type EIR Draft EIR
Description Note: 60 Day Review

The proposed update for the Southeastern San Diego Community Plan would be considered with an incorporate relevant policies from the 2008 City of San Diego General Plan, as well as provide a long-range, comprehensive policy framework for growth and development in the Southeastern San Diego and Encanto Neighborhoods communities through 2040. The Southeastern San Diego Community Plan, which includes Encanto Neighborhoods, was originally adopted in 1969, was comprehensively updated in 1987 and has undergone several amendments in the intervening years. Separate plans are being prepared for each community, and would be evaluated in together in a single PEIR.

Lead Agency Contact

Name Myra Herrmann
Agency City of San Diego
Phone (619) 446-5375 *Fax*
email
Address 1222 First Avenue, MS-501
City San Diego *State* CA *Zip* 92101

Project Location

County San Diego
City
Region
Lat / Long
Cross Streets
Parcel No.
Township *Range* *Section* *Base*

Proximity to:

Highways I-5, 15, 805, SR 94
Airports San Diego Int'l
Railways San Diego Trolley, BNSF
Waterways Chollas Creek, San Diego Bay
Schools City College
Land Use

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Other Issues; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Air Resources Board; Regional Water Quality Control Board, Region 9; Native American Heritage Commission; Public Utilities Commission; San Diego River Conservancy

Date Received 07/09/2015 *Start of Review* 07/09/2015 *End of Review* 09/08/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

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Letter A2

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 11, DIVISION OF PLANNING
4050 TAYLOR ST, M.S. 240
SAN DIEGO, CA 92110
PHONE (619) 688-6960
FAX (619) 688-4299
TTY 711
www.dot.ca.gov

Serious drought. Help save water!

September 08, 2015

11-SD-VAR
(5, 15, 94, 805)
Southeastern San Diego and Encanto CPU
DPEIR
SCH #2014051075

Mrs. Myra Herrmann
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

Dear Mrs. Herrmann:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the City of San Diego's (City) Southeastern San Diego and Encanto Community Plan Update (CPU), for which the area is served by Interstate 5 (I-5), Interstate 805 (I-805), State Route 15 (SR-15), and State Route 94 (SR-94). The area also includes the areas studied for the National Avenue Master Plan and the Southeastern Euclid Corridor Plan (since renamed Euclid Gateway Corridor Plan), each of which were funded by a Caltrans Environmental Justice Transportation Planning grant.

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 of infill, conservation, and efficient development. To ensure a safe, efficient, and reliable transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multi-modal transportation network.

Caltrans has reviewed the Draft Programmatic Environmental Impact Report (DPEIR) dated July 2015 for the CPU, and has the following comments:

Traffic Comments:

A2-1 1. Page 5.2-100, Table 5.2-19: Please coordinate with Caltrans SR-94 Express Lanes project manager Andrew Rice at (619) 688-3284, on the project signal mitigations at the intersections of 25th Street/SR-94 WB Off-Ramp, 25th Street/SR-94 EB On-Ramp, 28th Street/SR-94 WB-Ramp, and 28th Street/EB-Ramp On-Ramp.

A2-2 2. The bullets on page 5.2-123 should be as follows:
- Removal of Eastbound SR-94/32ND Street On-Ramp
- Replace Southbound On- and Off-ramps at Market Street and SR-15

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Caltrans (September 8, 2015)

A2-1: Comment noted. City staff will continue to coordinate with Caltrans on the SR-94 Express Lane project.

A2-2: The bullets on page 5.2-123 have been revised as requested.

A2-2

- Replacement of Left-hand Freeway-to-Freeway connectors with standard Right-hand connectors at the SR-94/SR-15 Interchange
- Replacement of Westbound SR-94/Home Avenue On-Ramp
- Removal of Northbound SR-15 to Westbound SR-94 Loop Connector
- Removal of Westbound SR-94/49TH Street/A Street On-Ramp

A2-3

3. Page 5.2-132, Freeway Mitigation Measures, I-805 and SR-94: The sentence which reads, "The SESD and Encanto Neighborhoods CPUs significant traffic impact to this freeway segment would remain significant and unmitigated at the program level" should be revised to include mitigations. This sentence should read, "The SESD and Encanto Neighborhoods CPUs will significantly impact the freeway segments and future potential mitigations measures should be further evaluated at the project level.

A2-4

Based on the Draft Program Environmental Impact Report Chapter 11: Mitigation Monitoring and Reporting Program, the following intersections were identified to be significant and unmitigated:

#38) I-15 NB Ramps / Ocean View Blvd
#40) I-15 Ramps / Main Street

Although it was stated in the Mitigation Framework page 11-10 that, "there was no feasible mitigation identified for this impact", the Southeastern San Diego and Encanto Neighborhoods Community Plan Update should consider potential fair share for future projects in the area.

A2-5

Based on the Draft Program Environmental Impact Report Chapter 11: Mitigation Monitoring and Reporting Program, the following Freeway segments were identified to be significant and unmitigated:

I-15, between I-805 and SR-94
I-15, between Market Street and Ocean View Blvd

Although it was stated in the Mitigation Measures page 11-11 that, "Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and Encanto Neighborhood CPUs significant traffic impact to this freeway segment would remain significant unmitigated at the programmatic level". A fair share contribution for Freeway improvements should be evaluated and provided by individual projects that comprises the SESD and Encanto Neighborhoods.

A2-6

1. Section 4.4 Intersection Analysis, any changes, such as the restriping at 19th Street / I-5 Exit ramp/ J Street intersection, that will affect Caltrans' facilities must be analyzed. There are many intersection improvements that were assumed to already be in place; more information is needed in order to understand the impacts of these improvements.

A2-7

2. In section 4.4 Intersection Analysis, there are many Signalized Intersection improvements. Prior to proposing a new signal installation on State facilities, Signal Warrants must be met

A2-3: Comment noted. The Freeway Mitigation Measure language has been revised to state, "the SESD and Encanto Neighborhoods CPUs will significantly impact the freeway segments and future potential mitigation measures should be further evaluated at the project level." Please also refer to the Master Response: Level of Detail of Analysis in a Program EIR.

A2-4: Comment noted. Future potential mitigation measures and fair share contribution will be considered at the project level.

A2-5: Comment noted. Future potential mitigation measures and fair share contribution will be considered at the project level.

A2-6: Based on the meeting between City of San Diego and Caltrans on 9/17/2015, Table 5.2-19: Planned Intersection Improvements, which identified the restriping of 19th Street / I-5 Exit Ramp / J Street, has been revised to note that the restriping does not include ramp widening. In addition, further analysis and coordination will be conducted at the project level prior to implementation of any improvements that would affect Caltrans facilities.

A2-7 and Caltrans Intersection Control Evaluation (ICE) policy must also be followed. The ICE policy asks that other alternative controls to an intersection be evaluated, prior to proposing new signals. The link to the ICE policy is http://dot.ca.gov/hq/traffops/liaisons/ice.html

A2-8 3. Under Section 4.7 of the DPEIR Appendix B (Mobility Element Update & Traffic Impact Study):

Sphere of Influence
43. I-5 SB Off-Ramp/Yama Street/Main Street – Provide additional right-of-way and widen the I-15 SB Off-Ramp to add a southbound right-through share lane, and widen Main Street in the eastbound direction to add an exclusive eastbound right-turn lane. The significant traffic impact, associated with the Preferred Plan, to this intersection would be fully mitigated with the implementation of this mitigation measure.

The statement reads that the I-15 ramp will be widen. According to the heading it should be I-5 ramp. A Permit Engineering Evaluation Report (PEER) will be needed for all improvements within Caltrans' R/W. We recommend providing draft PEER's prior to Environment Documents approval.

A2-9 For your information, the following projects are planned in the vicinity of the Southeastern San Diego and Encanto Community Planning Areas:

- **SR-94/Euclid Avenue Interchange Reconfiguration**
  This project aims to improve traffic operations, safety and overall mobility at this interchange. The project is a City-led effort, and is currently in the design phase.

  Caltrans last commented on improvements to the SR-94/Euclid Avenue interchange in a letter dated January 22, 2009 to the Southeastern Economic Development Corporation, in response to the Draft EIR for the Fifth Amendment to the Central Imperial Redevelopment Plan. The redevelopment plan included improvements to the SR-94/Euclid Avenue interchange as direct mitigation, including signalization of the SR-94 Westbound Off-Ramp/Euclid Avenue intersection, and lengthening of the eastbound to southbound merge at the SR-94 Eastbound Off-Ramp to Euclid Avenue.

- **SR-94 Express Lanes Project**
  - Caltrans has been studying the environmental impacts of adding Express Lanes along SR-94 between I-805 and Downtown San Diego. The addition of these Express Lanes would support the planned South Bay Rapid service, as well as carpools and vanpools along the route.

    Local and state representatives, as well as community stakeholders, along the project alignment have recently requested that Caltrans and SANDAG consider incorporating community-based alternatives into the SR 94 Express Lanes Draft Environmental Impact Report (EIR). Specifically, we have been asked to study buses on shoulders options, general purpose lane conversions and access to transit from local communities along SR-94.

    The proposed Bus on Shoulder Project addresses the community's request to study buses on shoulders in the SR-94/I-805 corridor on an interim basis. Caltrans will also be analyzing a

A2-7: Signal warrants were conducted for all recommended signalizations. However, all but one of the ramp intersection traffic signals assumed in these Plans are either proposed by a Caltrans-led project such as SR-94 Express Lane Project or another City of San Diego Community Plan Update such as the Barrio Logan Community Plan Update. Prior to implementation of any recommended improvements at Caltrans facilities, further analysis and coordination will be conducted at the project level, including addressing the Caltrans ICE policy to evaluate for alternative controls.

A2-8: Page 134 of the Traffic Impact Study (TIS) has been revised from "I-15" to "I-5". However, as stated on page 5.2-120 of the Draft PEIR, this intersection improvement was not recommended as a part of the CPU and is not included as a part of the project, due to inconsistency with the mobility vision, goals and policies of the Community Plan Update. Therefore, a PEER was not prepared.

A2-9: Comment noted. City staff will continue to coordinate with Caltrans on the projects identified in this comment.

A2-9

general lane conversion alternative and providing direct access to existing and future Rapid services from the communities along SR-94, which requires evaluation of the SR-15/SR-94 HOV direct connector.

The draft environmental document will be released for public review and comment once the additional analysis has been completed.

More information on the project is available at the following web address: http://www.keepsandiegomoving.com/sr-94-corridor/.

- **I-805 South Managed Lanes Project**
  This project is part of the larger I-805 Corridor Projects; the 11-mile I-805 South Project proposes to construct Express Lanes within the median, one in each direction, from East Palomar Street to SR-94. The environmental phase was completed in June 2011, and construction of the first of two phases was completed and open to the public in March 2014. More information on the project is available at the following web address: http://www.keepsandiegomoving.com/I-805-Corridor/.

Caltrans appreciates the continued coordination with City staff and community representatives on this Plan. If you have any questions, please contact Roger Sanchez, at (619) 688-6494.

Sincerely,

JACOB ARMSTRONG, Branch Chief
Development Review Branch

c: State Clearinghouse
Lara Gates, City of San Diego

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Letter A3

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

September 8, 2015

Ms. Myra Herrmann
City of San Diego
Development Services Center
1222 First Avenue, Mail Station 501
San Diego, California 92101

Subject: Comments on the Draft Program Environmental Impact Report for the Southeastern San Diego and Encanto Neighborhoods Community Plan Updates Project (Project No. 386029/SCH No. 2014051075)

Dear Ms. Herrmann:

The Department of Fish and Wildlife (Department) has reviewed the above-referenced draft Program Environmental Impact Report (PEIR) dated July 9, 2015, for the Southeastern San Diego and Encanto Neighborhoods Community Plan Updates Project in the City of San Diego, County of San Diego. The comments provided herein are based on information provided in the draft PEIR and associated documents (including the Biological Resources Report for the Southern San Diego and Encanto Neighborhoods Community Plan Updates, prepared by RECON Environmental, Inc., dated July 6, 2015), our knowledge of sensitive and declining vegetation communities in the City of San Diego, and our participation in regional conservation planning efforts.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act [CEQA] Guidelines §15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code §2050 et seq.), Fish and Game Code Section 1600 et seq., and other sections of the Fish and Game Code. The Department also administers the Natural Community Conservation Planning (NCCP) program, a California regional habitat conservation planning program. The City of San Diego (City) participates in the NCCP program by implementing its approved Multiple Species Conservation Program (MSCP) Subarea Plan (SAP).

The proposed project is an update to the Southeastern San Diego and Encanto Neighborhoods Community Plan areas (collectively referred to as the CPUs) with the goal to define the long-range vision and comprehensive policy framework for how the Southeastern San Diego and Encanto Neighborhoods would be developed and function over the next 20 years. The CPUs would be revised to ensure the organization and content is consistent with the City's General Plan. The project description specifies the CPUs would identify land use strategies with new land use designation proposals to create villages along transit nodes and commercial corridors, as well as other enhancements to the existing planning areas. The primary goals, recommendations, and objectives defined in the CPUs include: (1) Multi-Modal Transportation Strategy; (2) Economic Diversification; (3) Housing; (4) Complete Places; (5) Transit; (6) Open Space; (7) Infrastructure; (8) Environmental Leadership and Sustainability, and (9) Streamline

Department of Fish and Wildlife (September 8, 2015)

Permit Processing. The boundaries of the Southeastern San Diego Community Planning Area (approximately 2,930 acres, excluding 121 acres of unincorporated San Diego County land) are defined by State Route 94 (SR-94) to the north, Interstate 5 (I-5) to the west, and Interstate 805 (I-805) to the east. The boundaries of the Encanto Neighborhood Community Planning Area (approximately 3,810 acres) are bound by SR-94 to the north and I-805 to the west. The land cover types associated with the CPUs consist primarily of developed and limited open spaces (e.g., urban canyons and Chollas Creek). The PEIR considered the following Project alternatives: (1) No Project Alternative; (2) Higher-Density Alternative, and (3) Lower-Density Alternative.

The Department offers the following comments and recommendations to assist the City in avoiding, minimizing, and adequately mitigating project-related impacts to biological resources, and to ensure that the project is consistent with ongoing regional habitat conservation planning efforts.

A3-1

1. Page 5.5-14 and 5.5-23 (State Regulations - Lake and Streambed Alteration)

We recommend the following language be included in the two sections that address section 1600 et seq. of the Fish and Game Code, as supplemental guidance concerning the regulatory authority that the Department has over activities within streams and/or lakes.

> Section 1600 et seq. of the Fish and Game Code requires a project proponent to notify the Department of Fish and Wildlife prior to conducting activities that would: substantially divert or obstruct the flow of any river, stream, or lake; or substantially change or use material from the bed, channel, or bank of any river, stream, or lake; or deposit or dispose of debris, waste, or other material where it may pass into any river, stream, or lake. The Department may exert jurisdiction over the entire extent of any river, stream, or lake, including associated riparian or wetland habitats and adjacent floodplains.

A3-2

2. Page 5.5-23 (State Regulations - California Endangered Species Act)

Along with discussion pertaining to allowances for the take of a threatened or endangered species under the Federal Endangered Species Act (FESA), we recommend the California Endangered Species Act (CESA) discussion be amended to include the following regulatory guidance.

> The Department considers adverse impacts to a species protected by the California Endangered Species Act (CESA), for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, or candidate species that results from the project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085). Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, the Department recommends that the project proponent seek appropriate take authorization under CESA prior to implementing the project. Appropriate

A3-1: The recommended language regarding section 1600 et seq. of the Fish and Game Code has been included in the Final EIR in both suggested locations. The section now reads as follows:

California Department of Fish and Wildlife

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. Section 1600 et seq. of the Fish and Game Code requires a project proponent to notify CDFW prior to conducting activities that would: substantially divert or obstruct the flow of any river, stream, or lake; or substantially change or use material from the bed, channel, or bank of any river, stream, or lake; or deposit or dispose of debris, waste, or other material where it may pass into any river, stream, or lake. CDFW may exert jurisdiction over the entire extent of any river, stream, or lake, including associated riparian or wetland habitats and adjacent floodplains.

A3-2: The recommended amendment to the discussion regarding the California Endangered Species Act (CESA) has been made as requested. The following paragraph has been added.

A3-2 authorization from the Department may include an incidental take permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b),(c)). Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the project CEQA document addresses all project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.

A3-3 3. Page 5.5-23 (State Regulations - California Fish and Game Code - Nest or Eggs – Take, Possess, Destroy)

Accompanying the reference provided to sections 3503 and 3503.5 of the Fish and Game Code, we suggest including section 3513 of the California Fish and Game Code (i.e., prohibits take of all birds and their active nests including raptors and other migratory nongame birds, as listed under the Federal MBTA).

A3-4 4. Page 5.5-24 (Local Regulations - Multiple Species Conservation Program/Multi-Habitat Planning Area)

In addition to citing that local jurisdictions implement their portion of the MSCP Plan through subarea plans, we suggest providing an acknowledgement that the MSCP SAP serves as (1) a multiple species Habitat Conservation Plan pursuant to Section 10(a) of the federal ESA; and (2) a Natural Community Conservation Program Plan pursuant to the California NCCP Act of 1991 and the CESA.

A3-5 5. Page 5.5-49 (Conservation and Sustainability Element - Southeastern San Diego)

Major design concepts highlighted in the Chollas Creek Enhancement Plan include emphasizing natural settings and encouraging wildlife, while restoring wetland/riparian and upland transitional habitat. Given the emphasis placed on these areas, we believe the goals and policies pertaining to the protection of Chollas Creek (e.g., measure P-CS-14) should be amended to specify improving and enhancing riparian habitat in Chollas Creek via re-establishing its natural function and appearance. As described in the enhancement plan, these actions could be beneficial in recharging the creek's aquifer, maintaining and enhancing water quality, controlling erosion, and benefiting wildlife.

A3-6 6. Page 5.5-57 (Conservation and Sustainability Element - Southeastern San Diego)

Given the CPU evaluates the potential for impacts to wildlife movement via canyons and water courses, we believe the goals and policy measures prescribed in the Conservation and Sustainability Elements discussion (e.g., P-CS-14) should include an acknowledgement on the importance for encouraging wildlife within the urban habitat setting. Acknowledgement of this issue ensures consistency with the Chollas Creek

A3-3: Section 3513 of the California Fish and Game Code has been added as requested. The paragraph now reads as follows:

Section 3503 states that 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," and Section 3503.5 states that it is "unlawful to take, possess, or destroy any birds of prey or to take, possess, or destroy the nest or eggs of any such bird" unless authorized (State of California 1991). In addition, Section 3513 states that 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. This applies to all birds and their active nests, including raptors and other migratory nongame birds, as listed under the Federal MBTA.

A3-4: An acknowledgement that the MSCP SAP serves as (1) a multiple species Habitat Conservation Plan pursuant to Section 10(a) of the federal ESA; and (2) a Natural Community Conservation Plan pursuant to the California NCCP Act of 1991 and the CESA has been added as requested. The paragraph now reads as follows:

Multiple Species Conservation Program/Multi-Habitat Planning Area

The MSCP is a comprehensive habitat conservation planning program for San Diego County. A goal of the MSCP is to preserve a network of habitat and open space, thereby protecting biodiversity. Local jurisdictions, including the City of San Diego, implement their portions of the MSCP through subarea plans (SAPs), which describe specific implementing mechanisms. The MSCP SAP serves as (1) a multiple species Habitat Conservation Plan (HCP) pursuant to Section 10(a) of the federal ESA; and (2) a Natural Communities Conservation Plan (NCCP) pursuant to the California NCCP Act of 1991 and the CESA. The primary goal of the City's MSCP SAP Plan is to conserve viable populations of sensitive species and regional biodiversity while allowing for reasonable economic growth. To carry out this goal, the City's MSCP

A3-6 Enhancement Plan (Design and Development Guidelines – Wetland and Upland Restoration and Rehabilitation), which emphasizes restoring native soils and vegetation along the creek to better support wildlife.

Conservation and Sustainability Element P-CS-14 specifies establishing trails and other passive recreational amenities. We are unclear how establishing trails and other passive recreation amenities serve to reduce the potential to impact wildlife corridors; indeed they may adversely impact such corridors. Please provide additional discussion for including this particular goal/policy in P-CS-14.

A3-7 7. Page 5.5-47 (Table 5.5-4)

The mitigation ratios provided in Table 5.5-4 under the Tier IIIA category are different to the ratios cited in the City's Biology Guidelines. Please revise accordingly.

We appreciate the opportunity to comment on the draft PEIR and to assist the City in further minimizing and mitigating project impacts to biological resources. Questions regarding this letter and further coordination on these issues should be directed to Paul Schlitt at (858) 637-5510 or paul.schlitt@wildlife.ca.gov.

Sincerely,

Gail K. Sevrens
Environmental Program Manager
South Coast Region

ec: State Clearinghouse, Sacramento
David Zoutendyk, U.S. Fish and Wildlife service, Carlsbad

Subarea Plan establishes an area known as the MHPA from which the permanent MSCP preserve will be assembled. Approximately 90 percent of the MHPA lands (52,727 acres) within the City's subarea will be preserved. The MHPA consists of public and privately owned lands, much of which has been conserved. These lands may: be owned by the City or other agencies; have open space, building restrictive, covenant, or conservation easements over them; or be subject to other restrictive uses based on current or prior City regulatory requirements (i.e., Resource Protection Ordinance or Environmentally Sensitive Lands Regulations), which have protected the overall quality of the biologically sensitive resources. A more detailed discussion of the MSCP and MHPA can be found in Chapter 5.1, Land Use.

A3-5: The Conservation and Sustainability Element for both the Southeastern San Diego CPU and the Encanto Neighborhoods CPU have been revised to ensure that goals and policies are in place pertaining to the protection of Chollas Creek, especially the enhancement of riparian habitat. Policy P-CS-14 (SESD) and P-CS-22 (Encanto Neighborhoods) have been revised as follows:

Implement the recommendations contained in the Chollas Creek Enhancement Program such as emphasizing natural settings and encouraging wildlife, while restoring and enhancing wetland/riparian and upland transitional habitat with native soils and vegetation and removing concrete channels in Chollas Creek, where feasible, to create a more natural function and appearance, and establishing trails and other passive recreation amenities.

A3-6: Please see the revisions to P-CS-14 (SESD) and P-CS-22 (Encanto Neighborhoods) as noted above in response to comment A3-5.The Conservation and Sustainability Element for the both CPUs have been revised to acknowledge the importance of encouraging wildlife within the urban habitat setting and to ensure consistency with the Chollas Creek Enhancement Plan.

The establishment of trails and other recreation amenities is intended to increase community awareness and appreciation for the natural areas within this urban community. The hiking trails would be used by youth

education programs to encourage exercise and an appreciation for nature. Typically, trails would be designed and sited in the least sensitive portion of the channel to avoid upland and wetland impacts, and also to maintain riparian areas for wildlife movement. The trails themselves would also likely be used by wildlife for movement within the Chollas Creek corridor, especially at night when human activity would be low.

A3-7: The mitigation ratios provided in Table 5.5-4 for Tier IIIA have been corrected to be consistent with the City's Biology Guidelines. The corrected mitigation ratios are as follows:

			Location of Preservation	
TIER IIIA (common uplands)	Chamise Chaparral Mixed Chaparral	*Location of Impact*	Inside	Outside
		Inside	1:1	1.5:1
		Outside	0.5:1	1:1

The correction of the Tier IIIA mitigation ratios in Table 5.5-4 does not affect the conclusions of the Biological Resources chapter or require any additional revisions to the chapter.

Letter A4

From: Johnson, Shari SPL
To: Herrmann, Myra
Subject: Southeastern San Diego and Encanto Neighborhoods Community Plan Update Project No. 386029/SCH No. 20144051075 (UNCLASSIFIED)
Date: Wednesday, August 12, 2015 3:12:01 PM

Classification: UNCLASSIFIED
Caveats: NONE

Dear Ms. Herrmann:

It has come to our attention that you are evaluating the Southeastern San Diego and Encanto Neighborhoods Community Plan Update Project No. 386029/SCH No. 20144051075.

A4-1

This activity may require a U.S. Army Corps of Engineers permit.

A Corps of Engineers permit is required for:

a) structures or work in or affecting "navigable waters of the United States" pursuant to Section 10 of the Rivers and Harbors Act of 1899. Examples include, but are not limited to,

1. constructing a pier, revetment, bulkhead, jetty, aid to navigation, artificial reef or island, and any structures to be placed under or over a navigable water;

2. dredging, dredge disposal, filling and excavation;

b) the discharge of dredged or fill material into, including any redeposit of dredged material other than incidental fallback within, "waters of the United States" and adjacent wetlands pursuant to Section 404 of the Clean Water Act of 1972. Examples include, but are not limited to,

1. creating fills for residential or commercial development, placing bank protection, temporary or permanent stockpiling of excavated material, building road crossings, backfilling for utility line crossings and constructing outfall structures, dams, levees, groins, weirs, or other structures;

2. mechanized landclearing, grading which involves filling low areas or land leveling, ditching, channelizing and other excavation activities that would have the effect of destroying or degrading waters of the United States;

3. allowing runoff or overflow from a contained land or water disposal area to re-enter a water of the United States;

4. placing pilings when such placement has or would have the effect of a discharge of fill material;

U.S. Army Corps of Engineers (August 12, 2015)

A4-1: The recommended language regarding the U.S. Army Corps of Engineers permitting process has been added to the Regulatory Setting subsection on pages 5.5-22 and 5.5-23, in Chapter 5.5: Biological Resources of the Program EIR, and the Regulatory Setting subsection, pages 5.6-10 and 5.6-11, in Chapter 5.6: Hydrology and Water Quality.

A4-1

c) the transportation of dredged or fill material by vessel or other vehicle for the purpose of dumping the material into ocean waters pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972;

d) any combination of the above.

An application for a Department of the Army permit is available on our website:

http://www.usace.army.mil/Portals/2/docs/civilworks/permitapplication.pdf .

If you have any questions, please contact me (contact information below). Please refer to this letter and U.S. Army Corps of Engineers File Number SPL-2015-00545-DPS in your reply.

Sincerely,

Shari Johnson
Regulatory Assistant
U.S. Army Corps of Engineers, Los Angeles District
Regulatory Division, Carlsbad Field Office
5900 La Place Court, Suite 100
Carlsbad, CA 92008
Tel 760.602.4829; Fax 760.602.4848

http://www.spl.usace.army.mil/Missions/Regulatory.aspx

Classification: UNCLASSIFIED
Caveats: NONE

Letter A5

From: Hudson Sarah [mailto:shudson@sandi.net]
Sent: Friday, July 17, 2015 5:12 PM
To: Herrmann, Myra; DSD EAS
Cc: Macphail Roy
Subject: Draft PEIR - Southeastern San Diego and Encanto Neighborhoods Community Plan Update Project Number 386029

Myra,

A5-1 In reviewing the PEIR, I note some errors on the maps of existing facilities on pages 666-667 relating to schools.

On page 666:

- Memorial Prep Middle is missing from the map. It is located at 2850 Logan Ave, on the same property as King/Chavez Academy of Excellence charter school and Logan K-8.
- Logan Elementary is actually Logan K-8.
- King/Chavez Prep charter school is missing. It is located at 500 30th St.
- King/Chavez Primary charter school is labeled on the map. However, there are two additional K/C facilities at the same location as Primary: K/C Arts and K/C Athletics.
- San Diego Cooperative #2 is a charter school located on the same campus as Emerson/Bandini elementary school. It is missing from the map.

On page 667:

- Knox Elementary is actually Knox Middle.
- Millennial Tech Middle is missing from the map. It is located at 1110 Carolina Ln, on the same property as Gompers Prep Academy.
- Gompers Charter Middle no longer exists. It merged with Gompers Prep Academy.
- Promise Charter no longer exists. The site will be occupied next year by a different charter school.
- Nubia Leadership Academy charter school no longer exists. A different charter school, Epiphany Prep, is now at the same address.
- Evangeline Roberts charter school is missing from the map. It is located at 6785 Imperial Ave.

A5-2 Additionally, on page 668, the document states: **New classroom buildings are currently planned at Horton Elementary and Encanto Elementary schools, and a new high school is planned to be constructed directly east of O'Farrell Academy.**

What is the source of this information? I provided a letter to Tara Lieberman in April 2014 (see attached), and it does not state either of these items. To my knowledge, a new high school is not planned for this area.

Thank you.
Sarah

Sarah Hudson
Demographer, San Diego Unified School District
Instructional Facilities Planning Department
4100 Normal Street, Annex 2, Room 101
San Diego, CA 92103-2682
Telephone (619) 725-7369 Fax (619) 725-7382
shudson@sandi.net

San Diego Unified School District (July 17, 2015)

A5-1: The comment identifies five corrections to Figure 3.13-3: Southeastern San Diego Existing and Planned Parks and Park Equivalencies, and 6 corrections to Figure 3.13-4: Encanto Neighborhoods Existing and Planned Parks and Park Equivalencies. The corrections all pertain to schools. These maps—as well as the corresponding maps in the Community Plans themselves—are corrected to reflect all but one of the proposed changes. The last proposed change concerns a school outside the Study Area. Changes are also made to the corresponding EIR and Community Plan text.

A5-2: The statement pertaining to planned classroom buildings and new schools was based on information available at that time from the San Diego Unified School District website. The sentence has been removed.

San Diego Unified
SCHOOL DISTRICT

Office of Special Projects
Instructional Facilities Planning Department
Sarah Hudson/Demographer
TEL.: (619) 725-7369
FAX: (619) 725-7382
shudson@sandi.net

April 21, 2014

Ms. Tara Lieberman, Planning Intern
City of San Diego
1222 First Avenue
San Diego, CA 92101
Submitted via email to: tlieberman@sandiego.gov

Subject: SCHOOL SERVICE AND STUDENT GENERATION RATES FOR COMMUNITY PLAN UPDATES IN THE ENCANTO AND SOUTHEASTERN SAN DIEGO COMMUNITIES

Dear Ms. Lieberman:

We are in receipt of your April 10, 2014 letter requesting school capacity and enrollment information and potential student generation information for the concurrent updates to the above referenced Community Plans. In this letter we address your questions and provide requested information.

School Enrollment and Capacity Information

The table below shows schools that serve one or both of the Community Plan Areas.

A5-3

Community Plan Area served	School	Address	Estimated Current Capacity	2013-14 Enrollment	2014-15 Enrollment Projection
Southeastern	Baker Elementary (K-5)	4041 T St. (92113)	702	453	483
Southeastern	Balboa Elementary (K-5)	1844 S. 40th St. (92113)	783	566	580
Encanto	Bethune K-8	6835 Benjamin Holt Road (92114)	796	661	631
Southeastern	Burbank Elementary (K-5)	2146 Julian Ave. (92113)	437	380	360
Southeastern	Chavez Elementary (K-5)	1404 S. 40th St. (92113)	675	465	427
Both	Chollas/Mead Elementary (K-5)	401 N. 45th St. (92102)	913	645	626
Southeastern	Emerson/Bandini Elementary (K-6)	3510 Newton Ave. (92113)	854	578	562
Encanto	Encanto Elementary (K-5)	822 65th St. (92114)	1,087	501	473
Encanto	Fulton K-8	7055 Skyline Dr. (92114)	641	426	448
Encanto	Horton Elementary (K-5)	5050 Guymon St. (92102)	706	463	454
Encanto	Johnson Elementary (K-5)	1355 Kelton Road (92114)	554	475	461
Southeastern	Kimbrough Elementary (K-5)	321 Hoitt St. (92102)	804	469	468

A5-3: The table of school enrollment and capacity information provided in the letter is consistent with the data used in the EIR. No changes to the EIR are required.

A5-3

Southeastern	Logan K-8	2875 Ocean View Blvd. (92113)	850	664	666
Encanto	Nye Elementary (K-5)	981 Valencia Parkway (92114)	658	559	570
Both	Porter Elementary (K-5)	4800 T St. (92113)	1,170	1,111	1,093
Southeastern	Rodriguez Elementary (K-5)	825 S. 31st St. (92113)	621	614	616
Southeastern	Sherman Elementary (K-5)	301 22nd St. (92102)	692	662	679
Encanto	Valencia Park Elementary (K-5)	5880 Skyline Dr. (92114)	668	488	458
Encanto	Bell Middle (6-8)	620 Briarwood Road (92139)	1,937	946	972
Both	Knox Middle (6-8)	1098 S. 49th St. (92113)	611	600	603
Southeastern	Memorial Prep Middle (6-8)	2850 Logan Ave. (92113)	1,176	465	436
Both	Millennial Tech Middle (6-8)	1110 Carolina Lane (92102)	660	552	552
Southeastern	Roosevelt Middle (6-8)	3366 Park Blvd. (92103)	1,025	907	930
Both	Lincoln High (9-12)	4777 Imperial Ave. (92113)	2,916	1,569	1,496
Encanto	Morse High (9-12)	6905 Skyline Dr. (92114)	2,897	1,914	1,862
Southeastern	San Diego High Complex (9-12)	1405 Park Blvd. (92101)	3,025	2,467	2,493

Capacities are approximate and are calculated using current class size ratios; if class sizes ratios change, additional or less capacity may be available. Planned construction at or modernization of school sites may also affect capacity in the future. Attendance boundaries are reviewed annually and may change. Inclusion in the above table does not guarantee that these schools will serve any future residential development in the Community Plan Areas.

A5-4

Current Housing Units and Proposed Increase under Existing and Proposed Plans

Table 1 below summarizes information provided by the requestor about current and proposed housing units in each Community Plan Area. The number of future additional housing units that would be allowed under the proposed plans has been determined for each Area.

TABLE 1. Current Housing Units and Future Increase in Housing Units, under Existing and Proposed Plans

A: Community Plan Area	B: Number of current housing units	C: Number of units allowed under existing Community Plan	D: Number of units allowed under proposed Community Plan	E: Theoretical increase from current units under existing plan (C minus B)	F: Theoretical increase from current units under proposed plan (D minus B)
Encanto	13,143	18,378	21,556	5,235	8,413
Southeastern	15,204	18,587	17,973	3,383	2,769

2

A5-4: The table of current housing units and future increase in housing units under existing and proposed plans presents data provided by the City of San Diego to the District during the Plan Update process. Due to minor corrections in data, the number of current housing units was subsequently adjusted slightly. For Encanto Neighborhoods, the 13,143 units shown on the table have been adjusted to 13,223. For Southeastern San Diego, the 15,204 units shown on the table have been adjusted to 15,028. These changes would be expected to have minimal effect on SDUSD's analysis as described in response to comment A5-5 below, and has no effect on the significance finding.

For the purpose of providing the information requested in this letter, we will reference column B (current number of housing units) and column F (potential increase in housing units under the proposed plan).

A5-5

District Student Generation Rates

Student generation rates vary based on the type of project, number of units, bedroom mix, affordable or senior housing components, proximity to schools and other amenities, neighborhood, and other factors. There are not district standard or school-specific rates.

Typically, to provide student generation rates for a new project, we would research similar nearby developments and their student generation rates, as a guide for how many students the new project may generate. Your request, however, is not for a specific project, but rather for a potential increase in housing stock at some future point in time. Many factors are not yet determined, such as the specific type of housing and bedroom mix that may be constructed.

Therefore, our best strategy to estimate the number of students potentially generated by future increase in housing units in the two Community Plan Areas is to reference the number of existing housing units in each Area, and the current number of students who reside in each Area (based on district data), to determine current student generation rates per Area.

TABLE 2. Student Generation Rates from Current Housing Units

Community Plan Area	Number of existing units (column B in Table 1)	2013-14 students (K-5, 6-8, 9-12, and K-12 total)	Student Generation Rate
Encanto	13,143	K-5: 4,387 6-8: 2,074 9-12: 2,773 **K-12: 9,234**	K-5: 0.334 6-8: 0.158 9-12: 0.211 **K-12: 0.703**
Southeastern	15,204	K-5: 6,518 6-8: 3,120 9-12: 4,006 **K-12: 13,664**	K-5: 0.429 6-8: 0.205 9-12: 0.263 **K-12: 0.899**

Based on the information in Tables 1 and 2, potential student generation for the increase in housing units under the proposed Community Plan Area updates is shown in Table 3. The current rate is the low range and the high range is double the low range.

TABLE 3. Potential Student Generation Rates from Future Additional Housing Units

Community Plan Area	Number of additional units under proposed plan (column F in Table 1)	Potential Student Generation Rates	Number of potential students
Encanto	8,413	K-5: 0.334-0.668 6-8: 0.158-0.316 9-12: 0.211-0.422 **K-12: 0.703-1.406**	K-5: 2,810-5,620 6-8: 1,329-2,659 9-12: 1,775-3,550 **K-12: 5,914-11,829**
Southeastern	2,769	K-5: 0.429-0.858 6-8: 0.205-0.410 9-12: 0.263-0.526 **K-12: 0.899-1.798**	K-5: 1,188-2,376 6-8: 568-1,135 9-12: 728-1,456 **K-12: 2,484-4,967**

3

A5-5: The letter provides an updated analysis of student generation rates based on current housing units. These rates are slightly different than the student generation rates shown in Table 5.13-4 of the Draft EIR, because the number of existing housing units was adjusted. The Draft EIR has been revised to reflect SDUSD's calculations presented in Table 2 in the comment letter. In addition, the number of additional units projected with development under the Community Plans is slightly different than the numbers SDUSD used in its analysis in Table 3 in the comment letter. The Draft EIR has been revised to use the newly-provided student generation rates. Potential student generation and the comparison of potential students with available capacity as shown inTables 5.13-5 and 5.13-6 and accompanying text in the Draft EIRhave also been updated based on this comment letter. As a result of these changes, Encanto Neighborhoods would be expected to need additional school capacity even using the low end of student generation rates. Southeastern San Diego would still have adequate existing capacity at the low end of student generation, but would need additional capacity at the high end. This does not change the overall significance finding. The finding is based on the understanding that "additional school capacity will need to be added during the planning period, both to replace aging facilities and to accommodate additional students generated by new development," and that "policies in the General Plan promote cooperation with educational agencies and school districts in the siting of future schools" help to make the potential impact less than significant.

LETTER

A key assumption is that future additional housing units will generate students at a rate similar to current housing units; this is represented by the low range and is the more likely expected outcome. However, if future additional housing units are significantly different from current units in terms of student generation, the number of students could be much higher, as indicated by the high range. The high range is not likely, but it is important to note.

The cumulative potential increase in students from the number of future additional housing units suggested in the Community Plan updates could impact district schools to the point of reaching or exceeding capacity. Therefore, new or expanded school facilities could be needed. It could depend on where the residential growth occurs, as some schools have sufficient current capacity, while others do not.

Please keep us apprised of revisions to development plans as new information may result in changes to the information stated in this letter. Thank you.

Sincerely,

Sarah Hudson
Demographer

M:\PPD - 5494\Demographics\New Housing and Index\S150\Potential Student Generation - Encanto and Southeastern San Diego Community Plan Updates.docx

4

RESPONSE

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Letter B1

From: Leslie Reynolds
To: DSD EAS
Subject: SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATE) and Project Number (386029)
Date: Friday, September 04, 2015 9:02:07 AM

Good morning. On behalf of the Groundwork Board, please accept our response to the draft EIR opposing the high-density alternative recommended by Civic San Diego. Groundwork supports the Preferred Plan approved by the community. The Preferred Plan is consistent with 1) the Chollas Creek Enhancement Program goals for a restored Chollas Creek 2) an urban greenway along the creek and through the Hilltop property as desired by the community 3) controlled size, scale, and safety of the neighborhood, including opposition to Hilltop Dr. extension from Euclid through the neighborhood; 4)pedestrian/cycling safety requirements of the four schools adjacent to the Hilltop property and the EarthLab.

B1-1
B1-2
B1-3
B1-4

Thank you for your consideration.

Leslie Reynolds
Executive Director
Groundwork San Diego-Chollas Creek
5106 Federal Blvd. #203
San Diego, Ca 92105 619 543 0430
www.groundworksandiego.org

Groundwork (September 4, 2015)

B1-1: Comment acknowledged.

B1-2: Comment acknowledged.

B1-3: Comment acknowledged.

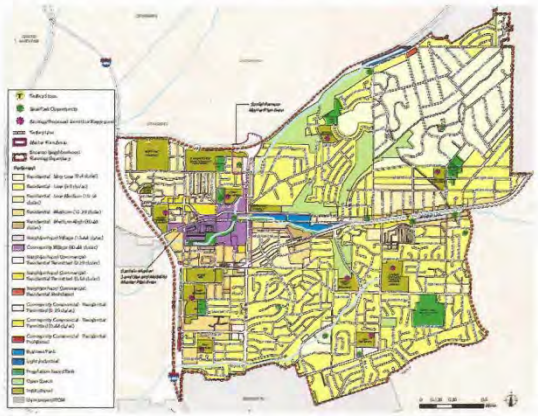
B1-4: Comment acknowledged.

LETTER	RESPONSE

Community Response to the Draft EIR

B1-5 Encanto residents will need to visit City Council offices and write letters before September 8 to provide input to the Encanto Neighborhoods Community Plan Update EIR to advocate on behalf of the Encanto Neighborhoods Community Plan Land Use Element Preferred Plan. We need to argue against the extension of Hilltop Dr into the neighborhoods and the higher density being proposed in Chapter 10 of the Encanto Canyon Community Plan Draft EIR. The higher density, as requested by Civic San Diego, would allow for 300,000 square feet of commercial; could enclose/cover over the creek tributary; would extend Hilltop into the schools and neighborhoods (there is no project yet so no traffic study has been completed); would increase the density to 373 units without the density bonus and 502 with the density bonus. This higher density will also provide at least 746 parking spaces (373 x 2) at a minimum of $25,000 per space ($18,650,000). This higher density undermines the Village concept whereby density occurs around the transit station and undermines the Chollas Creek Enhancement program, calling for daylighting/protecting/enhancing Chollas Creek.

B1-6 As indicated in the attached Preferred Plan map, the community seeks open space and parkland (a 182 acre park deficiency exists in Encanto), and looks for a Hilltop Development Plan that will utilize open space to provide and urban parkway, complimenting and celebrating Chollas Creek.



NAME	Address	Email
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Lola M. Greer	210 Dolo St 92114	
Felicia Matthews	418 Ella Lane	feliciarenee@cox.net

B1-5: Comment acknowledged.

B1-6: Comment acknowledged.

LETTER	RESPONSE
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Address
San Diego, CA
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Name		E-mail
Trinity Daniel	418 Euclid Ave	trinitydaniel009@gmail.com
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Anita Roberts	5163 La Paz	Lalaro48@gmail

Letter B2

RINCON BAND OF LUISEÑO INDIANS
Culture Committee
1 W. Tribal Road Valley Center, California 92082
(760) 297-2621 or (760) 297-2622 & Fax: (760) 749-8901

July 14, 2015

Myra Herrmann
City of San Diego
Planning Department
1222 First Avenue, MS 501
San Diego, CA 92101

Re: Southeastern San Diego & Encanto Neighborhoods Community Plan Update

Dear Ms. Herrmann:

This letter is written on behalf of the Rincon Band of Luiseño Indians. Thank you for inviting us to submit comments on the Southeastern San Diego & Encanto Neighborhoods Community Plan Update Project. Rincon is submitting these comments concerning your projects potential impact on Luiseño cultural resources.

B2-1

The Rincon Band has concerns for the impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseño people. This is to inform you, your identified location is not within the Luiseño Aboriginal Territory. We recommend that you locate a tribe within the project area to receive direction on how to handle any inadvertent findings according to their customs and traditions.

If you would like information on tribes within your project area, please contact the Native American Heritage Commission and they will assist with a referral.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Jim McPherson
Manager
Rincon Cultural Resources Department

Bo Mazzetti, Tribal Chairman | Stephanie Spencer, Vice Chairwoman | Steve Stallings, Council Member | Laurie E. Gonzalez, Council Member | Alfonso Kolb, Council Member

Rincon Band of Luiseno Indians (July 14, 2015)

B2-1: Comment noted. The Rincon Band of Luiseño Indians received a copy of the Draft EIR along with all federally recognized and culturally affiliated tribal groups in San Diego County. This list was provided to the City of San Diego by the Native American Heritage Commission in accordance with SB 18. At the close of public review, only one comment letter was received your group indicating that the CPU is not within the Luiseño Aboriginal Territory. No other comment letters or requests for consultation were received from any San Diego County Native American tribal group or individual as a result of this process.

In accordance with the City of San Diego's General Plan Historic Preservation Element and the City's Historical Resources Guidelines, Native American monitors are required on all projects within City jurisdiction when significant archaeological resources have been identified, and during each phase of a project that involves either survey or ground disturbing activities on projects. In addition, the City is committed to an on-going relationship with the local Native American community through informal meetings and/or regulatory compliance requirements.

Letter B3

San Diego County Archaeological Society, Inc.

Environmental Review Committee

4 September 2015

To: Ms. Myra Herrmann
Planning Department
City of San Diego
1222 First Avenue, Mail Station 501
San Diego, California 92101

Subject: Draft Environmental Impact Report
Southeastern San Diego and Encanto Neighborhoods
Community Plan Updates
Project No. 386029

Dear Ms. Herrmann:

I have reviewed the historical resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

B3-1 Based on the information contained in the DEIR and its Appendix F, we agree with the impact analysis and with the mitigation measures. We suggest that the San Diego Archaeological Center be consulted on the development of the exhibits mentioned in P-HP-15 (p. 5.7-29) and P-HP-12 (p. 5.7-31).

Impacts of and mitigation for particular proposed developments and improvements must be evaluated at the project level. Please continue to include SDCAS in the public reviews of the individual projects.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: AECOM
SDCAS President
File

P.O. Box 81106 San Diego, CA 92138-1106 (858) 538-0935

San Diego County Archaeological Society, Inc. (September 4, 2015)

B3-1: Comment noted. The recommendation to consult with staff from the San Diego Archaeological Center to assist with development of exhibits referenced in the two Historic Preservation Element policies has been forwarded to the CPU Project Managers in the Planning Department for consideration.

Letter C1

From: Rafael Bautista [mailto:rafada1@yahoo.com]
Sent: Thursday, July 09, 2015 6:31 PM
To: Gregory Morales
Cc: Bucey, Karen; Gates, Lara
Subject: Re: Southeastern San Diego and Encanto Neighborhoods Environmental Impact Report

C1-1 This is a very concerning issue. How can we build to accommodate more people if we do not have the water to meet current needs? Our redevelopment must be community-oriented. That means that the people currently living in the redeveloped zones need accessible and affordable mortgages to be able to purchase property within the redeveloped zone. This is the only sustainable form of development. Not for profit development that leads to cheap and costly projects. People in the neighborhood need to know that they can own their home. We need reinvented loans that can accommodate the people that live in the redevelopment areas so that people can stay and build value/equity into their homes and their community.

C1-2

Rafael Bautista
Broker/Owner
Christian Stanley Finance Realty, Inc.
BRE Broker Lic# 01451614 BRE Corp Lic# 01904279 NMLS: 340511
Cell: (619) 709-0942 Fax: (888) 505-1976
www.CSFRGROUP.com rafael.bautista@csfrgroup.com

Rafael Bautista (July 9, 2015)

C1-1: Water supply for the Southeastern San Diego and Encanto community planning areas is addressed as part of the City of San Diego's comprehensive citywide approach to water supply planning. Water supply planning is an on-going effort by the City's Public Utilities Department, Water Resources Division. This division has the responsibility to forecast expected water demand throughout the City and ensure that adequate sources of water are available to meet the estimated future changes in water demand.

Water demand projections are affected primarily by two factors: land use changes and population growth. Land use changes may increase water demand when higher density development is proposed where a lower density land use existed, or water demand may decrease if land use intensity is lowered. The second factor in projecting future water demand is population growth. This component of the water demand projections is addressed by using future population projections developed by SANDAG. The use of SANDAG projections provides a measure of uniformity and stability in the growth estimates because the database used by SANDAG is much greater than the City of San Diego. In addition, all the local agencies subscribe to and rely on the SANDAG data for their future growth forecasting in many different fields of interest and for numerous purposes.

To address the State of California requirement as well as to fulfill the local need to project future water supply needs, the City of San Diego prepares an Urban Water Management Plan (UWMP) once every five years. This document addresses historical and projected water use within the City's service area, it discusses efforts for developing local water sources and for continuing water conservation practices among its customers, it summarizes water supply sources, and ensures that sufficient water supply will be available to meet projected demands for a 20-year study period.

In relation to the Southeastern San Diego and Encanto Neighborhoods Community Plan Update project, the City's Development Services Department (DSD), the CEQA lead agency at the time, requested the Public Utilities Department prepare a Water Supply Assessment (WSA) as part of the environmental review process. The Public Utilities Department completed, approved and submitted the WSA to DSD and the Planning Department (current CEQA lead agency) on October 1, 2014. The project's WSA report was prepared in compliance with the requirements of Senate Bill (SB) 610 as codified in Water Code Section 10912(a) using the City's and San Diego County Water Authority's (Water Authority) 2010 UWMP. The update to the community plan meets the criteria for the Water Authority 2010 UWMP and it has been determined that with the increased densities proposed as part of the plan updates that water supplies will reliably meet the demand associated with the plan updates.

To help the San Diego region manage water resources when supplies are tight, the Water Authority's Board has approved a Water Shortage and Drought Response Plan. It outlines a series of orderly, progressive steps for the Water Authority to take during shortages to minimize impacts to the region's economy and quality of life. This plan played a key role in helping member agencies manage difficult water supply conditions from May 2007 to April 2011. The Water Authority Board activated the plan again in February 2014 in response to increasing statewide water supply challenges. In addition, the Water Authority Board in March 2008 approved a Model Drought Response Ordinance as a guide for member agencies.

The Water Authority has diversified its portfolio of supplies so that it is not dependent on any single source for the majority of its water. The Water Authority also has worked diligently to reduce the potential for a major water shortage through a series of investments in new facilities that are part of its Emergency Storage Project. In addition, the Water Authority promotes ongoing efforts to improve water-use efficiency in homes, businesses and public places across the region.

C1-2: Comment noted. The Community Plan Updates do not directly address the terms of private financing; however, the plans include policies which are intended to foster economically diverse communities by providing a variety of housing types and supporting local economic development.

Letter C2

From: rleif@rleif.com [mailto:rleif@rleif.com]
Sent: Monday, September 07, 2015 9:21 AM
To: DSD EAS
Cc: 'Tom Fuller'; taxqueen25@cox.net; rpisano5@cox.net; CouncilMember David Alvarez; Councilmember Myrtle Cole; CouncilMember Marti Emerald; CouncilMember Lorie Zapf
Subject: SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATE and Project 386029

CITY OF SAN DIEGO PLANNING DEPARTMENT and Council Members Cole, Alvarez, Emerald and Zapf

C2-1 Please modify the plan for Southeastern San Diego, since it does not fulfill:

1) **Multi-Modal Transportation Strategy**: Include walkable and bicycle friendly streets, accessible and enhanced transit options, and comprehensive parking strategies throughout both communities.

C2-2 2) **Economic Diversification**: Broaden the economic profile to increase employment and growth opportunities.

C2-3 3) **Housing**: Increase allowed densities in close proximity to transit in order to provide more and varied housing and meet workforce needs close to employment centers.

C2-4 4) **Transit**: Coordinate land use planning with high frequency transit service planning.

C2-5 Concerning Items 1 and 4. The omission of a multimodal Bus and Trolley station collocated and connecting at the heights of the I-15 BRT and the Orange trolley line at or proximal too Imperial Ave. will result in less use of the rapid transit system with resultant harm to the environment. Please see attached (Trolley Stop, Bus and I-15 Rapid Transit Bus Intermodal Transfer Point)

The proposed intermodal stop will unite the Orange trolley line, the I-15 Bus rapid transit (BRT), the planned 32nd St Rapid Bus and the Imperial Ave Bus as well as be close to the Imperial Ave Bus. It will essentially serve the same purpose as item **P-MO-15** of the Mobility Element (Southeastern San Diego) on page 5.1-38 of the Community Plan Update Environmental Document:

> "Work with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan, and to incorporate additional transit services and facilities such as a new BRT station along the I-805 corridor connected to the 47th Street Trolley Station, including new rail, pedestrian, and bicycle connections between Southeastern San Diego and Encanto Neighborhoods."

The only rational explanation that I have for the omission of the intermodal transit station is that our two planners, Karen Bucey and Lara Gates, desire to use the existence of the Trolley station at 32nd St. and Commercial St. to obtain a density bonus for a new affordable housing project, which would be located within a half mile of that station.

C2-6 The proposed change of light industrial to residential will result in a significant loss of industrial area with a concomitant loss of jobs. Our two planners are trying to reverse the Southeastern San Diego Planning Groups' desire to maintain Eastern Commercial St as light industrial. It should

Robert Leif (September 7, 2015)

C2-1: As described in the Draft Mobility Elements of both the Southeastern San Diego and Encanto Neighborhoods CPUs, significant pedestrian (routes and focused areas), bicycle (from enhance bike routes to separated cycle tracks), and transit (local bus, rapid bus, BRT, and light rail) facility improvements are proposed. An overview of parking strategies is also included. In addition, detailed and comprehensive goals and policies are identified for each of the transportation modes. Overall, both Plans fully support the Multi-Modal Transportation Strategy.

C2-2: Comment acknowledged. The Community Plan seeks to support economic vitality through its land use designations as well as policies in the Economic Prosperity Element.

C2-3: Comment acknowledged. The Community Plan features a substantial increase in permitted density and intensity along the Commercial/Imperial, Market Street, National Avenue, and 43rd Street corridors. These areas of land use change are shown on Figure 2-3: Areas of Change, Master Plan Areas, and Village Boundaries, in the Draft Community Plan. Additional standards and incentives for development in the Village District are provided in Table 2-6 of the Draft Community Plan.

C2-4: As shown in Figure 4-1: Preferred Plan – Trip Generation vs. Existing Condition of the TIS (Appendix B of the Draft PEIR), the majority of growth under the Preferred Plan is concentrated around transit stations with high frequency transit service, such as the 25th Street and 32nd Street Trolley Stations, and transit corridors such as Market Street, Imperial Avenue, and National Avenue. Thus, the Preferred Plan takes into consideration growth within areas with existing high-frequency transit service and areas likely to be served by high frequency transit in the future.

C2-5: This comment refers to an attachment providing background on the concept of a Trolley Stop, Bus and I-15 Rapid Transit Bus Intermodal Transfer Point in Southeastern San Diego. Regarding the proposal to realign the 32nd Street Trolley station with a future I-15 Bus Rapid Transit (BRT) station, there is no BRT proposed on the segment of I-15 that intersects with the Orange Line. The I-15 BRT comes south to SR

C2-6 be noted that the past and proposed affordable housing projects have not appropriately promoted the mix of ethnicities and incomes necessary to raise the economically challenged residents to the middle class. In the case of Barrio Logan, there was a repeated desire to avoid gentrification, which is a polite way of saying to members of the middle class, you are not welcome to live in our ghetto. This is against the Civil rights bill. Southeastern San Diego needs market rate housing to avoid the creation of a ghetto of disadvantaged people. This market rate housing should follow the inclusionary housing rules.

C2-7 One long-term solution to the mixed zoning problems of the Commercial Imperial Corridor and those of Barrio Logan is to exchange the industrial area of the Corridor for the residential area of Barrio Logan. In order to avoid harming the people or the property owners, the period for this exchange should be longer than 25 years.

Yours respectfully,

Robert C. Leif, Ph.D.
3345 Hopi Place
San Diego, CA 92117-3516
Council District 2
Tel. 619.582.0437
Email: rleif@rleif.com

94 and turns west into downtown. A map of showing the alignment of future BRT lines can be found in the Regional Transportation Plan (RTP), as well as on the SANDAG website: http://www.keepsandiegomoving.com/Libraries/I15-Corridor-doc/I-15_BRT_Route_Map_RED_1_30_12_2__FINAL.sflb.ashx

The potential future 47th Street BRT/Trolley station being studied by SANDAG would serve to connect the Orange Line to the future BRT which will connect to the north. That same BRT is planned for light rail in the long term (2050) based on the RTP. More information can be found on the SANDAG website: http://www.sandag.org/index.asp?projectid=349&fuseaction=projects.detail. The Southeastern San Diego and Encanto Neighborhoods Community Plan Updates aim to create an appropriate land use and policy framework for the communities in the context of regional improvements as planned.

C2-6: The comment states that the proposed Community Plan would result in the loss of industrially-designated land and jobs. The Draft Plan would in fact re-designate land along the western Commercial Street corridor and directly adjacent to the 32nd Street Trolley Station from Industrial to Neighborhood or Community Mixed Use. This proposed change results from engagement with the Community Planning Group (CPG) and the larger community over the course of the Commercial/Imperial Master Plan and the CPU process. The comment also states that the Plan seeks to reverse the CPG's preference for the eastern part of the Commercial Street corridor to be designated Light Industrial. In fact, the Draft Community Plan designates this area as Light Industrial. A mixed-use designation is shown as part of the Higher-Density Alternative in the Draft PEIR, but that alternative is not recommended. Finally, the comment's statement on the need for market rate housing is acknowledged. The Draft Community Plan seeks to provide a range of housing types in the community.

C2-7: Comment acknowledged.

Letter C3

Draft ENCPG Environmental Impact Report (EIR) Feedback:

Kenneth Malbrough 08/05/2015

EIR Sections

Mobility Element Update and Traffic Impact Study Final Draft ***(Reviewed and submitted on 07/27/2015)***

Input/Questions

C3-1

Significant Impact and Mitigation Measure Addition: Hilltop Drive

Connect Hilltop Dr. as a 2-Lane Connector between 47th St and Euclid Ave. Install a controlled intersection to control mobile, pedestrian and bicycle traffic as suggested in the ENCPG Draft Community Plan (see mobility element).

Supporting Points:

1. The proposed ENCPG Draft community plan shows Hilltop Dr. as a connector from 47th St and Euclid Ave
2. The Draft EIR does not take into account of the proposed Hilltop Development Project which is currently in the RFP process
3. Two middle schools and a neighborhood park located on Hilltop Dr. between 47th and Euclid (Not connected to Euclid). As buildout occurs this will increase the ADT and decrease the LOS in the area
4. To assist in reduction of level of service (LOS) on:
   a. 47th St. between SR94 and Market St (Roadway LOS = F, Fig 4-3)
   b. Euclid Ave between SR94 and Market St (Roadway LOS = D, Fig 4-3)
5. The Trip Generation Density (TGD) map in the Hilltop Dr. (Hilltop does not connect) and Euclid Ave area shows:
   a. Under existing conditions is just one step below high density (TGD) (FIG 3-1)
   b. Under the preferred plan it will be high density (TGD) (Fig 4-1)
6. Existing conditions of Level of Service of Euclid Ave between SR94 and Market St. is designated as (E). The preferred plan reduces this to an (D), this may be due to the projected changes on SR94 (SB & NB) HOV lanes and controlled intersection at SR94 and Euclid Ave. However connecting Hilltop with a controlled intersection could further improve the LOS

C3-2

Air Quality Analysis ***(Reviewed and submitted on 08/05/2015)***

Input/Questions

6.0 CEQA Significance Analysis (Page 68, items 1 & 2) project that the ENCPG CPU are projected to be a greater than total emissions under the adopted community plan for Reactive Organic Gases (ROG), Nitrogen Dioxide (NO2) and Carbon Monoxide (CO).

Which means it is greater than what is accounted for in the Regional Air Quality Strategy (RAQS) and possibly the City of San Diego Climate Action Plan. We appear to not be consistent with SANDAG and the San Diego Air Pollution Control District (SDAPCD), based on the above projections this could also result in violations.

Kenneth Malbrough (August 5, 2015)

C3-1: As part of the development of the Encanto Neighborhoods Community Plan, mobility consultants and City staff evaluated the street and transportation networks throughout the entire Encanto Neighborhoods community. This was done in order to ensure that the transportation system would be able to accommodate future growth and development. The team determined that a connection from Euclid Avenue to Hal Street along Hilltop Drive should be constructed at such time the Hilltop development project along Euclid Avenue would be built. However, in response to concerns raised by the community, staff and the consultant team re-evaluated the link along Hilltop Drive and determined that the roadway should be constructed to provide access to Euclid Avenue from the Hilltop development site(s), but would not necessarily need to provide a through vehicular connection to/from the residential neighborhood to the west. This would be further assessed at the project level where it could be studied in more detail. Therefore the community plan will not include a requirement to make that connection for cars. However, a connection would be recommended for pedestrian, bicycle, and emergency vehicle access. This non-motorized connection would provide a safe path for children traveling to/from the middle schools and park mentioned in the comment. Please see Figure 3-8 of the Mobility Element that no longer shows Hilltop Drive as a Collector Street between 47th Street and Euclid Avenue. A traffic study may be required for the Hilltop Development site which would study and vet this issue in more detail.

C3-2: The comment refers to Section 6.0 of the *Air Quality Analysis for the Southeastern San Diego and Encanto Neighborhoods*, the technical report on which the EIR analysis of air quality was drawn. This response refers to the relevant sections of the EIR itself.

As discussed under Impact 5.3-1 in the Draft EIR, total Reactive Organic Gases (ROG) emissions under the Community Plan Updates (CPUs) would conflict with implementation of the Regional Air Quality Strategy (RAQS). Therefore, the CPUs would contribute substantially to an existing air quality violation and would have a potentially significant impact on regional air quality without mitigation. This inconsistency will remain until such time that the San Diego Air Pollution Control District

C3-2 **Air Quality Analysis (Continued)** ***(Reviewed and submitted on 08/05/2015)***

Input/Questions

Questions:

1. Will this have a significant impact on future development in ENCPG area?
2. What actions do we need to take regarding our proposed plan to remedy this outcome based on the above findings?

C3-3 **Greenhouse Gas Analysis** ***(Reviewed and submitted on 08/05/2015)***

Input/Questions

Happy to read that our Density Transfer Program in the draft ENCPG Community Plan will help in the assistance of reducing greenhouse gases.

However I am a little concerned about Section 6.0 Conclusions and Recommendations, the 5th paragraph on page 31:

> As discussed in Section 5.1.3, while program level impacts from GHG emissions have been identified as less than significant and no mitigation is required at a program level, all future discretionary projects would still be required to undergo individual environmental review and reduce GHG emissions consistent with City GHG emission reduction targets as well as conform to the policies of each CPU.

This statement in my opinion may undermines the whole concept of producing a programmatic EIR. I am requesting additional explanation of the above paragraph.

C3-4 **Noise Analysis** ***(Reviewed and submitted on 08/05/2015)***

Input/Questions

1. You did a noise analysis for Hilltop Dr. Between 47th and Euclid Ave (See table 7 page 52, Future Vehicle Traffic Contour Distances – ENCPG CPU Areas). However you did not do a traffic study for the same segment of road on Hilltop Dr.
   An explanation is required for this action/none action.
2. Skyline Dr. from 61st St. to O'Meara St. shows a change from 75.9 to 76.6 CNEL by 2035. Currently there a high school under construction at 6131 Skyline and a 26 single family residential project in the que with DSD. Has this been considered in the noise analysis?

Prehistoric Cultural Resources ***(Reviewed on 08/05/2015)***

No input

(SDAPCD) updates the RAQS to be consistent with the CPUs. This is explained in the Draft EIR and is addressed by Mitigation Framework measure MM-AQ-2, as is restated below:

MM-AQ-2 Development that would significantly impact air quality, either individually or cumulatively, shall receive entitlement only if it is conditioned with all reasonable mitigation to avoid, minimize, or offset the impact. As a part of this process, future projects shall be required to buffer sensitive receptors from air pollution sources through the use of landscaping, open space, and other separation techniques.

The mitigation would require future development in Encanto Neighborhoods to implement measures to reduce air quality impacts and where potential land use conflicts may occur would require separation of land uses. Additionally, the SDAPCD will need to update the RAQS and State Implementation Plan (SIP) to account for the CPUs. This is the responsibility of the SDAPCD, which is beyond the jurisdiction of the City. Therefore, there is no remedy for the City other than to continue to work with the SDAPCD to incorporate the CPUs into the RAQS and the SIP. No changes to the text of the EIR are required.

C3-3: The comment refers to Section 6.0 of the *Greenhouse Gas Analysis for the Southeastern San Diego and Encanto Neighborhoods Community Plan Updates,* the technical report on which the EIR analysis of greenhouse gas emissions was drawn. This response refers to the relevant sections of the EIR itself. Please refer to the Master Response: Level of Detail of Analysis in a Program EIR.

As identified in Section 3.5 of the Draft EIR, Environmental Design Considerations, several environmental design considerations, beyond compliance with mandatory existing regulations, have been incorporated into the CPUs to avoid or reduce environmental impacts, some of which directly relate to the reduction of Greenhouse Gas (GHG) emissions.

The analysis of potentially significant impacts related to GHG emissions is described in Section 5.11 of the Draft EIR, Greenhouse Gas Emissions, using the two questions from Appendix G of the CEQA Guidelines: 1) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and 2) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of

C3-5 **Biological Resources Report** ***(Reviewed and submitted on 08/05/2015)***

Input/Questions

In section 5.4 Jurisdictional Waters/Wetlands, page 80, paragraph 2, talks about potential wetlands and the additional studies which may need to be carried out before development.

If there is more study recommended for potential wetlands, shouldn't we have the study completed through the EIR now on recognized development projects that are designated as potential wetlands, My thinking is this is one of the many the advantages of doing a programmatic EIR?

Geotechnical Desktop Study ***(Reviewed on 08/05/2015)***

No input

C3-6 **Hazardous Material Technical Study** ***(Reviewed and submitted on 08/05/2015)***

It appears that the largest hazardous materials threat to ENCPG comes from current and past private businesses not from public infrastructure and transportation facilities.

Drainage and Water Quality ***(Reviewed on 08/05/2015)***

No input

Water Supply Assessment Report ***(Reviewed on 08/05/2015)***

No input

Respectfully submitted

Kenneth Malbrough

6143 Skyline Dr.

San Diego, CA 92114

GHGs?

As is noted in the Significance Criteria in Section 5.11 of the Draft EIR, Greenhouse Gas Emissions, the City has not adopted GHG Thresholds of Significance for California Environmental Quality Act (CEQA) compliance and is following guidance from the 2008 California Air Pollution Control Officers Association (CAPCOA) report "CEQA & Climate Change" to identify screening criteria to determine when a GHG analysis would be required, and information from the California Air Resources Board (CARB) Scoping Plan and Business As Usual (BAU) 2020 Forecast to determine when a cumulatively significant contribution of GHGs has occurred.

The impact analysis in the GHG Technical Report and Section 5.11 of the Draft EIR, Greenhouse Gas Emissions, concluded that impacts related to GHG emissions would be considered less than significant and that the CPUs would not conflict with an applicable plan, policy, or regulation adopted for reduction of GHG emissions. Therefore no mitigation measures are required or proposed as part of the CPUs. However, as is noted in the paragraph quoted in Comment C3-3, future projects would be subject to evaluation by the City for conformance with CPU policies and to determine if they are consistent with City GHG emission reduction targets in effect at the time the projects are considered for approval. The current screening criteria used by the City is from the CAPCOA report, which references a 900-metric-ton guideline as a conservative threshold for requiring further analysis and mitigation. The City, thus, follows a 900-metric-ton screening criterion for determining when detailed GHG analysis that quantifies emission reductions would be required.

For projects that exceed the 900-metric-ton screening criterion, the City requires a GHG emissions analysis to demonstrate that the proposed project achieves a 28.3 percent reduction relative to BAU GHG emissions (City of San Diego 2010). This requirement is based on the CARB BAU 2020 Forecast and Scoping Plan, which identify reductions needed to achieve an approximate overall 28.3 percent reduction in statewide BAU emissions by 2020. Per City Guidance, if a project's 2020 GHG emissions represent a 28.3 percent reduction relative to the project's BAU GHG emissions, then the project would not result in a significant impact on global climate change.

Evaluation of future projects for conformance with existing City plans

and policies, including conformance with the CPUs, is a ministerial action meaning that it is not subject to CEQA analysis. No changes to the text of the EIR are required.

C3-4: The question refers to two roadway segments in the Study Area: Hilltop Drive between 47th Street and Euclid Avenue, and Skyline Drive between 61st Street and O'Meara Street.

Hilltop Drive runs between Boundary Street in Southeastern San Diego, across I-805 and continues past 47th Street to the east, where it dead ends short of Euclid Avenue. There are two short and isolated segments east of Euclid Avenue, with the easternmost terminus at Roswell Street.

As the comment notes, the noise analysis did model future noise levels along the segment of Hilltop Drive that does not connect with Euclid Avenue using data from the draft traffic study. The noise analysis was completed because traffic data was available. However, because a vehicular connection from Hilltop Drive to Euclid Avenue was not included in the Community Plan Update, traffic analysis of that segment was not included in the final version of the traffic study. Any future project that would propose to connect Hilltop Drive with Euclid Avenue or would otherwise increase traffic volumes on this roadway would have to study the potential impacts to traffic that would result. Because the CPU does not propose the connection of Hilltop Drive with Euclid Avenue, this segment was not analyzed for traffic impacts.

Regarding projected noise levels along Skyline Drive, the noise analysis is based on projected traffic volumes resulting from proposed future land use changes in the Study Area. It does not address specific projects. Therefore, the high school and residential projects were not accounted for at a project level. Please refer to the Master Response: Level of Detail of Analysis in a Program EIR.

The O'Farrell Community School is a charter school that is being constructed is under the jurisdiction of the State Architect. San Diego Unified School District prepared a Final Initial Study/Mitigated Negative Declaration for the O'Farrell Community School Modernization and New High School Facility Project in September 2013. That report included a Traffic Impact Study and a Noise Impact Assessment, both dated May 2013. The 26-unit single-family residential project is currently under review and will likely be required by the City to complete a project-specific noise assessment. No changes to the text of the Final EIR are required.

C3-5: The comment refers to Section 5.4 of the *Biological Resources Report for the Southeastern San Diego and Encanto Neighborhoods Community Plan Updates*, the technical report on which the EIR analysis of biological resources was drawn. This response refers to the relevant sections of the EIR itself.

Potential wetland areas and other jurisdictional waters regulated by the USACE, CDFW, and RWQCB have been identified by topography, hydrology, and vegetation mapping. City, state, and federal regulations strongly encourage development projects to avoid impacts to jurisdictional waters and wetlands. Should a future development project be proposed in the vicinity of such a resource, such as Chollas Creek, a detailed Jurisdictional Delineation (JD) would be required to delineate the precise limits of the resource and to calculate necessary buffers or, in the case of impacts, mitigation. This project-level analysis is beyond the scope of this Programmatic EIR on the Southeastern San Diego and Encanto Neighborhoods CPU. No changes to the text of the EIR are required. Please refer to the Master Response: Level of Detail of Analysis in a Program EIR.

C3-6: Comment noted.

Letter C4

4931 Dassco Court

San Diego, CA 92102

September 7, 2015

Myra Herrmann

Environmental Planner

City of San Diego – Planning Department

1222 First Avenue, MS 501

San Diego, CA 92101

Project # 386029 --Encanto Neighborhoods Community Plan

Dear Ms. Herrmann:

I am , Ardelle Matthews, living at 4931 Dassco Court 58 years it has brought many pleasures, however, our community has been down this road before with Council members: Frank Curran, Leon Williams, William Jones, Wes Pratt, George Stevens, Charles Lewis, Tony Young, and now Mrs. Cole. Why do you keep bringing forward the same thing? Every single one of our Council Representatives has supported our wishes. We are trying to do it right. We voted on this at an Encanto Planning Meeting—limited density and Hilltop Drive not punched through to Euclid Avenue.

C4-1 We are against the extension of Hilltop Drive into the neighborhoods, the higher density being proposed in Chapter 10 of the Encanto Community Plan Draft EIR. The higher density, as requested by Civic San Diego, would allow for 300,000 square feet of commercial, enclose/cover over the creek tributary, extend narrow Hilltop Drive into the neighborhood where two schools and Gompers Park exits in the same block (there is no project yet so no traffic study has been completed); increase the density to 373 units without the density bonus and 502 with the density bonus. This higher density will also require at least 746 parking spaces (373x2) at a minimum of $25,000 per space ($18,650,000) This higher density undermines the village concept for density to occur around the transit station and undermines the Chollas Creek Enhancement Program, calling for daylighting/protecting/enhancing Chollas Creek. There are interested Contractors , who will plan this

C4-2 space with our concepts in mind. As indicated on the preferred Plan map, the community seeks open space and parkland (a 182 acre park deficiency exists in Encanto), and looks for a Hilltop Development Plan that will utilize open space to provide an urban parkway, complimenting and celebrating Chollas Creek.

Over the years, we keep coming before you with the same matter. You are not respecting the community's wishes and Petitions mean nothing to you. Stop doing this! Are you waiting for the Community to die, so you will not have to deal with our requests? Don't count on it. We do not want a "Cabrini-Green" in our Community. We are presenting , with this letter a second, (this year) Petition expressing our concern. Please respect our Petition.

Yours truly,

Ardelle Matthews (September 7, 2015)

C4-1: Comment acknowledged. The Draft Encanto Neighborhoods Community Plan Update does not include the extension of Hilltop Drive, and does not recommend the Higher Density Alternative. No change to the Draft PEIR is required.

C4-2: Comments acknowledged.

Letter C5

Sent from my iPhone
On Jul 9, 2015, at 3:03 PM, Gregory Morales <gregory_morales@hotmail.com> wrote:

Program Environmental Impact Report

I have a few Questions:

C5-1 It appears to me that we may have about 10 months of make-up feed water reserves for our potable water supplies. That means that reserves currently being used to support water supplies in the City of San Diego appear to have about 9 to 10 months of use rate capacity left before they run out. I see no mention of actual water supplies secured into the 50 (2050) planning model, nor projections of when (if ever) our current fresh water resources will reach perhaps as much as an 80% reduction in use rates. Until such time it would seem to be a more conservative and prudent stance to restrict or suspend any activity that may increase rates of water usage should be denied/refused.

C5-2 As well, in 2009 the ENCPG passed a motion outlining truly durable and sustainable development/redevelopment guidelines including on site storm water capture, holding, and use systems, on site gray water reclamation and reuse options, as-well-as outlining recommendation for solar power at full usage support levels on all new construction (commercial/business/high density residential), I am not sure, but it appears that there are no projects that meet these community set goals.

Thanks
Gregory Morales

Gregory Morales (July 9, 2015)

C5-1: Water supply for the Southeastern San Diego and Encanto community planning areas is addressed as part of the City of San Diego's comprehensive city-wide approach to water supply planning. Please refer to response C1-1 for more detail.

C5-2: Both CPUs include guiding principles as well as policies that encourage water conservation. The Guiding Principles for both CPUs include the following:

Develop sustainable practices in new development, mobility, water, and energy conservation in order to reduce greenhouse gas emissions.

Both CPUs contain policies regarding sustainable development, particularly water conservation and use of solar energy.

The comment refers to 2009 motion by the Encanto Neighborhoods Community Planning Group; as such, policies from Chapter 4 of the Encanto Neighborhoods CPU which address urban design and key opportunities for future development are cited below:

P-UD-53: Ensure the design of new development integrates storm water best management practices onsite to maximize their effectiveness by:

a) Allowing the use of green roofs and water collection devices, such as bioswales, cisterns and rain barrels, to capture rainwater from the building for re-use.

b) Utilizing disconnected drain sprouts to interrupt the direct flow of rainwater from the buildings to the storm water system. Integrate these features to imbibe buildings with a distinctive architectural character.

c) Minimizing onsite impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobble stone block pavement, etc to detain and infiltrate run-off on-

site.

d) Encouraging the use of permeable paving elements in auto and nonauto- oriented areas.

P-UD-97: Utilize permeable paving, bio swales, green alleys and/or other stormwater design features that will manage rain water and irrigation run off while supporting the heavy load vehicles that would service the loading docks and refuse containers.

P-UD-103: Landscape materials should be of high quality and suitable for the San Diego climate. Low water use plant species are preferred.

P-UD-104: Whenever feasible, landscaped and private open spaced areas should be designed to serve a sustainable infrastructure function by collecting and treating stormwater flow, allowing for infiltration, and being used for irrigation.

P-UD-130: Wherever feasible with new development, street trees should be planted in open parkways rather than concrete cut-outs. Parkways can be designed to capture and infiltrate precipitation and stormwater to reduce irrigation requirements and urban runoff.

Chapters 4 and 8 of the Encanto Neighborhoods CPU also promote conservation and sustainability, including policies that promote the use of renewable energy. This includes:

P-UD-54: Integrate energy generation and sustainability such as solar, wind, geothermal or other technologies into the overall building design consistent with the architectural design.

P-CS-5: Encourage the use of solar energy systems to supplement or replace traditional building energy systems.

Finally both CPUs also reference the Urban Runoff and Storm Water Management General Plan Polices CE-E.1 – CE-E.7. No changes to the text of the Final EIR are required.

Letter C6

H. EUGENE MYERS
2352 Salisbury Drive
San Diego, California 92123
(619) 851-0600

VIA HAND DELIVERY

September 4, 2015

Myra Herrmann, Environmental Planner
City of San Diego, Planning Department
1222 First Avenue, MS 501
San Diego, California 92101

Re: Southeastern San Diego and Encanto Neighborhoods Community Plan Update
Project Number 386029

Dear Ms. Herrmann:

Please accept the attached comments regarding the Draft Program Environment Impact Report (PEIR) for the Southeastern San Diego and Encanto Neighborhoods Community Plans, pursuant to the Public Notice published by your office on July 9, 2015.

The undersigned is an owner of real estate situated within the boundaries of the Southeastern San Diego Community Plan area, located along the Commercial/Imperial Transportation Corridor adjacent to the 32nd and Commercial Street trolley station. It is more fully described by reference to address and parcel numbers listed below.

The enclosed comments contained in the attached "Comments to Draft Program Environmental Impact Report" will be limited in scope to follow the emphasis stated in the Southeastern San Diego Community Plan Update (January 2015), hereafter referred to as "SESD CPU" or "CPU", that provides in Section 1.1 "Environmental Impact Report"[1] as follows:

> "Because Southeastern San Diego is a highly urbanized area, the nature of impacts primarily relates to the changes in *land use, use intensity and traffic* (emphasis added) rather than effects on natural resources".

Additionally, the comments are further limited to impacts within the SESD CPU area in recognition of the goal as stated in the PEIR, in the Executive Summary, on page ES-2, "To enable greater focus on each community…; separate community plans are being prepared for each community through the update process".[2]

Although the scope of the enclosed comments may be limited as above described, the undersigned reserves the right to include other comments, comparisons or references to other elements of the SESD CPU, the Encanto CP or the PEIR as may be relevant or germane.

A "Summary of References Cited in Comment Letter" is attached for quick reference to the documents cited, including the source, title and page number where the citation appears. All cited documents, marked as Tabs 1-33, corresponding to footnotes (f/n), are attached.

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1 SESD CPU Section 1.1
2 PEIR, ES-2

H. Eugene Myers (September 4, 2015)

Summary of Concerns:

1. The proposed SESD CPU is not in compliance with the City of San Diego Master Plan (2008), including the "City of Villages" strategy, due to the failure to encourage transit oriented development within the Southeastern San Diego Community Planning area.

2. Combining two community plan updates into a single PEIR unnecessarily complicates the review process and results in the failure to provide a sufficiently reasoned analysis of the "High-Density" and "Low Density" Alternatives to the PEIR.

3. The Failure to provide separate "Alternatives" to the PEIR for each of the two planning areas results in a failure to consider a range of reasonable alternatives.

4. The PEIR fails to consider the Economic and Urban Decay impacts of elimination of auto dismantling and recycling uses within the SESD CPU area.

5. Lack of community support for the land use element of the PEIR.

By reason of the above, the undersigned respectfully requests that the draft PEIR be amended to include the changes recommended in these comment, prior to being submitted to the City Council for approval.

Sincerely,

Commercial Street Property Owners:

H. Eugene Myers

Coleman L. McSwain
3191 Commercial St (APN # 545-382-24)
3167 Commercial St (APN # 545-382-07 & 16)
105 So. 31St Street (APN # 545-382-11)

Ronald Little
3131-35 Commercial St
(APN# 545-382-12 to 15)
3220 Commercial St
(APN# 545-391-22)

cc: Mayor Kevin L. Faulconer,
Councilmember Myrtle Cole; District 4
Councilmember David Alvarez; District 8
Council President Pro Tem Marti Emerald; District 9
Jan Goldsmith, Esq., City Attorney
Tom Tomlinson, Interim Planning Department Director
Lara Gates, Senior Planner
Karen Bucey, Planner

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Myra Herrmann, Environmental Planner
City of San Diego, Planning Department
September 4, 2015
Page 3

COMMENTS TO DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE SOUTHEASTERN SAN DIEGO COMMUNITY PLAN UPDATE (January, 2015)

COMMENT NO. 1

C6-1

THE SESD CPU IS NOT IN COMPLIANCE WITH THE CITY OF SAN DIEGO MASTER PLAN AND ITS "CITY OF VILLAGES "STRATEGY BY FAILING TO ENCOURAGE TRANSIT ORIENTED DEVELOPMENT WITHIN THE SESD CPU AREA.

The Southeastern San Diego Community Plan (SESD CPU) is not in compliance with the City of San Diego Master Plan, adopted in 2008, or the "City of Villages" Strategy contained in it by failing to encourage transit oriented development within the Southeastern San Diego Community Planning area along the Commercial Street Transportation Corridor between 28th and 32nd Street.

The SESD CPU is replete with references in policy statements, objectives, goals, and mitigating factors to encourage development around transit corridors, and particularly around trolley stations. For purposes of brevity in these comments, reference to Policy P-LU-3 in the SESD CPU is intended to include reference to all such factors favoring transit oriented development.

Notwithstanding all such references to encourage transit oriented development, the proposed SESD CPU fails to follow through with, or to seek implementation of that seminal planning strategy. There are only two (2) trolley stations located within the SESD CPU area [3], and both of them are located within the "Southeastern Village District". [4] One of them, located at 32nd Street, and the entire Commercial Street transportation corridor from 28th to 32nd Street is essentially left out of this "smart growth" strategy with a land use recommendation of "Light Industrial". [5]

Policy P-LU-3 of the SESD CPU provides on page 2-18 as follows:

> *"Focus the highest intensity development (residential and mixed uses) on both Commercial Street and Imperial Avenue around the trolley stops to capitalize on access to transit, boost transit ridership, and reduce reliance on driving".* [6]

As defined in the proposed SESD CPU, "Mixed Use" is divided into two zones; "*Community Mixed Use*" and "*Neighborhood Mixed Use*". [7] The proposed SESD CPU further notes that "The Community Mixed Use zones generally extend to a ¼ mile radius around trolley stops and along major corridors. The Neighborhood Mixed Use zones generally extend to about ½ mile of trolley stops and along corridors, and exclude low-density residential areas, industrial areas, parks and schools…" [8]

The land use classification of "Mixed Use" will permit high density residential and commercial uses that are necessary for the development of "urban infill" projects consisting of a mix of land uses, residential densities and commercial intensities of the type contemplated in the City of San Diego's Master Plan (2008) and the "City of Villages" strategy contained in it. This development strategy is also restated in the

[3] SESD CPU, Fig 2-1, page 2-4
[4] SESD CPU, Fig 2-2, page 2-11
[5] SESD CPU, Fig 2-3, page 2-17
[6] SESD CPU, page 2-18
[7] SESD CPU,Section 2.4, page 2-19
[8] SESD CPU, Table 2-3,page 2-9

C6-1: The comment states that the SESD CPU is not in compliance with the General Plan and its City of Villages strategy by failing to encourage transit-oriented development. The commenter argues that the proposed CPU does not fulfill its transit-oriented development goals because it designates only a limited amount of land around the 32nd Street Trolley station for mixed-use development and places this land directly adjacent to industrially-designated land. The comment requests an explanation for this proposed land use pattern, and argues that the Draft PEIR does not adequately address potential impacts. Each of these points and others are addressed below.

First, the Draft SESD Community Plan does focus land use change and opportunities for mixed-use, transit-oriented development around Trolley stations and along transit corridors. As the comment points out, the proposed land use pattern around the 25th and 32nd Street Trolley stations is not the same. Mixed-use designations would be applied to several blocks along both Commercial Street and Imperial Avenue in the vicinity of the 25th Street station, while only two blocks adjacent to the 32nd Street station would receive a mixed-use designation. This proposed land use pattern is the outcome of a planning process that spanned both the Commercial/Imperial Corridor Master Plan and the Southeastern San Diego Community Plan Update, and included extensive community engagement from the spring of 2011 through the release of the Draft Community Plan in June 2014. The difference in proposed land use along the corridor owes to an existing land use pattern west of 28th Street that is already more conducive to mixed-use development, and to community members' desire for industrial uses to be included as part of the future land use pattern in the area. This approach is articulated in Draft Community Plan policy P-LU-31: "Focus light industrial uses in one portion of the Commercial Street corridor—between 28th and 32nd streets—to minimize potential conflicts with residential and other sensitivie sues and to concentrate industrial activities, including freight and truck loading/unloading."

C6-1

Introduction, Section 1 of the SESD CPU under "Commercial /Imperial Corridor Master Plan" as follows:

> *"The Master Plan directs development into mixed-use centers around the two existing trolley stops at 25th and 32nd streets. Each center will contain a mix of local serving uses, retail, housing, and plazas or open spaces".*[9]

As currently proposed in the SESD CPU, "Mixed Use" is being recommended for the western portion of the Commercial Street Transportation Corridor, from 19th Street to the western side of 28th Street, but not for the eastern portion, extending from the eastern side of 28th Street to 32nd Street. Contrary to the provisions of SESD CPU Policy P-LU-3, the eastern portion of the corridor will be restricted to a "Light Industrial" classification (See f/n #3).

San Diego Trolley Station at 25th and Commercial: Transit oriented development has already commenced around the San Diego Trolley's 25th Street station with the recently completed "COMM-22" affordable housing project centered at Commercial and 22nd streets. This project contains the "Smart Growth" recommended land uses, including a mix of affordable, and market rate housing, and various commercial uses. The proposed Mixed Use zoning for the remainder of the western portion of this corridor will encourage further growth as is contemplated in the "City of Villages" strategy as set forth in the City of San Diego Master Plan (2008), and as is recommended in SESD CPU Policy P-LU-3. It will also comply with the SANDAG Regional Transportation Plan's goal of creating compact urban cores where more people reside.[10]

San Diego Trolley Station at 32nd and Commercial: The only other trolley station situated within the Southeastern Village District is located at the northeastern quadrant of the 32nd and Commercial Street intersection that is shared with a church and church parking lot. (See f/n #5). This quadrant and the southeastern quadrant (the entire eastern side of 32nd and Commercial streets) are currently zoned for "Multiple Use-Commercial/Residential" with medium residential density of 15-30 units per acre, [11] but under the SESD CPU it will significantly increase the intensity of commercial development (FAR 4.0) and density of residential development (0-44 units per acre) with a "Mixed Use" classification and zoning of CC 3-6. (See f/n#3).

The initial draft of the SESD CPU recommended Mixed Use for the northwestern quadrant. [12] (See also Figure 2-1, page 2-3 of original draft of SESD CPU, Tab #12). The southwestern quadrant was the only portion of the 32nd street trolley station intersection not recommended for Mixed Use in the initial draft of the proposed SESD CPU. (This quadrant contains the undersigned's property; the south side of the entire block located along Commercial Street between 31St and 32nd Streets).

However, as currently proposed in the SESD CPU, the "Mixed Use" recommendation was eliminated for the northwestern quadrant and was replaced with a "Light Industrial" recommendation, resulting in splitting the land use and zoning between 'Mixed Use' on the eastern side, and 'Light Industrial' on the western side of the 32nd and Commercial Street intersection. (See f/n#5). No persuasive explanation is offered in either the SESD CPU or the draft PEIR for this seemingly inconsistent application of the strategy that "directs development into mixed-use centers around the two existing trolley stops at 25th and 32nd streets". (See f/n#9). Further confusing the issue is the failure to explain the reasons or impacts resulting in providing a land use classification for "Mixed Use" development for only one-half of the eastern area around the 32nd

[9] SESD CPU Chap 1,CICMP,Sect 1.4
[10] PEIR, page 5.1-7
[11] 1987 Master Plan, pages 200-202
[12] Chen & Ryan, Traffic Study, Fig. X.X;

Nevertheless, the key sites directly adjacent to the 32nd Street Trolley station are designated for high-density, mixed-use development. These sites would border compatible high-density residential development to the northwest and south. As the comment states, industrial land would be retained directly west of 32nd Street. The Draft Community Plan features policies to ensure that industrial uses along the Commercial Street are compatible with residential and mixed-use development along the corridor. Policy P-LU-32 addresses building facades along Commercial Street, while P-LU-33 calls for truck and auto access to be taken from alleyways. Policies P-LU-34 and P-LU-38 provide guidance to minimize conflicts through building design and through performance measures, landscaping and/or screening. These policies are intended to address the comment's concern that future mixed-use development around the 32nd Street station will not occur due to incompatibility.

The comment states that a block currently designated for Institutional use would be redesignated for Industrial use, between 30th and 31st streets. In fact, the portion of this block facing Commercial Street would be designated Light Industrial, while the portion facing Imperial Avenue would be designated Neighborhood Mixed Use-Low. These designations are consistent with the proposed land use character of each street, respectively.

Lastly, the comment argues that the Draft PEIR does not adequately address potential impacts on urban decay, visual and community character, and mobility, resulting from land use designations along the Commercial/Imperial corridor. These potential impacts are addressed in Chapter 5.15: Visual Effects and Neighborhood Character, and Chapter 5.2: Transportation.

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Street trolley station, but not the remaining western one-half of it. How can a "mixed use center" be developed effectively when only half of the property surrounding the center is appropriately zoned?

An illustrative view of what an urban infill development might look like at the southeastern quadrant of 32nd street trolley station is displayed in the SESD CPU, Urban Design, 32nd Street Village, on page 4-3.[13] However attractive this illustration may be, it is unlikely that such a project could be developed due the economic risks associated with attempting to limit development to one side of 32nd Street, when considering the decaying and decrepit construction of surrounding industrial and warehouse uses currently existing along Commercial Street from 28th to 32nd streets as is reflected in the view of the northwestern quadrant of the same intersection as pictured on the previous page.[14] For further discussion of potential blight and urban decay along this corridor, please refer to Comment No. 3.

The net effect of the land use/zoning strategy as contained in the SESD CPU will discourage transit oriented development around the 32nd Street trolley station, in that it will eliminate the "economy of scale" benefits that would otherwise be available to urban infill developers. Coupled with the failure to provide Mixed Uses along Commercial Street from 28th to 32nd streets, this land use strategy will divide the "Southeastern Community Village" into two separate and distinct "Villages"; one fully entitled and prepared for future urban infill growth, and the other only marginally entitled and unlikely to attract desired development. It should be noted that the only new development within the Commercial Street transportation corridor to occur since implementation of the 1987 Southeastern San Diego Community Plan, excepting the "COMM-22" redevelopment project recently completed, is property owned by the undersigned located at the southwestern quadrant of the intersection of 32nd and Commercial streets. This highlights the ineffectiveness of the 1987 land use regimen in encouraging transit oriented development around trolley stations within the SESD CPU area, and may be a precursor of what to expect if Policy P-LU-3 is not fully implemented for the entire Commercial Street transportation corridor.

To further complicate the land use strategy contained in the proposed SESD CPU, is the recommendation to change the classification from "Institutional" to "Industrial" for the north side of Commercial Street from 30th to 31st Street. This block was identified in the 1987 Southeastern San Diego Community Plan as "PS"; a designation for Police Station. [15] Although a Police Station was not constructed on this site (it was built nearby at 25th and Imperial Avenue), other institutional uses would have been permissible uses at this location. However, the proposed SESD CPU will change this land use classification to "Industrial" uses only; a further impediment to the "City of Villages" strategy encouraging transit oriented development. (See f/n #5).

The SESD CPU and the PEIR fail to state a reasonable factual basis for splitting the Commercial Street Transportation Corridor into two (2) incompatible land uses, nor does the PEIR adequately address other potential impacts, including urban decay, visual, community character, and mobility impacts that will result from the application of such a land use and zoning strategy if the SESD CPU is adopted as currently proposed. The urban decay and neighborhood character impacts of this land use/zoning strategy are further addressed in Comment 4 below. Adopting the SESD CPU as proposed, will discourage and retard transit oriented development within the Southeastern Village District, contrary to the City of San Diego Master Plan (2008) and the "City of Villages" strategy contained in it.

Recommendations: See Recommendations for Comment No. 3, incorporated herein by this reference.

[13] SESD CPU, Urban Design, 32nd Street Village, on page 4-3
[14] SESD CPU, Urban Design, page 4-2
[15] 1987 SESD Master Plan, Figure 30, page 203

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COMMENT NO. 2

C6-2

COMBINING TWO COMMUNITY PLAN UPDATES IN A SINGLE PEIR UNNECESSARILY COMPLICATES THE REVIEW PROCESS RESULTING IN THE FAILURE TO PROVIDE A SUFFICIENTLY REASONED ANALYSIS OF THE HIGH DENSITY AND LOW DENSITY LAND USE ALTERNATIVES TO THE PEIR

Background: As originally adopted in 1969, the Southeastern San Diego and Encanto Neighborhoods communities were combined into a single planning area. However, as part of a comprehensive 1987 update, these communities were split into two separate planning areas: Southeastern San Diego and the Encanto Neighborhoods. (See f/n #2). In doing so, it recognized that providing two separate community plans would ""enable greater focus on each community…and will ensure consistency of the CPUs with and incorporate relevant policies from the City of San Diego General Plan as well as provide a long-range comprehensive policy framework for growth and development in the two communities through 2035." (See f/n #2).

Contrary to the intent of the1987 comprehensive update, the Southeastern San Diego Community Plan update (SESD CPU) and the Encanto Neighborhoods Community Plan (Encanto CP) were included in a single Program Environmental Report (PEIR) for impact analysis. (See PEIR, Executive Summary, page ES-2). It frustrates the clear purpose and goals of having separate community plans "… to enable greater focus on each community…".and introduces an unnecessary level of complexity and confusion into the review process; thus impairing a reasoned analysis by decision makers .

Complexity and confusion in combining both CPUs into a single PEIR arise from the following:

(1) Existing and at "buildout" differences between the SESD and Encanto communities under the CPUs for both residential and non-residential development; and how those differences will effect a reasoned analysis of potential impacts within each respective community.

(2) Existing and at "buildout" differences between the SESD and Encanto communities under the "Alternatives" to the CPUs for both residential and non-residential development; and (a) how those differences will effect a reasoned analysis of potential impacts within each respective community, and (b) how those differences will effect the determination of the "Environmentally Superior Alternative".

1. Community Differences Existing, and at buildout, under the CPUs:

A review of the data presented by the PEIR reveals significant differences between the SESD and Encanto communities that currently exists and what is anticipated at buildout (2035) under the CPUs for both residential and non-residential uses.

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C6-2: The comment states that combining two community plan updates into a single PEIR unnecessarily complicates the review process and results in the failure to provide a sufficiently reasoned analysis of the "High Density" and "Low Density" alternatives. Furthermore, the comment states that combining the EIR for both plans undermines the intent "to enable greater focus on each community." The comment argues that this complication arises from the significant difference in buildout resulting from the Draft Community Plans for Southeastern San Diego and Encanto Neighborhoods, as well as the difference in buildout between the two communities under the PEIR alternatives. As a result, according to the comment, the environmental analysis does not identify unique, specific impacts in each community and does not provide decision-makers with adequate information. Responses to these points are provided below.

First, the City of San Diego undertook separate community plan updates for Southeastern San Diego and Encanto Neighborhoods in order to address the individual, unique characteristics of the two communities. Each community plan update involved extensive work with the respective Community Planning Group (CPG), and outreach to local residents, business and property owners and stakeholders. The distinct land use diagrams and policy frameworks in the two community plans reflect the unique on-the-ground characteristics and the priorities of each community. The City prepared a combined PEIR for the two Plan updates in order to comprehensively assess the environmental effects of the draft Plans, both of which are undertaken with the City as Lead Agency.

Future land use characteristics, including projected "buildout," are presented in separate tables for Southeastern San Diego and Encanto Neighborhoods, both in Chapter 3: Project Description, and Chapter 10: Alternatives. For each alternative, buildout in Southeastern San Diego and in Encanto Neighborhoods are presented in separate tables. The relative differences in land use change between the two communities are clearly distinguished.

Similarly, within Chapter 5: Environmental Analysis, the analysis of

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CPU Buildout Differences- Residential: A comparison of the existing and projected residential populations, and residential units, within each of the two planning areas at buildout is described in the PEIR, Table 3.6-3, on page 3-31 [16] and is summarized as follows:

Single-Family Units: 2% increase in SESD, but a 9% decrease in Encanto:
Multi-Family Units: 32% increase in SESD, but a 362% increase in Encanto;
Total Housing Units: 20% increase in SESD, but 160% increase in Encanto:
Population increase: 23% increase in SESD, but a 158% increase in Encanto:

Household Population:	SESD	Encanto
Existing:	56,848	48,648
At Buildout:	70,020	76,723

These projected calculations indicate that the older SESD community starts out with a larger residential population of 56,848 (54% of total population of both communities), but is overtaken by the relatively younger Encanto community that is projected to grows to 76,723 at buildout (52% of total population of both communities), representing a whopping 158% increase in the household population for Encanto.

The PEIR fails to address the relative community-specific impacts within the two communities that will result from such a large disparity in residential, and non-residential development, including those related to community character and urban design. At buildout in 2035 under the "Preferred Plan", or "CPU Plan" as it is sometimes referred, 18,038 housing units are anticipated for SESD in an area encompassing approximately 2,930 acres, but 21,079 units are anticipated in Encanto in an area of approximately 3,810 acres.[17] (See also f/n #16). Similarly, no community-specific impacts within the two communities are addressed in the PEIR by reason of the dissimilar types of non-residential development, described below, anticipated at buildout under the "Preferred (or CPU) Plan".

Impacts regarding the concentration of development are further aggravated for SESD when considering that future development within the SESD community will be located primarily within the limited confines of the Southeastern Village District. (See f/n #5); The PEIR analysis on these growth issues fails to demonstrate how such community-specific development will impact the essential character of each community, particularly within the Southeastern Village District.

CPU Buildout Differences –Non-Residential: A comparison of the existing and projected buildout for non-residential development within each of the two planning areas reflects a 40% increase in building square footage in Commercial/Retail for the SESD CPU area, but a 310% increase for the Encanto Neighborhoods. Office development is expected to increase by 70% in SESD, but decrease by 10% in Encanto. Community Facilities are expected to increase 11% in SESD but decrease 2% in Encanto. [18]

The disparity in the growth ratios, and in the type of land uses being developed within each of the SESD and Encanto communities as is contemplated in the PEIR, create insurmountable difficulties in making general conclusions or comparisons about them, particularly when additional and extraneous components are thrown into the mixture as happens with the analysis of the "Alternatives" to the PEIR, as is discussed below.[19]

[16] PEIR, Table 3.6-3, page 3-31
[17] PEIR, ES-1
[18] PEIR, Table 3.6-4, page 3-32
[19] PEIR,Chapter10,Alternatives,pages 10-1

potential environmental effects for each issue area is done in such a way that potential effects within each community are identified specifically. This is done in the form of maps, tables, and the organization of the narrative. In reviewing the document in light of this comment, we have identified chapters where the potential impacts to each community may not be clearly distinguished. These chapters have been revised to clarify the distinct implications in each community. Specifically, clarifications have been made to the following sections: 5.1: Land Use; 5.5: Biological Resources; 5.6: Hydrological Resources; 5.7: Historical Resources; 5.10: Hazardous Materials; 5.12: Energy; 5.13: Public Services and Facilities; 5.14: Public Utilities; and 5.15: Visual Effects and Neighborhood Character.

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2. Community Differences Existing, and at buildout, under the "Alternatives" to the CPUs:

The inherent complications identified in the preceding paragraphs in attempting to include two community plan updates into a single PEIR, are further exacerbated in the PEIR by the inclusion of the proposed "High-Density" and "Low- Density" Alternatives to the PEIR analysis. [20] The "High-Density"Alternative" includes numerous land use modifications within the Encanto CP area, but it contains only a single land use modification for the SESD CPU area.

(A). In the "High-Density" Alternative to the PEIR, the analysis considers impacts from land use modifications made within SESD, with land use modifications made within Encanto, and then attempts to draws conclusions about how the combined impacts effect the ultimate conclusion as to which of the alternatives is the " Environmentally Superior Alternative" for both communities.

High-Density Alternative-SESD: The single modification to the SESD CPU in the "High Density Alternative" was limited to providing an increase in density with a "Neighborhood Mixed Use-Medium" classification to the Commercial Street transportation corridor between 28th and 32nd streets, allowing mixed use commercial development with ground-floor retail (Floor Area Ratio {FAR} of 3.0), and 30-44 units per acre for residential uses.[21]

High-Density-Encanto: However, the corresponding modification to the Encanto CP in the "High-Density" Alternative increased the density (for residential uses) and intensity (for commercial uses) considerably greater than those being added to the SESD CPU area. The projected increase in Multi-Family Units to be added under the "High Density Alternative" for the SESD CPU area are 3,474 units, but the increase for the Encanto area is 10,585 units. Similarly, the increase in "Commercial" uses, by square footage, was 835,900 square feet for SESD, but 1,369,600 for Encanto. "Office" uses increased by 177,500 square feet in SESD, but decreased by 11,700 square feet in Encanto. Community Facilities increase by 230,200 square feet in SESD but only 46,800 in Encanto. (See f/n# 21).

Such variation in the types and extent of development at buildout within the two communities under the High-Density Alternative makes any comparative analysis of the relative impacts virtually impossible. The analysis of impacts related to the single land use modification for the SESD CPU should have been included in the PEIR as a separate "Alternative", and not combined with the impact analysis related to the numerous land use modification for the Encanto CP area as was done in the current draft of the "High-Density" Alternative to the PEIR. (For additional discussion see Comment No. 3).

Combining the impact analysis of both CPUs fails to identify specific and unique impacts that will result upon buildout within each separate community. For example, the consequences of discouraging transit oriented development within the Southeastern Village District of the SESD CPU area, along the Commercial Street transportation corridor, creates impacts that are unique to the SESD community, but will have no, or insignificant impacts within the Encanto community. Similarly, the consequences of land use decisions made within the Encanto community will have no, or insignificant impacts to the SESD community. However, no such analysis is provided in the PEIR. The PEIR should have included a separate analysis of the impacts to the SESD CPU area solely by reason of the single land use modification of the

[20] PEIR, page 10-3; and Table 10.2-1
[21] PEIR, page 10-11

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C6-2 "High-Density" Alternative to increase the density along Commercial Street between 28th and 32nd streets. The PEIR should also have included a separate analysis of the impacts to the Encanto CP area solely by reason of the multiple land use modifications provided for it in the "High-Density" Alternative. By combining the impacts to both communities, based upon disparate levels of modifications within each community, only confuses the analysis and makes the ultimate conclusion regarding the "Environmentally Superior" Alternative unreliable and highly questionable. It is submitted that it is not feasible to make a reasoned analysis of the impacts within each community by combining the analysis of both communities in a single report as is attempted by the PEIR. As a result, the conclusions reached, including the conclusion that the "Low-Density" Alternative is the "Environmentally Superior Alternative" is flawed.

As currently drafted, the PEIR fails to provide the City Council with "…a sufficient degree of analysis to provide (the) decision maker with information which enables them to make a decision which intelligently takes account of environmental consequences." (CEQA Guidelines, Section 15151) [22]. In effect, combining the SESD CPU and the Encanto CP in a single report creates the exact problem the 1987 comprehensive update was designed to correct and complicates the ability of the decision maker to make a reasoned analysis of the effects of impacts to each individual community.

Recommendations: See Recommendations for Comment No. 3, incorporated herein by this reference.

COMMENT NO. 3

C6-3 **THE FAILURE TO EVALUATE SEPARATE ALTERNATIVES FOR EACH OF THE TWO PLANNING AREAS RESULTS IN A FAILURE TO CONSIDER A RANGE OF REASONABLE ALTERNATIVES**

Section 15126.6 of the California CEQA Guidelines requires the discussion of "a range of reasonable alternatives to 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." [23]

Background for Community Requested Modifications to the SESD CPU:

Throughout the lengthy public comment process and while developing revisions to the SESD CPU, the undersigned consistently and repeatedly stated objections to representatives of the San Diego Planning Department (Planning Staff) indicating that many property owners along the Commercial Street Transportation Corridor between 28th Street and 32nd Street ("contested area") objected to the proposed land use recommendation of "Light Industrial, rather than to fully comply with the provisions of SESD CPU Policy P-LU-3 for "Mixed Use" classification. Planning Staff were consistently advised of the concerns that the failure to include the "contested area" within the "Mixed Use" classification would defeat the purpose of the Policy P-LU-3 to concentrate development along transportation corridors and at trolley stations.

The only land use modifications recommended by Planning Staff to the initial draft of the SESD CPU in response to public comment, were to make recommendations that would increase the residential density at the extreme western edge of the transportation corridor in an area already recommended for high density development. [24] The City of San Diego Planning Department, as the lead agency, has failed in its duty to "…specifically explain its reasons for rejecting suggestions received in public comments and for proceeding

[22] CEQA, Guidelines, Section 15151
[23] CEQA, Guidelines, Section 15126.6
[24] PEIR, Table 3.5-1

C6-3: The comment states that the failure to provide separate alternatives for each of the two planning areas results in a failure to consider a range of reasonable alternatives. The comment argues that in the bundling into a single alternative of higher-density along the Commercial Street corridor, as requested by property owners, with more substantial higher-density changes in Encanto Neighborhoods, the Draft PEIR does not analyze the "reasonable alternative" of higher density only along the Commercial Street corridor. The comment then provides a summarized analysis of this alternative, and finds that it would be found to be environmentally superior for Southeastern San Diego.

As described in the response to comment C6-2, the preferred plan and the alternatives are each defined in the Draft PEIR using tables, maps, and text that clearly distinguish between changes in Southeastern San Diego and in Encanto Neighborhoods. The Higher-Density Alternative described in Section 10.2 of the Draft PEIR is presented in separate maps. Table 10.2-4: Buildout under the Higher-Density Alternative breaks down total future development by planning area, so that existing and future residential and non-residential development can be compared individually for Southeastern San Diego and Encanto Neighborhoods. The comparative impact analysis that follows in Section 10.3 consistently refers to the relative potential impacts in each community. In fact, this treatment of the alternatives underpins the commenter's own analysis of a hypothetical Southeastern San Diego-only Higher-Density Alternative.

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with the project despite its environmental impacts". [CEQA Guidelines, Section 15088(c)] [25]. Planning Staff advised the undersigned and members of the SESD Planning Group that an alternative to the PEIR would be prepared to include the "contested area" along Commercial Street between 28th and 32nd Street with a land use classification of "Neighborhood Mixed Use", even though the undersigned and other property owners had been recommending full implementation of the guidelines of Policy P-LU-3, that would have provided both Community and Neighborhood Mixed Use classifications along transportation corridors.

However, the resulting proposal as contained in the "High-Density Alternative" of the PEIR included not only a "Neighborhood Mixed Use-Medium" classification for the "contested area" within the SDSU CPU, but also included additional and significant land use revisions to areas within the Encanto Neighborhoods area as well. (See f/n #21; see also discussion in Comment 2). In doing so, it removed the focus on each individual community, added unnecessary complexity and confusion to the analysis, and is contrary to the reasoned purpose of having separate community plans. (See f/n #2; see also discussion in Comment No 2).

More specifically, it impacts the ability of the decision maker to arrive at the ultimate conclusion demanded of the PEIR; to determine which of the Alternatives is the "Environmentally Superior Alternative". (For details of "Alternative" Plans, see PEIR, ES-4 through ES-6).[26]

The land use alternative for the SESD CPU area as proposed in "Alternative 1: High-Density Alternative" to the PEIR, is not a reasonable alternative to the requested community alternative submitted by the undersigned, and is not a good faith response to previously identified concerns with the CPU .

Reasonable Alternative: Accordingly, a "High-Density" Alternative #2, and a "Low Density" Alternative# 2 to the PEIR should be prepared for analysis of the relative impacts within each of the two distinct communities. This would eliminate the complexity and confusion attendant with the combined analysis, as is more fully described below, and would provide a more precise and reasoned method to determine the "Environmentally Superior Alternative". It would provide an "Environmentally Superior Alternative" for each of the two communities. The failure to do so will result in a failure to provide a reasonable alternative to the PEIR.

It is submitted that the following is a reasonable alternative:

1. Prepare a revised "High–Density" Alternative #2 and a "Low-Density" Alternative #2 to the PEIR for the land use classification of "Community Mixed Use" or "Neighborhood Mixed Use" as those terms and applicable zones are described in SESD CPU Policy P-LU-3, for Commercial Street between 28th and 32nd streets;

2. Limit the impact analysis of the "High-Density" Alternative #2 and "Low-Density" Alternative #2 to impacts within the SESD CPU area, as though the PEIR included only the SESD CPU;

It is recommended that an additional "High Density Alternative" to the EIR be completed that includes an analysis of the probable impacts to the SESD CPU area only, using the same parameters as was provided in the original "High Density Alternative" for the SESD area, i.e., changing the "Light Industrial" use recommended for the Commercial Street corridor from 28th to 32nd street, to a Mixed Use" component as recommended in SESD Policy P-LU-3.

[25] CEQA Guidelines, Section 15088(c)
[26] PEIR, ES-4 through ES-6

The choice to combine community and property owner requests in Southeastern San Diego and Encanto Neighborhoods into a unified Higher-Density Alternative was made in order to present a conceptually distinct alternative: that is, a single alternative that pushed the goal of transit-oriented development further compared to the Preferred Plan. Regardless of this, it is important to emphasize that decision-makers may choose to recommend changes to the Preferred Plan that include some but not all aspects of any of the alternatives analyzed.

C6-3 It is submitted that no substantial, unmitigated impacts to the Encanto community (or to the SESD community) will occur by limiting the scope of the impact analysis to the SESD CPU area, and if any were to occur, it would likely be related to regional traffic related impacts that have been determined by the PEIR to be "Significant and Unavoidable" for all of the "Alternatives", including the "No Program" Alternative, the "Preferred Plan" Alternative (CPU Plan), and the "High Density" Alternatives. (See f/n #26). Other traffic related impacts, including surface street impacts resulting from future Mixed Use development along the Commercial Street corridor would be subject to the mitigation framework described in the PEIR at the specific project level to mitigate any consequential adverse impacts.

The "Summary of Significant Impacts" identified for both community plans (SESD CPU and the Encanto CP) upon buildout are identified in the PEIR, Table ES-1, on pages ES-8 through ES-24. It reveals just how few of the impacts are considered significant if policies and/or mitigating recommendations are followed at the specific project level upon full implementation of the SESD CPU and the Encanto CP. The impacts identified as problematic are those relating to regional traffic, including transportation, air quality, and noise (PEIR, page ES-4), and as to those impacts, they were deemed to be "Significant and Unavoidable". The "unavoidable" designation of those impacts recognizes the need to provide housing and related services for a growing population, even if such growth creates significant impacts.

If examined separately, the High-Density Alternative in the SESD CPU provides fewer impacts than the Preferred Plan (SESD CPU). As outlined in the following paragraph, there is no statistical difference in "Trip Generation" between the Preferred Plan and the High-Density Alternative. Since traffic related impacts are significant for all Alternatives, the comparison of the relative benefits of the Preferred Plan and the High-Density Alternative are effectively eliminated, resulting in a "draw" on this major topic. However, the High-Density Alternative results in less impacts on the Commercial Street transportation corridor by providing the opportunity to develop a vibrant community as is contemplated in Policy P-LU-3, and to avoid the urban decay and community character impacts resulting from the elimination of auto dismantling and recycling uses. (See Comment No. 4, for a more detailed discussion). On this topic, the High-Density Alternative is a superior alternative than the Preferred (CPU) Plan.

A review of the "Trip Generation Comparisons" set forth in the PEIR Table 10.3-1, on page 10-19;[27] and Table 10.3-2, on page 10-26;[28] reveals a statistically insignificant difference between the number of trips generated between the Existing Condition (No Project Alternative), the Preferred Alternative (CPU) and the "High Density" Alternative in the SESD CPU. The "No Project" Alternative reflects an anticipated growth rate of 16.18% compared with 18.51% for the SESD CPU. The growth rate for the High-Density Alternative is only 19.44% in trip generation. The difference between the Preferred Plan Alternative (SESD CPU) and the "High-Density Alternative is only .93%. Less than a 1% difference is insufficient to conclude that the Preferred Plan (CPU Plan) is superior environmentally than the "High-Density" Alternative, particularly when considering that traffic related impacts were considered in the PEIR to be a "Significant but Unavoidable" consequences of the CPUs and Alternatives.

Contrast this, however, with the Encanto CP growth rate of 55.15% increase over existing conditions under the High-Density Alternative. This does represent a statistically significant difference! Once again, it demonstrates the inability to compare the specific impacts within SESD and Encanto and to reach a reasoned conclusion about the combined overall impacts to both communities; particularly when attempting to reach the ultimate conclusion of which of the "Alternatives" is the "Environmentally Superior" Alternative. (See also discussion in Comment No. 2).

[27] PEIR, Table 10.3-1,page 10-19
[28] PEIR, Table 10.3-2,page 10-26

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C6-3 As a result, the community requested alternative of providing a "Mixed Use" classification for the Commercial Street transportation corridor between 28th and 32nd streets in accordance with SESD CPU Policy P-LU-3, "to concentrate development along transit corridors and at trolley stops", was not considered as a single alternative and analyzed accordingly for impacts within the SESD CPU area. It is submitted that this omission constitutes a failure to consider reasonable alternatives, and is not a good faith response to previously identified concerns.

Recommendations:

1. Prepare a "High–Density" Alternative #2 and a "Low-Density" Alternative #2 to the PEIR for the land use classification of "Community Mixed Use" or "Neighborhood Mixed Use" as those terms and applicable zones are described in SESD CPU Policy P-LU-3, for Commercial Street between 28th and 32nd streets;

2. Limit the impact analysis of the "High-Density" Alternative #2 and "Low-Density" Alternative #2 to impacts within the SESD CPU area, as though the PEIR included only the SESD CPU.

COMMENT NO. 4

C6-4 **THE PEIR FAILS TO CONSIDER THE ECONOMIC AND URBAN DECAY IMPACTS OF ELIMINATING AUTO DISMANTLING AND RECYCLING USES WITHIN THE SESD CPU AREA**

As currently proposed in the SESD CPU, the "Light Industrial" uses recommended for the "contested area" along Commercial Street between 28th and 32nd streets will prohibit auto dismantling and recycling uses that currently predominate the Commercial Street corridor.[29] (See also Chen & Ryan, Traffic Impact Study, confirming no Average Daily Traffic count for auto dismantling or recycling uses within the SESD CPU area after adoption of the CPU).[30]

These auto dismantling and recycling businesses typically operate with few employees on large, fenced, open lots, with relatively little structural improvements; most of which are aged and have little remaining useful life. Eliminating the recycling and auto dismantling uses from these lots as contemplated by the proposed SESD CPU will leave the existing owners with few options for permissible uses for their respective properties. The net result will lead to further urban decay, deterioration and blight conditions and will reduce the "contested area" into an industrial waste land situated in the middle of a residential neighborhood.

The SESD CPU and PEIR also fail to consider the options and impacts of encouraging the other remaining industrial uses within the "contested area" to relocate to the more suitable industrial areas located in the northern and southern portion of the SESD CPU area near major freeway arterials of State Highway 94, I-15 and I-5. (See PEIR, Figure 3.3-1, page 3-13;[31] and Figure 3.7-1 on page 3-39 [32]). These areas are located in existing high noise corridors, and relocating permissible industrial uses from the Commercial Street transportation corridor to those areas would encourage the concentration of residential and commercial uses within the core of the Southeastern Village, and would thereby provide further impetus for implementation of the City of Villages strategy within the SESD CPU area. At the same time, it would tend to mitigate the economic impacts of employment losses from within the SESD CPU area.

[29] SESD CPU,Table 2-3,page 2-10
[30] Chen & Ryan Traffic Study, page 69
[31] PEIR, Figure 3.3-1, page 3-13
[32] PEIR,Figure 3.7-1,page 3-39

C6-4: The comment states that the Draft PEIR fails to consider the economic and urban decay impacts of eliminating auto dismantling and recycling uses. The comment argues that with limited options allowed under Light Industrial zoning, property owners along Commercial Street between 28th and 32nd streets may allow properties to deteriorate, causing blight in the heart of the Southeastern San Diego community. The comment also suggests that the PEIR should consider options and impacts of encouraging the relocation of industrial uses from the Commercial Street corridor to the industrial areas at the north and south edges of the community.

Economic impact analysis is not an issue area required to be analyzed under the California Environmental Quality Act (CEQA). Thus the PEIR does not explicitly include an analysis of economic impacts. The comment asserts that the proposed Light Industrial designation along a segment of Commercial Street would lead to "urban decay," resulting from a lack of allowed land uses. In fact, the Light Industrial designation allows for many types of industrial, warehousing and distribution uses whose processes and associated activities would have a minimal impact on the surrounding neighborhood. Plan policies further seek to ensure that industrial and neighborhood mixed-use areas are compatible, as described in the response to comment C6-1. The City does not agree with the proposition that the Light Industrial designation will lead to blight and disuse of property.

C6-4 It seems obvious that "livability" standards for residents in the Southeastern Village District will improve if the predominant and incompatible industrial land uses of auto dismantling and recycling activities are eliminated from the community as is proposed in the SESD CPU. However, any such benefits will be squandered if a land use strategy is not implemented that will provide an opportunity for further improvement of the living standards of the surrounding residential community. This opportunity can only be maximized if the Commercial Transportation Corridor is able to develop with the commercial and residential densities and intensities as would be afforded if Policy P-LU-3 is adopted for the entire corridor.

The PEIR fails to discuss the economic and urban decay impacts of eliminating industrial uses of auto dismantling and recycling activities along the "contested area", and within the SESD CPU area, and how this might affect other impacts including noise, air quality, land use, mobility, hazardous materials, greenhouse gas emissions, visual effects, and neighborhood character .

Recommendations: Amend the PEIR to include the impacts to the SESD CPU area by reason of elimination of the auto dismantling and recycling uses from permissible Light Industrial zones, and to consider the relocation of all industrial uses to the periphery of the CPU area.

COMMENT NO. 5

C6-5 **LACK OF COMMUNITY SUPPORT FOR PORTIONS OF THE LAND USE ELEMENT**

There is a lack of demonstrable community support for a significant element of the Southeastern San Diego Community Plan (SESD CPU) by reason of the failure to apply provisions of the Plan's Land Use Policy P-LU-3 to the entire Commercial/Imperial Transportation Corridor.

Property Owner Opposition: Throughout the lengthy public comment process and while developing the SESD CPU, the undersigned consistently and repeatedly stated objections to representatives of the San Diego Planning Department (Planning Staff) that many property owners along the Commercial Street Transportation Corridor between 28th Street and 32nd Street ("contested area") objected to the proposed land use recommendation to leave our respective properties with a "Light Industrial" zone, rather than to fully comply with the provisions of SESD CPU Policy P-LU-3 for "Mixed Use" designation. Planning Staff were consistently advised of the concerns that the failure to include the "contested area" within the "Mixed Use" category would defeat the purpose of the "City of Villages" strategy and would be contrary to "smart growth" principals.

The undersigned attended numerous Community Planning Group meetings, attended a San Diego Planning Commission Workshop, and attended a meeting with San Diego Planning Department representatives, repeatedly requesting that the entire Commercial Street transportation corridor be included in Policy P-LU-3 as "Community Mixed Use" or "Neighborhood Mixed Use", as those classifications and zones are set forth in that Policy. As such, the undersigned has become the unofficial spokesman for the property owners seeking full compliance with the provisions of Policy P-LU-3 along the entire Commercial Street transportation corridor, including land use classifications of Neighborhood Mixed Uses and Community Mixed Uses. The undersigned has submitted various letters of support for this position from the affected property owners, including their names, property addresses, parcel numbers, and signatures, to representatives of the San Diego Planning Department.

C6-5: The comment states that there is a lack of community support for portions of the Land Use Element. Specifically, the comment states that Plan's failure to apply mixed-use zoning designations to the entire Commercial Street corridor does not respond to the repeated objections to industrial zoning from property owners along the corridor. The comment acknowledges that there is property owner support for the Light Industrial designation, but that supporters may not understand the implications of that designation for their businesses. The comment also argues that Planning Staff exercised undue influence in the process.

As noted in the response to comment C6-1, the proposed land use pattern is the outcome of a planning process that spanned both the Commercial/Imperial Corridor Master Plan and the Southeastern San Diego Community Plan Update, and included extensive community engagement from the spring of 2011 through the release of the Draft Community Plan in June 2014. Also as noted, land use designations along Commercial Street were an area of considerable discussion during the process. Given the amount of attention the issue received, it is reasonable to believe that interested property owners expressed their preferences based on an informed understanding of the issues. The CPG recommended the Draft Community Plan for approval, including the proposed land use designations along Commercial Street. City Staff respectfully disagrees about the comment's assertion of undue influence.

C6-5

Property Owner Support: There is property owner support for Light Industrial uses for Commercial Street as is recommended in the SESD CPU. Essentially, supporters and opponents appear to be divided equally on this issue. Interestingly, however, is that the supporters are principally from the auto dismantling and recycling business located on Commercial Street who will have their current permissible auto dismantling and recycling uses prohibited upon approval of the SESD CPU as currently drafted. (See fn #29and fn#30).

This suggests a lack of understanding by the effected property owners of the consequences of the proposed land use and zoning modifications of the SESD CPU. Although it is not a requirement that Planning Staff advise property owners of legal consequences of land use and zoning proposals contained in the SESD CPU, fundamental fairness would seem to demand that City of San Diego Planning Staff at least clarify to these auto dismantlers and recyclers what uses will be permissible and what uses will be prohibited under the SESD CPU. Planning Staff members have received email communications from the unofficial spokesman for the auto recyclers and dismantlers, Mr. Ralph Hughes, and can easily provide him with an email to clarify this issue.

Undue Influence by Planning Staff: In addition to the opposition by property owners along the "contested area" referenced above, the procedure for seeking community participation from the Southeastern San Diego Planning Group for the SESD was tainted with undue influence by the City of San Diego Planning Staff. The decision of the Planning Group to approve the proposed SESD CPU, with recommended revisions, at a Special Meeting held on September 29, 2014 was rendered in haste, without deliberate consideration of any public comment prior to such vote, and was essentially coercive in nature.

The undersigned was present at the meeting and observed a chaotic, disorganized meeting, prompted by the effort of a single member of the Board of Directors of the Planning Group to make a power point presentation that was considered objectionable by other members of the Board. This resulted in a stalemate in Board discussions, prompting a San Diego City Planner to demand that a vote be taken to approve or disapprove the proposed SESD CPU. A motion was made to approve the draft CPU but the motion failed on a 4-5-1 vote.[33] At that point, the City Planner chastised the entire Board for not making a decision on this topic after having over eighteen (18) months to review it. A further motion was then made and was amended to include a seventeen (17) point list of recommendations from Board Member Reynaldo Pisano that had not been submitted for public comment, nor had they been reviewed by numerous other Board members. A vote was taken on the amended motion, without permitting further public or Board member comment on the 17 recommendations, and was then conditionally approved, as amended by Board member Pisano's recommendations

The entire process was tainted by the coercive influence from Planning Staff and should not be taken as an unconditional approval of the SESD CPU by the Planning Committee, nor should it be considered as reflective of the desires or wishes of the citizens or property owners within the SESD Planning area.

The SESD CPU lacks sufficient community support, and the PEIR fails to sufficiently consider community recommended alternatives to fully implement Policy P-LU-3 along the entire Commercial Street Transportation Corridor. For additional information, see the discussion in Comment 2 above.

Recommendations: Resubmit the SESD CPU, to the Southeastern San Diego Planning Group for further Planning Group proceedings, including receiving additional public comments, and taking a new vote to approve or disapprove the proposed SESD CPU .

[33] SESD Planning Group Minutes of Special Meeting held 9/29/14

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In summary, it is respectfully requested that the PEIR be amended to include the recommendations as are outlined in this letter.

Respectfully Submitted;

H. Eugene Myers H. Eugene Myers C. L. McSwain Coleman L. McSwain

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Letter C7

From: Williams, Derryl (AS) <derryl.williams@ngc.com>
Sent: Tuesday, September 1, 2015 10:03 AM
To: Gates, Lara
Subject: Thoughts on the "Civic San Diego high density proposal"

Lara,

C7-1 This revised plan from Civic San Diego is in my opinion "TOTALLY" unacceptable and if it is allow to pass will mean the demise of our 4th District community. Thus if the density has to be changed, the planning department should be required to make sure that all of the other communities "MUST" and "WILL" share in the redistribution of what is being defined as "High Density". It cannot be put in our community alone

Furtheremore, if the other communities are not willing to accept this proposal, why should we!

Derryl Williams
Subcontracts Administrator, Medium Range Tactical Systems
Northrop Grumman Systems Corporation
Aerospace Systems
Phone: 858.618.2576
Fax: 858.618.7693
Email: derryl.williams@ngc.com

Derryl Williams (July 9, 2015)

C7-1: Comment acknowledged. As required by the CEQA, the Draft PEIR studied both preferred plans and alternatives for the Southeastern San Diego and Encanto Neighborhoods CPUs. The preferred plans do not include the higher densities opposed by the comment.

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List of Acronyms

°F: Fahrenheit

AB: Assembly Bill

ADA: Americans with Disabilities Act

ADL: aerially-deposited lead

ADT: Average Daily Traffic/Trips

AED: Automatic External Defibrillator

AF: acre-feet

AFY: acre-feet per year

AGR: Agricultural Supply

AIA: Airport Influence Area

ALS: advanced life support

ALUC: Airport Land Use Commission

ALUCP: Airport Land Use Compatibility Plan

AMSL: above mean sea level

APCD: Air Pollution Control District

ASTM: American Society for Testing and Materials

AWSC: all-way stop controlled

BAT: Best Available Technology

BAU: Business-as-usual

BCT: Best Conventional Technology

BI: Building Inspector

BIOL: Preservation of Biological Habitats of Special Significance

BMPs: Best Management Practices

BNSF: Burlington Northern Santa Fe Railway Company

BRT: bus rapid transit

CAAQS: California Ambient Air Quality Standards

CAFE: Corporate Average Fuel Economy

CAISO: California Independent System Operator

CAL FIRE: California Department of Forestry and Fire Protection

CalARP: California Accidental Release Prevention

CalEEMod: California Emissions Estimator Model

CALNAGPRA: California Native American Graves Protection and Repatriation Act

Caltrans: California Department of Transportation

CAP: President's Climate Action Plan

CAPCOA: California Air Pollution Control Officers Association

CALNAGPRA: California Native American Graves Protection and Repatriation Act

CARB: California Air Resources Board

CBC: California Building Code

CAA: Clean Air Act

CCAA: California Clean Air Act

CCP: Cities for Climate Protection

CCR: California Code of Regulations

CDFW: California Department of Fish and Wildlife

CDPH: California Department of Public Health

CEC: California Energy Commission

CEQA: California Environmental Quality Act

CERCLA: Comprehensive Environmental Response, Compensation, and Liability Act

CESA: California Endangered Species Act

CFR: Code of Federal Regulations

CH_4: Methane

CHRIS: California Historic Resources Information System

CICMP: Commercial Imperial Corridor Master Plan

CM: Construction Manger

CNDDB: California Natural Diversity Data Base

CNEL: community noise equivalent level

CNPS: California Native Plant Society

CO protocol: Carbon Monoxide Protocol

CO: Carbon Monoxide

CO_2: Carbon Dioxide

COLD: Cold Freshwater Habitat

CONRAC: Consolidated Rental Car Facility (SDIA)

CPAP: Climate Protection Action Plan

CPIOZ: Community Plan Implementation Overlay Zone

CPTED: Crime Prevention through Environmental Design

CPU: Community Plan Update

CPUC: California Public Utilities Commission

CREATE: Chicago Rail Efficiency and Transportation Efficiency

CRHR: California Register of Historic Resources

CSVR: Consultant Site Visit Record

CTC: California Transportation Commission

CUPA: Certified Unified Program Agency

dB: decibel

dBA: A-weighted decibel

DEH: Department of Environmental Health

DIF: Development Impact Fee

DOE: U.S. Department of Energy

DOT: U.S. Department of Transportation

DPM: Diesel particulate matter

DPR: Department of Parks and Recreation

DTSC: Department of Toxic Substances Control

DWR: Department of Water Resources (State)

EMFAC: Emission Factors

EMLUMP: Euclid + Market Land Use and Mobility Plan

EO: Executive Order

EPA: Environmental Protection Agency

EPCA: Energy Policy and Conservation Act

EPCRA: Emergency Planning Community Right-to-Know Act

ESD: Environmental Services Department

ESL: Environmentally Sensitive Lands

FAR: floor area ratio

FEMA: Federal Emergency Management Agency

FESA: Federal Endangered Species Act

FHWA: Federal Highway Administration

FIRMs: Flood Insurance Rate Maps

FRS: Fast Respond Squad

FTA: Federal Transit Administration

FY: Fiscal Year

GHG: Greenhouse Gases

GIS: Geographic Information System

GWh: gigawatt hours

GWP: Global Warming Potential

H&SC: Health and Safety Code (California)

HAs: Hydrologic Areas

HAZMIT: Multi-Jurisdictional Hazard Mitigation Plan

HCM: Highway Capacity Manual

HMBP: Hazardous Materials Business Plan

HMD: Hazardous Materials Division

HMTA: Hazardous Materials Transportation Act

HMTS: Hazardous Materials Technical Study

HOAs: Homeowner's Associations

HOVs: high occupancy vehicles

HSAs: Hydrologic Subareas

HSWA: Hazardous and Solid Waste Act

HTYD: Hydropower Generation

HUs: Hydrologic Units

HVAC: Heating, Ventilating, and Air Conditioning Mechanical System

I-15: Interstate 15

I-5: Interstate 5

IBC: International Building Code

ICLEI: International Council for Local Environmental Initiatives

IFS: Impact Fee Study

IID: Imperial Irrigation District

IND: Industrial Service Supply

ITC: Intermodal Transit Center

ITS: Intelligent Transportation Systems

JRMP: Jurisdictional Runoff Management Program

JURMP: Jurisdictional Urban Runoff Management Program

LCFS: Low Carbon Fuel Standard

LDC: Land Development Code

LEA: Local Enforcement Agency

LEED: Leadership in Energy and Environmental Design

L_{eq}: hourly average equivalent noise level

LID: Low Impact Development

LOMR-F: Letter of Map Revision based on Fill

LOS: Level of Service

LRT: Light Rail Transit (San Diego Trolley)

LTRP: Long-Term Energy Resource Plan

LWSD: Local Water Supply Development

MBTA: Migratory Bird Treaty Act

MGD: million gallons per day

MHPA: Multi-Habitat Planning Area

MHPDO: Mt. Hope Planned District Ordinance

MMBTU: million British Thermal Units

MMC: Mitigation Monitoring Coordination

MMRP: Mitigation Monitoring and Reporting Program

$MMTCO_2e$: million metric tons of CO_2

mpg: miles per gallon

mph: miles per hour

MPO: Metropolitan Planning Organization

MS4 Permit: Municipal Separate Storm Sewer System Permit

MSCP: Multiple Species Conservation Program

MSL: mean sea level

MTS: Metropolitan Transit System

MUN: Municipal and Domestic Supply

MW: Megawatts

MWD: Metropolitan Water District of Southern California

N_2O: Nitrous Oxide

NAAQS: National Ambient Air Quality Standards

NAGPRA: Native American Graves Protection and Repatriation Act

NAHC: Native American Heritage Commission

NCP: National Contingency Plan

NCWRP: North City Water Reclamation Plant

NEPA: National Environmental Policy Act

NO_2: Nitrogen Dioxide

NPDES: National Pollution Discharge Elimination System

NRHP: National Register of Historic Places

NTP: Notice to Proceed

NWI: National Wetland Inventory

O_3: Ozone

OEHHA: Office of Environmental Health Hazard Assessment

PAHs: polycyclic aromatic hydrocarbons

Pb: Lead

pc/ph/pl: passenger cars per hour per lane

PDC: Project Design Consultants

PDO: Planned District Ordinance

PHF: peak-hour factor

PI: Principal Investigator

PLWTP: Point Loma Wastewater Treatment Plant

PM_{10}: 10-micron particulate matter

$PM_{2.5}$: 2.5-micron particulate matter

PMP – CIF: Pedestrian Master Plan Citywide Implementation Framework Report

ppb: parts per billion

ppm: parts per million

PROC: Industrial Process Supply

PSR: Project Study Report

PUD: Public Utilities Department

QSA: Quantification Settlement Agreement

RAQS: Regional Air Quality Strategy

RARE: Rare, Threatened, or Endangered Species

RCD: Resource Conservation District

RCRA: Resource Conservation and Recovery Act of 1976

RE: Resident Engineer

REC-1: Contact Water Recreation

REC-2: Non-contact Water Recreation

RGMS: Regional Growth Management Strategy

RMPP: Risk Management and Prevention Program (California)

ROG: Reactive Organic Gases

ROW: rights of way

RTP: Regional Transportation Plan

RWQCB: Regional Water Quality Control Board

SANDAG: San Diego Association of Governments

SanGIS: San Diego Geographic Information System

SARA: Superfund Amendments and Reauthorization Act

SESDPDO: Southeastern San Diego Planned District Ordinance

SB 18: Senate Bill 18

SBWRP: South Bay Water Reclamation Plant

SCIC: South Coastal Information Center

SCP: San Diego Sustainable Community Program

SCPPA: Southern California Public Power Authority

SCS: Sustainable Community Strategy

SDAB: San Diego Air Basin

SDAPCD: San Diego Air Pollution Control District

SDCRAA: San Diego County Regional Airport Authority

SDG&E: San Diego Gas & Electric

SDIA: San Diego International Airport

SDIY: San Diego and Imperial Valley Railroad

SDMTS: San Diego Metropolitan Transit System

SDNHM: San Diego Natural History Museum

SDR: Supplemental Development Regulations

SDSSS: San Diego Seismic Safety Study

SDUSD: San Diego Unified School District

SDWA: Safe Drinking Water Act

sec/veh: average control delay per vehicle

SFHAs: Special Flood Hazard Areas

SHMP: State Hazard Mitigation Plan

SIP: State Implementation Plan

SMAQMD: Sacramento Metropolitan Air Quality Management District

SO_2: Sulfur Dioxide

SoCalGas: Southern California Gas

SONGS: San Onofre Nuclear Generating Station

SR-15: State Route 15

SR-94: State Route 94

SRO: Single Room Occupancy

STAA: Surface Transportation Assistance Act

STC: sound transmission class

Structural BMPs: Structural Storm Water Best Management Practices

SWP: State Water Project

SWPPP: Storm Water Pollution Prevention Plan

SWRCB: State Water Resources Control Board

TACs: Toxic Air Contaminants

TCMs: Transportation Control Measures

TDM: Transportation Demand Management

TMDLs: total maximum daily loads

TSSs: Threshold Siting Surfaces

TWSC: two-way stop controlled

USACE: US Army Corps of Engineers

U.S. EPA: United States Environmental Protection Agency

USC: United States Code

USFWS: U.S. Fish and Wildlife Service

UST: underground storage tank

UWMP: Urban Water Management Plan

UWR: Universal Waste Rule

VMT: Vehicle Miles Traveled

VOC: Volatile Organic Compounds

WAMP: Watershed Asset Management Plan

WARM: Warm Freshwater Habitat

WILD: Wildlife Habitat

WMP: Waste Management Plan

WQIPs: Water Quality Improvement Plans

WRCC: Western Regional Climate Center

WSAs: Water Supply Assessments

WTP: Water Treatment Plan

WURMPs: Watershed Urban Runoff Management Programs

µg/m^3: micrograms per cubic meter

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Executive Summary

This draft Program Environmental Impact Report (PEIR) on the proposed Southeastern San Diego Community Plan Update (CPU) and the proposed Encanto Neighborhoods CPU (collectively referred to as the "CPUs" or "Plans" or "draft Plans") has been prepared on behalf of the City of San Diego in accordance with the California Environmental Quality Act (CEQA). This executive summary provides a brief synopsis of the proposed CPUs, the results of the environmental analysis contained within this PEIR, the alternatives that were considered, and the major areas of controversy and issues to be resolved by decision-makers.

Proposed Project

PROJECT LOCATION AND SETTING

The proposed CPU areas are located within San Diego County, in the southern portion of the City of San Diego. Together, the CPU areas encompass approximately 6,740 acres, located east of downtown and north of National City.

The Southeastern San Diego Community Planning Area is located just east of Downtown San Diego, proximate to major employment and commercial centers in the South Bay and Downtown and linked to them by trolley and buses. Southeastern San Diego encompasses approximately 2,930 acres, excluding 121 acres of unincorporated San Diego County land (Greenwood Cemetery). Southeastern San Diego lies south of State Route 94 (SR-94), between Interstate 5 (I-5) and Interstate 805 (I-805), and north of the city limits of National City. Neighborhoods contained in Southeastern San Diego include Sherman Heights, Grant Hill, Stockton, Mt. Hope, Logan Heights, Mountain View, Southcrest and Shelltown.

The Encanto Neighborhoods Community Planning Area encompasses approximately 3,810 acres, and is located approximately five miles east of Downtown. The Planning Area is bounded by SR-94 to the north and I-805 to the west, providing access to local and regional destinations. The Southeastern San Diego Community Planning Area is immediately to the west. The City of Lemon Grove defines the northeast boundary of the Planning Area roughly along 69th Street, while Woodman Street is the boundary with the Skyline-Paradise Hills Community Planning Area to the east. The City of National City defines the western half of the Planning Area's southern boundary. Plaza Boulevard marks the southern boundary to the east. Specific neighborhoods in the community include Chollas View, Lincoln Park, Valencia Park, O'Farrell, Alta Vista, Encanto, Emerald Hills, and Broadway Heights.

PROJECT DESCRIPTION

The proposed project analyzed in this PEIR is an update to the existing Southeastern San Diego (SESD) Community Plan. The existing SESD Community Plan, which includes both the Southeastern and Encanto planning areas, was originally adopted in 1969 and comprehensively updated in 1987. As part of the update effort, the community plan area has been split into two planning areas: the Southeastern San Diego and the Encanto Neighborhoods communities. To enable greater focus on each community; separate community plans are being prepared for each community through the update process. The update will ensure consistency of the CPUs with and incorporate relevant policies from the City of San Diego General Plan (General Plan), as well as provide a long-range, comprehensive policy framework for growth and development in the two communities through 2035.

Included in the CPUs are two village districts located within the community plan areas; amendments to the General Plan to incorporate the updated community plans, providing site-specific policies; and comprehensive update to the existing Public Facilities Financing Plan resulting in new Impact Fee Studies (IFS) for each plan area. These plans and actions together with the CPUs form the "project" for this EIR.

The proposed CPUs would provide a mix of uses and development intensity that supports transit use within the designated community village areas, while promoting transit-oriented-development, identifying the provision of additional public services and facilities in accordance with City standards, and maintaining and enhancing the character of single-family areas over the next 20 to 30 years. The Land Use Elements define Village Districts and key corridors where future growth is targeted within both communities in order to fulfill the General Plan's City of Villages strategy.

While the proposed CPUs set forth procedures for implementation, they do not on their own establish regulations or legislation, nor do they, on their own, rezone property. Controls on development and use of public and private property including zoning, the creation of a Community Plan Implementation Overlay Zone (CPIOZ), design controls, and implementation of transportation improvements are included as part of the plan implementation program, and are considered part of the CPUs studied here.

The proposed CPUs are components of the City's General Plan, as they further complement the General Plan policies in the proposed CPU areas through the provision of more site-specific recommendations that implement goals and policies contained within the 10 elements of the General Plan. Each of the proposed CPUs contains nine elements and an implementation chapter. The elements are as follows: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation and Sustainability; Historic Preservation; and Arts and Culture.

A number of studies have been considered in the development of the proposed CPU, including planning and land use documents, master plans, and technical documents addressing a range of issues. The proposed CPU is also intended to ensure consistency with the overall guiding principles, land use policies, and other goals found in the City's General Plan.

PROJECT OBJECTIVES

The California Environmental Quality Act (CEQA) Guidelines §15124(b) require a description of project purpose and objectives. The following specific objectives for the CPU support the underlying purpose of the project, assist the City as Lead Agency in developing a reasonable range of alternatives to evaluate in this PEIR, and will ultimately aid the Lead Agency in preparing findings and overriding considerations, if necessary. The following primary goals, recommendations, and objectives of the CPU are to:

- **Multi-Modal Transportation Strategy**: Include walkable and bicycle friendly streets, accessible and enhanced transit options, and comprehensive parking strategies throughout both communities.
- **Economic Diversification**: Broaden the economic profile to increase employment and growth opportunities.
- **Housing**: Increase allowed densities in close proximity to transit in order to provide more and varied housing and meet workforce needs close to employment centers.
- **Complete Places**: Create balanced, integrated mix of uses in Southeastern San Diego and the Encanto Neighborhoods while minimizing collocation compatibility issues.
- **Transit**: Coordinate land use planning with high frequency transit service planning.
- **Open Space**: Protect the canyon lands and sensitive biological resources while providing recreational opportunities.
- **Infrastructure**: Include financing mechanisms designed to secure infrastructure improvements concurrent with large development.
- **Environmental Leadership and Sustainability**: Follow environmentally sensitive design and sustainable development practices.
- **Streamline Permit Processing**: Ensure a less costly and time-intensive process within the identified Village Districts. Incorporate specific incentives in the Encanto Neighborhoods Village Areas to achieve transit-supportive densities within a ¼ mile of the transit stations.

The above objectives are specific to the Southeastern San Diego and the Encanto Neighborhoods planning areas, and are intended to implement the broader goals, policies, and Guiding Principles of the General Plan, such as:

- An open space network formed by parks, canyons, river valleys, habitats, beaches and ocean;
- Diverse residential communities formed by the open space network;
- Compact walkable mixed-use villages of different scales within communities;
- Employment centers for a strong economy;
- An integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers;

- High-quality, affordable, and well-maintained public facilities to serve the City's population, workers, and visitors:
- Historic districts and sites that respect our heritage;
- Balanced communities that offer opportunities for all San Diegans and share citywide responsibilities;
- A clean and sustainable environment; and
- A high aesthetic standard.

Areas of Controversy

Although there are no clear-cut areas of controversy, environmental impacts classified as significant and unavoidable have been identified in the resource topics of transportation, air quality, and noise, which are described in Chapters 3.2, 3.3, and 3.6, respectively.

Project Alternatives

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

Alternatives to the proposed CPUs are evaluated in Chapter 4 of this PEIR. The evaluations analyze the ability of each alternative to further reduce or avoid significant environmental effects of the proposed CPU. Each major issue area included in the impact analysis of this PEIR has been given consideration in the alternatives analysis. Alternatives included in this PEIR are the No Project Alternative (continuation of the Adopted Community Plan), Alternative 1, and Alternative 2.

NO PROJECT ALTERNATIVE (ADOPTED COMMUNITY PLAN)

Under the No Project Alternative, the current SESD Community Plan would continue to guide development in both communities. Last updated in 1987, the current Community Plan addresses the following "key issues" in the community through its policies and regulations: need for employment opportunities and commercial shopping; concerns about density; community design and appearance; lack of connectively on the street system; adequate public facilities including for recreation and education; and the disproportionate number of assisted housing projects and social services in the community.

Existing Community Plan land use designations seek to promote a balance of land uses. The majority of both Planning Areas is designated as Single-Family Residential. In Southeastern San Diego, most of this land is designated for development at 10 to 14 units per acre, while in Encanto Neighborhoods most land is designated at a lower density of 5 to 10 units per acre.

In Southeastern San Diego, the Imperial Avenue corridor is designated as Multiple Use, along with 25th Street and the western portion of Market Street. The General Commercial designation applies to Market Street between 25th and 32nd Streets and National Avenue between 28th and 33rd Streets as well as to segments of National Avenue east of Highway 15 that have existing commercial uses. Commercial Street and eastern portions of Market Street (e.g. Gateway Center) are designated as Industrial. Institutional and Schools/Public Facilities are used somewhat interchangeably to designate public/quasi-public facilities.

In Encanto Neighborhoods, much of the area west of Euclid Avenue and along Imperial Avenue is designated for Multi-Family Residential and, to a lesser extent, for commercial uses. Institutional and Schools/Public Facilities are designated for City-owned and other public/quasi-public facilities.

The proposed Community Plans would maintain land use designations consistent with the existing Community Plan in much of both communities. Areas of proposed land use change are concentrated along Market Street, the Commercial/Imperial corridor, and National Avenue in Southeastern San Diego, and around the Euclid and Market area as well as Imperial Avenue in Encanto Neighborhoods, where the proposed Plans would generally facilitate more mixed-use and higher-intensity development compared to the existing Community Plan.

ALTERNATIVE 1: HIGHER-DENSITY ALTERNATIVE

The Higher-Density Alternative focuses new higher-density, mixed-use development in the Village Districts to a greater degree than the proposed Community Plans. This Alternative goes further than the proposed Plans in supporting the goal of facilitating transit-oriented development and a range of housing types.

In Southeastern San Diego, the Commercial Street corridor between 28th and 32nd streets would retain its current industrial designation in the proposed Community Plan. In contrast, this corridor would be designated Neighborhood Mixed Use-Medium, allowing mixed use development with ground-floor retail and 30 to 44 units per acre, in Alternative 1.

In Encanto Neighborhoods, the core area of the Euclid + Market Village District would be designated Community Mixed Use-Medium (30 to 44 units per acre) in the proposed Plan, while it would be designated Community Mixed Use-High, allowing up to 74 units per acre, in Alternative 1. In addition, the Commercial Mixed Use designation on the west side of Euclid Avenue north of Hilltop Drive would extend further to the west in Alternative 1 compared to the proposed Plan. This would result in an increase in the development capacity of this large, vacant site in Alternative 1 compared to the proposed Plan.

Throughout the rest of both planning areas, designated land uses would be the same as in the proposed Plans, and the Higher-Density Alternative would also feature all the same policies as the proposed Plans.

ALTERNATIVE 2: LOWER-DENSITY ALTERNATIVE

Alternative 2, the Lower-Density Alternative, maintains the proposed Community Plans' focus on creating walkable areas with mixed use development around the Trolley stations and along transit corridors. However, the density of future development would be lower under this alternative, resulting in less overall development.

In Southeastern San Diego, the Community Mixed Use-Medium designation around the 25th Street Trolley station would be reduced in size under Alternative 2 compared to the proposed Plan. In Alternative 2, the western end of the Commercial/Imperial corridor and the Cesar Chavez Parkway corridor would be designated for lower density (15 to 29 units per acre) mixed use. Portions of L Street would be designated for residential at 15 to 29 instead of 30 to 44 units per acre. Blocks in the southeast corner of the Logan Heights neighborhood would be designated for residential development at 15 to 29 as under the proposed Community Plan, but only 10 to 14 units per acre in Alternative 2. Blocks along Market Street and National Avenue which the Community Plan designates mixed use at 30 to 44 units per acre would be lowered to 15 to 29 units per acre under Alternative 2. Existing shopping centers on National Avenue and 43rd Street would retain a commercial designation matching their current use.

In Encanto Neighborhoods, the Community Mixed Use-Medium (30 to 44 units per acre) designation would be scaled back to a smaller core area around the Euclid and Market Trolley station in Alternative 2. The Market Street corridor to the west would be designated at 15 to 29 units per acre (Community Mixed Use-Low), as would land to the south of the Village core. The Euclid Avenue corridor north of the Village core would be also be designated at 15 to 29 units per acre instead of 30 to 44 as under the proposed Plan. Similarly, the portion of the Imperial Avenue corridor in the Encanto Village designated at 30 to 44 units per acre would become smaller, applying only on the blocks closest to the Trolley Station.

Throughout the rest of both planning areas, designated land uses would be the same as in the proposed Plans, and the Lower-Density Alternative would also feature all the same policies as the proposed Plans.

ENVIRONMENTALLY SUPERIOR ALTERNAITVE

CEQA Guidelines section 15126.6(e)(2) requires an EIR to identify the environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from the other alternatives. Based on a comparison of the alternatives' overall environmental impacts and their compatibility with the proposed CPUs goals and objectives, the No Project Alternative is the environmental superior alternative for this Program EIR, since overall development would be less than any of the other alternatives. However, the No Project Alternative does not meet the proposed CPUs' purpose and objectives. Of the remaining alternatives, the environmentally superior alternative is the Lower-Density Alternative.

Summary of Significant Impacts and Mitigation Measures that Reduce the Impact

Table ES-1 summarizes the potentially significant environmental impacts of the proposed CPUs and proposed mitigation measures to reduce or avoid these impacts. Impacts and mitigation measures are organized by issue, as analyzed in Chapter 5 Environmental Impact Analysis and Chapter 6 Cumulative Impacts. Detailed discussions of the impacts and proposed policies that would reduce impacts are located in those chapters of this PEIR.

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
5.1 Land Use				
5.1-1	Implementation of the CPUs would conflict with the environmental goals, objectives or guidelines of the general plan, community plan, or other applicable land use plan	Southeastern San Diego: P-LU-1, P-LU-51, P-MPO-8, P-MPO-10, P-MPO-14, P-MPO-15, P-MPO-22, P-MPO-28, P-UD-2, P-UD-64, P-UD-86, P-PF-1, P-PF-10, P-RE-6, P-RE-7, P-CS-1, P-CS-3, P-CS-14, P-CS-27, P-CS-31 Encanto Neighborhoods: P-LU-1, P-LU-4, P-LU-15, P-LU-41, P-LU-50, P-MO-8, P-MO-14, P-MO-15, P-MO-22, P-MO-28, P-UD-2, P-PF-1, P-PF-13, P-PF-24, P-RE-7, P-RE-26, P-CS-1, P-CS-3, P-CS-12, P-CS-13, P-CS-14, P-CS-19, P-CS-22, P-CS-28, P-CS-39	None Required	No Impact
5.1-2	Implementation of the CPUs could conflict with the purpose and intent of the ESL Regulations and the Historical Resources Regulations	*Environmentally Sensitive Land Regulations* Southeastern San Diego: P-LU-33, P-RE-10, P-RE-11, P-RE-12, P-RE-19, P-RE-20, P-RE-23, P-CS-13, P-CS-14, P-CS-15, P-CS-52, P-CS-53 Encanto Neighborhoods: P-LU-51, P-LU-52, P-LU-56, P-UD-95, P-RE-10, P-RE-11, P-RE-12, P-RE-19, P-RE-21, P-RE-24, P-RE-25, P-CS-12, P-CS-13, P-CS-14, P-CS-15, P-CS-16, P-CS-17, P-CS-18, P-CS-19, P-CS-20, P-CS-22, P-CS-23, P-CS-24 *Historical Resources* Southeastern San Diego: P-LU-4, P-LU-12, P-LU-15, P-LU-16, P-LU-17, P-UD-64, P-UD-66, P-HP-1, P-HP-2, P-HP-6, P-HP-7, P-HP-8, P-HP-12 Encanto Neighborhoods: P-LU-23, P-LU-26, P-LU-32, P-HP-1, P-HP-2, P-HP-4, P-HP-5, P-HP-6, P-HP-10	Mitigation Framework measures **MM-LU-1a and MM-LU-1b** as described in Impact 5.1-2 in Section 5.1 shall apply.	Less than Significant with Mitigation

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
		Brush Management Regulations Southeastern San Diego: P-PF-22 Encanto Neighborhoods: P-PF-24		
5.1-3	Implementation of the CPUs could result in a conflict with the provision of the City's Multiple Species Conservation Program (MSCP) Subarea Plan and the MHPA or approved local, regional, or state habitat conservation plan	Encanto Neighborhoods: P-RE-12, P-RE-24, P-RE-25, P-CS-12, P-CS-13, P-CS-14, P-CS-19	Mitigation Framework measure **MM-LU-2** as described in Impact 5.1-3 in Section 5.1 shall apply.	Less than Significant with Mitigation
5.1-4	Implementation of the CPUs would potentially result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan	Southeastern San Diego: P-LU-34, P-LU-48, P-LU-50 Encanto Neighborhoods: P-LU-58, P-LU-59, P-LU-73, P-LU-75, P-LU-76	None Required	No Impact
5.2 Transportation				
5.2-1	Implementation of the CPUs would result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system.	Southeastern San Diego: P-MO-16, P-MO-17, P-MO-19, P-MO-21, P-MO-22, P-MO-23, P-MO-24, P-MO-25, P-MO-26, P-MO-27, P-MO-28 Encanto Neighborhoods: P-MO-16, P-MO-17, P-MO-18, P-MO-19, P-MO-20, P-MO-21, P-MO-22, P-MO-23, P-MO-24, P-MO-25, P-MO-26, P-MO-27, P-MO-28	The proposed CPUs include the following roadway improvements: Roadway Widening/Restriping: • Market Street, between 47th Street and Euclid Avenue; • Market Street, between Euclid Avenue and Pitta Street;	Significant and Unavoidable

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
			• Euclid Avenue, between SR-94 and Market Street; • Market Street, between I-805 and 47th St; • Division Street, between Harbison Avenue and 58th Street, and between Valencia Parkway and 61st Street. <u>Road/Lane Diet:</u> • Market Street, between 19th Street and I-805; • Imperial Avenue, between I-5 and I-15; • National Avenue/Logan Avenue, between I-5 and the I-805 overpassImperial Avenue, between I-805 to Community Boundary; • Logan Avenue, between 47th Street and Euclid Avenue; • 47th Street, between SR-94 and Logan Avenue; • Euclid Avenue, between Imperial Avenue and Community Boundary;	

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
			• Skyline Drive, between 61st Street and Henson Street; • Woodman Street, between Skyline Drive and Community Boundary. The proposed CPUs also include improvements to the following intersections: • 19th Street / I-5 NB Off-Ramp / J Street • I-5 SB On-Ramp / Logan Avenue • 28th Street & National Avenue • I-5 SB On-Ramp / Boston Avenue • I-5 NB Ramps / Osborn Street • I-805 SB Ramps & Market Street • I-805 SB Off-Ramp / Imperial Avenue • Bayview Heights Way / SR-94 WB Ramps • Kelton Road / SR-94 EB Ramps	

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
			• Division Street / Plaza Boulevard • Osborn Street / Division Street <u>The following intersections will be improved as part of the SR-94/Euclid Ave. Interchange Improvements Project, the North West Villages Project, or the SR-94 Express Lane Project:</u> • 25th Street / SR-94 WB Off-Ramp/F Street • 25th Street / SR-94 EB On-Ramp/G Street • 28th Street / SR-94 WB Ramps/Treat Street • 28th Street / SR-94 EB On-Ramp • Broadway / SR-94 WB Ramps • Euclid Avenue / SR-94 WB • lane. • Euclid Avenue / SR-94 EB • Euclid Avenue / Market Street	

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
5.2-2	Implementation of the CPUs would result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp.	In addition, the following Plan policies would reduce the Impact: Southeastern San Diego:P-MO-19, P-MO-21, P-MO-22, P-MO-24, P-MO-26, P-MO-27, P-MO-28 Encanto Neighborhoods: : P-MO-19, P-MO-21, P-MO-22, P-MO-24, P-MO-26, P-MO-27, P-MO-28	The 2050 RTP includes the following freeway improvements: • I-5 operational improvements • I-15 Managed Lane Project • SR-94 Express Lane Project (Alternative 1) • I-805 South Project (Phase 1)	Significant and Unavoidable
5.2-3	Implementation of the CPUs would result in a substantial impact upon existing or planned transportation system.	The transportation improvements included in the CPUs and included in the 2050 RTP would reduce this Impact. In addition, the CPUs include the following policies: Southeastern San Diego: P-MO-16, P-MO-17, P-MO-18, P-MO-19, P-MO-20, P-MO-21, P-MO-22, P-MO-23, P-MO-24, P-MO-25, P-MO-26, P-MO-27, P-MO-28 Encanto Neighborhoods: P-MO-16, P-MO-17, P-MO-18, P-MO-19, P-MO-20, P-MO-21, P-MO-22, P-MO-23, P-MO-24, P-MO-25, P-MO-26, P-MO-27, P-MO-28	See 5.2-1 and 5.2-2.	Significant and Unavoidable
5.2-4	Implementation of the CPUs would result in substantial alterations to present circulation movements including effects on existing public access areas.	Southeastern San Diego: P-MO-17, P-MO-21, P-MO-23 Encanto Neighborhoods: P-MO-17, P-MO-21, P-MO-23	None required	Less than Significant

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
5.2-5	Implementation of the CPUs would result in conflict with adopted policies, plans or programs supporting alternative transportation modes.	Southeastern San Diego: P-MO-16, P-MO-17, P-MO-18, P-MO-19, P-MO-20, P-MO-24, P-MO-25, P-MO-27, P-MO-28 Encanto Neighborhoods: P-MO-16, P-MO-17, P-MO-18, P-MO-19, P-MO-20, P-MO-24, P-MO-25, P-MO-27, P-MO-28	None required	Less than Significant
5.3 Air Quality				
5.3-1	Implementation of the CPUs would result in a substantial adverse effect on the implementation of the applicable air quality plan.	Southeastern San Diego: P-LU-35, P-LU-36, P-PF-24, P-CS-31, P-CS-32, P-CS-33, P-CS-34, P-CS-35 Encanto Neighborhoods: P-LU-2, P-LU-13, P-PF-26, P-CS-39, P-CS-40, P-CS-41, P-CS-42, P-CS-43	Because the significant air impact stems from an inconsistency between the Encanto Neighborhoods CPU and the adopted land use plans upon which the RAQS was based, the only measure that can lessen this effect is the revision of the RAQS and SIP based on the revised CPUs. This effort is the responsibility of SANDAG and the SDAPCD and is outside the jurisdiction of the City. As such, no mitigation is available to the City. Impacts remain significant and unavoidable.	Significant and Unavoidable

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
5.3-2	Implementation of the CPUs would substantially contribute to the existing violation of state and federal ambient air quality standards for ozone.	Southeastern San Diego: P-LU-35, P-LU-36, P-PF-24, P-CS-31, P-CS-32, P-CS-33, P-CS-34, P-CS-35 Encanto Neighborhoods: P-LU-2, P-LU-13, P-PF-26, P-CS-39, P-CS-40, P-CS-41, P-CS-42, P-CS-43	Mitigation Framework measures **MM-AQ-1** and **MM-AQ-2**, as described in Impact 5.3-2 in Section 5.3 shall apply.	Significant and Unavoidable
5.3-3	Implementation of the CPUs would not expose sensitive receptors to substantial pollutant concentrations.	Southeastern San Diego: P-LU-35, P-LU-36, P-PF-24, P-CS-31, P-CS-32, P-CS-33, P-CS-34, P-CS-35 Encanto Neighborhoods: P-LU-2, P-LU-13, P-PF-26, P-CS-39, P-CS-40, P-CS-41, P-CS-42, P-CS-43	Mitigation Framework measure **MM-AQ-3** and **MM-AQ-4**, as described in Impact 5.3-3 in Section 5.3 shall apply.	Less than Significant with Mitigation Incorporated
5.3-4	Implementation of the CPUs would not result in the substantial alteration of air movement.	There are no CPU policies substantially related to air movement.	None required	Less than Significant
5.4 Noise				
5.4-1	Implementation of the CPUs would result in the exposure of people to future transportation noise levels which exceed the land use compatibility standards established in the General Plan.	Southeastern San Diego CPU: P-LU-48, P-LU-49, P-LU-50, P-LU-53, P-LU-55 Encanto Neighborhoods CPU: P-LU-72, P-LU-73, P-LU-74, P-LU-75, P-LU-76, P-LU-79	Mitigation Framework measure **MM-NOS-1** and**MM-NOS-2**, as described in Impact 5.4-1 in Section 5.4 shall apply.	Significant and Unavoidable
5.4-2	Implementation of the CPUs would result in a significant increase in the existing ambient noise levels.	Southeastern San Diego CPU: P-LU-48, P-LU-49 Encanto Neighborhoods CPU: P-LU-72, P-LU-73, P-LU-74, P-LU-75	Mitigation Framework measures **MM-NOS-1** and **MM-NOS-2**, as described in Impact 5.4-1 in Section 5.4 shall apply.	Significant and Unavoidable

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
5.4-3	Implementation of the CPUs would result in the exposure of people to noise levels which exceed standards established in the Noise Abatement and Control Ordinance.	Southeastern San Diego CPU: P-LU-51, P-LU-52, P-LU-53, P-LU-54 Encanto Neighborhoods CPU: P-LU-77, P-LU-78	Mitigation Framework measures **MM-NOS-3** and **MM-NOS-4**, as described in Impact 5.4-3 in Section 5.4 shall apply.	Less than Significant with Mitigation
5.5 Biological Resources				
5.5-1	Implementation of the CPUs could have an adverse effect on sensitive plant and wildlife species.	Southeastern San Diego CPU: P-LU-33, P-RE-10, P-RE-11, P-RE-12, P-RE-19, P-RE-20, P-RE-23, P-CS-13, P-CS-14, P-CS-15, Encanto Neighborhoods CPU: P-LU-51, P-LU-52, P-LU-56, P-UD-95, P-RE-10, P-RE-11, P-RE-12, P-RE-19, P-RE-21, P-RE-24, P-RE-25, P-CS-12, P-CS-13, P-CS-14, P-CS-15, P-CS-16, P-CS-17, P-CS-18, P-CS-19, P-CS-20, P-CS-22, P-CS-23, P-CS-24	Mitigation Framework measure **MM-BIO-1**, as described in Impact 5.5-1 in Section 5.5 shall apply.	Less than Significant with Mitigation
5.5-2	Implementation of the CPUs could have an adverse effect on wetlands.	Southeastern San Diego CPU: P-LU-33, P-PF-20, P-RE-10, P-RE-12, P-RE-23, P-CS-12, P-CS-13, P-CS-14, P-CS-21, P-CS-23 Encanto Neighborhoods CPU: P-LU-52, P-LU-56, P-UD-95, P-PF-23, P-RE-10, P-RE-12, P-RE-20, P-RE-24, P-RE-25, P-CS-12, P-CS-13, P-CS-14, P-CS-17, P-CS-19, P-CS-20, P-CS-21, P-CS-22, P-CS-23, P-CS-24, P-CS-33, P-CS-35	Mitigation Framework measure **MM-BIO-2**, as described in Impact 5.5-2 in Section 5.5 shall apply.	Less than Significant with Mitigation
5.5-3	Implementation of the CPUs could have an adverse effect on migratory wildlife.	Southeastern San Diego CPU: P-LU-33, P-RE-10, P-RE-11, P-RE-12, P-RE-19, P-RE-20, P-RE-23, P-CS-13, P-CS-14, P-CS-15 Encanto Neighborhoods CPU: P-LU-52, P-LU-56, P-UD-95, P-RE-10, P-RE-11, P-RE-12, P-RE-19, P-RE-21, P-RE-24, P-RE-25, P-CS-12, P-CS-13, P-CS-14, P-CS-15, P-CS-	Mitigation Framework measure **MM-BIO-3**, as described in Impact 5.5-3 in Section 5.5 shall apply.	Less than Significant with Mitigation

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
		16, P-CS-17, P-CS-18, P-CS-19, P-CS-20, P-CS-22, P-CS-23, P-CS-24		
5.5-4	Implementation of the CPUs would not have a substantial adverse effect on the City's MSCP.	Southeastern San Diego CPU: P-RE-10, P-RE-11, P-RE-19, P-RE-20, P-RE-23, P-CS-14, P-CS-15 Encanto Neighborhoods CPU: P-LU-52, P-RE-10, P-RE-11, P-RE-19, P-RE-21, P-CS-12, P-CS-13, P-CS-14, P-CS-15, P-CS-18, P-CS-19, P-CS-20, P-CS-23, P-CS-24	Mitigation Framework measure **MM-BIO-4**, as described in Impact 5.5-4 in Section 5.5 shall apply.	Less than Significant with Mitigation
5.5-5	Implementation of the CPUs could introduce land uses within an area that could have a substantial adverse effect on the City's MHPA.	Encanto Neighborhoods CPU: P-RE-12, P-RE-24, P-RE-25, P-CS-12, P-CS-13, P-CS-14, P-CS-19	Mitigation Framework measure **MM-LU-2**, as described in Impact 5.1-3 in Section 5.1 shall apply.	Less than Significant with Mitigation
5.6 Hydrology and Water Quality				
5.6-1	Implementation of the CPUs would result in an adverse effect on hydrology or water quality associated with increased runoff.	Southeastern San Diego CPU: P-UD-53, P-UD-104, P-PF-9, P-PF-10, P-PF-18, P-PF-19, P-PF-20, Encanto Neighborhoods CPU: P-LU-52, P-LU-56, P-UD-51, P-UD-88, P-UD-95, P-UD-100, P-CS-13, P-CS-18, P-CS-21, P-CS-22, P-CS-22, P-CS-23, P-CS-24, P-CS-28, P-CS-29, P-CS-31, P-CS-32, P-CS-33, P-CS-34, P-CS-35, P-CS-45	Mitigation Framework measure **MM-HYD/WQ-1**, as described in Impact 5.6-1 Section 5.6 shall apply.	Less than Significant with Mitigation
5.6-2	Implementation of the CPUs would result in increased runoff.	Southeastern San Diego CPU: P-UD-52, P-UD-53, P-UD-104, P-PF-9, P-PF-18, P-PF-19, P-PF-20 Encanto Neighborhoods CPU: P-PF-21, P-PF-22, P-PF-23, P-LU-52, P-LU-56, P-UD-51, P-UD-88, P-UD-95, P-UD-100, P-CS-18, P-CS-21, P-CS-22, P-CS-23, P-CS-28, P-CS-29, P-CS-31, P-CS-32, P-CS-33, P-CS-34, P-CS-35, P-CS-45	Mitigation Framework measure **MM-HYD/WQ-1**, as described in Impact 5.6-1 Section 5.6 shall apply.	Less than Significant with Mitigation

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
5.6-3	Implementation of the CPUs would result in increased pollutant discharges.	Southeastern San Diego CPU: P-UD-52, P-UD-53, P-UD-104, P-PF-9 Encanto Neighborhoods CPU: P-UD-51, P-UD-88, P-UD-95, P-UD-100, P-CS-21, P-CS-32, P-CS-33, P-CS-34, P-CS-36, P-CS-37, P-CS-38, P-CS-45	Mitigation Framework measure **MM-HYD/WQ-2**, as described in Impact 5.6-3 Section 5.6 shall apply.	Less than Significant with Mitigation
5.6-4	Implementation of the CPUs would result in adverse effects on regional water quality, including groundwater.	Encanto Neighborhoods CPU: P-RE-20, P-RE-24, P-RE-25, P-RE-26, P-CS-13, P-CS-18, P-CS-21, P-CS-22, P-CS-23, P-CS-24, P-CS-28, P-CS-29, P-CS-31, P-CS-32, P-CS-33, P-CS-34, P-CS-35, P-CS-36, P-CS-37, P-CS-38, P-CS-45	None Required	Less than Significant
5.6-5	Implementation of the CPUs would result in effects on people or structures or a risk of loss, injury, or death involving flooding, including as a result of dam or levee failure.	Encanto Neighborhoods CPU: P-PF-21, P-PF-22, P-PF-23, P-RE-10	None Required	Less than Significant
5.7 Historical Resources				
5.7-1	Implementation of the CPUs could result in an alteration of a prehistoric or historic building, structure, object or site.	Southeastern San Diego CPU: P-LU-4, P-LU-12, P-LU-15, P-LU-16, P-LU-17, P-UD-2, P-UD-17, P-UD-63, P-UD-64, P-UD-65, P-UD-66, P-CS-17, P-HP-1, P-HP-2, P-HP-3, P-HP-4, P-HP-5, P-HP-6, P-HP-7, P-HP-8, P-HP-12, P-HP-13, P-HP-14, P-HP-15, P-HP-16, P-HP-17, P-AC-5, P-UD-2, P-UD-15 Encanto Neighborhoods CPU: P-LU-23, P-LU-26, P-LU-32, P-HP-1, P-HP-2, P-HP-3, P-HP-4, P-HP-5, P-HP-6, P-HP-10, P-HP-11, P-HP-12, P-HP-13, P-HP-14, P-AC-5	Mitigation Framework measures **MM-HIST-1** and **MM-HIST-2**, as described in Impact 5.7-1 in Section 5.7 shall apply.	Less than Significant with Mitigation

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
5.7-2	Implementation of the CPUs could result in impacts on existing religious or sacred uses or the disturbance of any human remains, including those interred outside of formal cemeteries.	Southeastern San Diego CPU: P-HP-8, P-HP-9, P-HP-10, P-HP-11 Encanto Neighborhoods CPU: P-HP-6, P-HP-7, P-HP-8, P-HP-9	Mitigation Framework measure **MM-HIST-1**, as described in Impact 5.7-1 in Section 5.7 shall apply.	Less than Significant with Mitigation
5.8 Paleontological Resources				
5.8-1	Implementation of the CPUs could have a substantial adverse effect on paleontological resources in a high or moderate resource potential geologic deposit/formation/rock unit.	Southeastern San Diego CPU: P-CS-1 Encanto Neighborhoods CPU: P-CS-1, P-CS-16	Mitigation Framework measure **MM-PALEO-1**, as described in Impact 5.8-1 in Section 5.8 shall apply.	Less than Significant with Mitigation
5.9 Geology and Seismic Hazards				
5.9-1	Implementation of the CPUs would result in exposure of people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure or similar hazards.	Southeastern San Diego CPU: P-PF-16, P-PF-17 Encanto Neighborhoods CPU: P-PF-19, P-PF-20	Mitigation Framework measure **MM-GEO-1**, as described in Impact 5.9-1 in Section 5.9 shall apply.	Less than Significant with Mitigation
5.9-2	Implementation of the CPUs would result in an increase in wind or water erosion of soils.	Southeastern San Diego CPU: P-UD-53, P-US-102, P-UD-104, P-CS-12, P-CS-20, P-CS-21, P-CS-22, P-CS-23, P-CS-30 Encanto Neighborhoods CPU: P-UD-51, P-UD-88, P-UD-98, P-UD-100, P-CS-21, P-CS-31, P-CS-32, P-CS-32, P-CS-33, P-CS-34	Mitigation Framework measure **MM-GEO-2**, as described in Impact 5.9-2 in Section 5.9 shall apply.	Less than Significant with Mitigation

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
5.9-3	The CPUs could allow structures to be located on unstable geological units or soils.	Southeastern San Diego CPU: P-UD-53, P-UD-102, P-UD-104, P-PF-16, P-CS-12, P-CS-20, P-CS-21, P-CS-22, P-CS-23, P-CS-30 Encanto Neighborhoods CPU: P-UD-51, P-UD-88, P-UD-92, P-UD-94, P-UD-95, P-UD-96, P-UD-98, P-UD-100, P-PF-19, P-CS-12, P-CS-13, P-CS-15, P-CS-16, P-CS-18, P-CS-19, P-CS-21, P-CS-31, P-CS-32, P-CS-33, P-CS-34	None Required	Less than Significant
5.10 Hazardous Materials				
5.10-1	Implementation of the CPUs could expose people or sensitive receptors to potential health hazards	Southeastern San Diego CPU: P-LU-27, P-LU-28, P-LU-31, P-LU-32, P-LU-36, P-LU-38, P-LU-40, P-UD-122, P-UD-125, P-CS-25, P-PF-23, P-PF-24, P-PF-25, P-PF-26 Encanto Neighborhoods CPU: P-LU-33, P-LU-34, P-LU-38, P-UD-38, P-UD-43, P-UD-120, P-UD-123, P-CS-37, P-PF-25, P-PF-26, P-PF-27, P-PF-28	None Required	Less than Significant
5.10-2	Development under the CPUs could be located on a site 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	Southeastern San Diego CPU: P-LU-36, P-PF-23, P-PF-24, P-PF-25, P-PF-26, Encanto Neighborhoods CPU: P-PF-25, P-PF-26, P-PF-27, P-PF-28	None Required	No Impact
5.10-3	Implementation of the CPUs would impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan	Southeastern San Diego CPU: P-MO-16, P-MO-19, P-MO-22 Encanto Neighborhoods CPU: P-MO-16, P-MO-19, P-MO-22	Compliance with Federal, State, and local (County) regulations is the Mitigation Framework for contaminated properties where development is proposed.	Less than Significant

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
5.10-4	Implementation of the CPUs would expose people or structures to a risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands	Southeastern San Diego CPU: P-PF-2, P-PF-21, P-PF-22 Encanto Neighborhoods CPU: P-PF-7, P-PF-24	None Required	Less than Significant
5.10-5	Implementation of the CPUs would result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school	Southeastern San Diego CPU: P-LU-27, P-LU-28, P-LU-31, P-LU-32, P-LU-36, P-LU-38, P-LU-40, P-UD-122, P-UD-125, P-CS-25, P-PF-23, P-PF-24, P-PF-25, P-PF-26 Encanto Neighborhoods CPU: P-LU-33, P-LU-34, P-LU-38, P-UD-38, P-UD-43, P-UD-120, P-UD-123, P-CS-37, P-PF-25, P-PF-26, P-PF-27, P-PF-28	None Required	Less than Significant
5.10-6	Implementation of the CPUs could result in a safety hazard for people residing or working in a designated airport influence area	Southeastern San Diego CPU: P-LU-34, P-LU-48, P-LU-50 Encanto Neighborhoods CPU: P-LU-58, P-LU-59, P-LU-73, P-LU-75, P-LU-76	None Required	Less than Significant
5.11 Greenhouse Gas Emissions				
5.11-1	Implementation of the CPUs would not have a substantial adverse effect on the environment through the generation of GHG emissions, either directly or indirectly.	Southeastern San Diego CPU: P-LU-1, P-LU-3 Encanto Neighborhoods CPU: P-LU-1, P-LU-3, P-LU-4, P-LU-5, P-LU-6, P-LU-7, P-LU-8, P-LU-9, P-LU-10	None Required	Less than Significant

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
5.11-2	Implementation of the CPUs would not have a substantial adverse effect on a plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	Southeastern San Diego CPU: P-MO-1, P-MO-2, P-MO-3, P-MO-4, P-MO-5, P-MO-6, P-MO-7, P-MO-8, P-MO-9, P-MO-10, P-MO-11, P-MO-12, P-MO-13, P-MO-14, P-MO-15, P-CS-3, P-CS-4, P-CS-5, P-CS-6, P-CS-7, P-CS-8, P-CS-9, P-CS-10, P-CS-11, P-CS-27, P-CS-28, P-CS-29, P-CS-30, P-CS-42, P-CS-43 Encanto Neighborhoods CPU: P-MO-1, P-MO-2, P-MO-3, P-MO-4, P-MO-5, P-MO-6, P-MO-7, P-MO-8, P-MO-9, P-MO-10, P-MO-11, P-MO-12, P-MO-13, P-MO-14, P-MO-15, P-CS-3, P-CS-4, P-CS-5, P-CS-6, P-CS-7, P-CS-8, P-CS-9, P-CS-10, P-CS-11, P-CS-28, P-CS-29, P-CS-30, P-CS-31, P-CS-50, P-CS-51, P-CS-52	None Required	No Impact
5.12 Energy				
5.12-1	Implementation of the CPUs would have an adverse effect on the use of electrical power	Southeastern San Diego CPU: P-UD-50, P-UD-52, P-UD-54, P-CS-1, P-CS-2, P-CS-3, P-CS-4, P-CS-5, P-CS-6, P-CS-7, P-CS-8, P-CS-9, P-CS-10, P-CS-11 Encanto Neighborhoods CPU: P-UD-48, P-UD-50, P-UD-51, P-UD-52, P-CS-1, P-CS-2, P-CS-3, P-CS-4, P-CS-5, P-CS-6, P-CS-7, P-CS-8, P-CS-9, P-CS-10, P-CS-11	None required	Less than Significant
5.12-2	Implementation of the CPUs would have an adverse effect on the use of fuel	Southeastern San Diego CPU: P-MO-1, P-MO-2, P-MO-3, P-MO-4, P-MO-5, P- P-MO-7, P-MO-8, P-MO-9, P-MO-10, P-MO-11, P-MO-12, P-MO-13, P-MO-14, P-MO-15, P-MO-16, P-MO-17, P-MO-18, P-MO-19, P-MO-20, P-MO-21, P-MO-22, P-MO-23, P-MO-24, P-MO-25, P-MO-26, P-MO-27, P-MO-28 Encanto Neighborhoods CPU: P-MO-1, P-MO-2, P-MO-3, P-MO-4, P-MO-5, P- P-MO-7, P-MO-8, P-MO-9, P-MO-10, P-MO-11, P-MO-12, P-MO-14, P-MO-15, P-MO-16, P-MO-17, P-MO-18, P-MO-19, P-MO-21, P-MO-22,	None required	Less than Significant

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
		P-MO-24, P-MO-25, P-MO-26, P-MO-27, P-MO-28		
5.13 Public Services and Facilities				
5.13-1	Implementation of the CPUs would result in the need for new or altered governmental service in police protection, parks or other recreational facilities, fire/safety protection, libraries, schools, or maintenance of public facilities, including roads	Southeastern San Diego: P-PF-1, P-PF-2, P-PF-3, P-PF-4, P-PF-5, P-PF-6, P-PF-7, P-PF-21, P-RE-1, P-RE-2, P-RE-3, P-RE-4, P-RE-5, P-RE-7, P-RE-8 Encanto Neighborhoods CPU: P-PF-1, P-PF-2, P-PF-3, P-PF-4, P-PF-5, P-PF-6, P-PF-7, P-PF-8, P-PF-9, P-PF-10, P-RE-1, P-RE-2, P-RE-3, P-RE-4, P-RE-5, P-RE-7, P-RE-8	None Required	Less than Significant
5.14 Public Utilities				
5.14-1	Implementation of the CPUs could result in the need for new systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts with regard to the following: natural gas, water, sewer, communication systems, or solid waste management	Southeastern San Diego: P-UD-50, P-UD-52, P-UD-53, P-UD-54, P-UD-90, P-UD-97, P-UD-101, P-UD-103, P-UD-104, P-UD-110, P-UD-130, P-PF-9, P-PF-10, P-PF-11, P-PF-13, P-PF-14, P-CS-5, P-CS-6, P-CS-7, P-CS-8, P-CS-9, P-CS-11, P-CS-20, P-CS-21, P-CS-22, P-CS-23, P-CS-27, P-CS-28, P-CS-29, P-CS-30, P-CS-42, P-CS-43 Encanto Neighborhoods CPU: P-UD-48, P-UD-51, P-UD-52, P-UD-83, P-UD-88, P-UD-99, P-UD-100, P-UD-106, P-PF-13, P-PF-16, P-PF-17, P-CS-5, P-CS-6, P-CS-7, P-CS-8, P-CS-9, P-CS-11, P-CS-28, P-CS-29, P-CS-30, P-CS-31, P-CS-32, P-CS-33, P-CS-34, P-CS-35, P-CS-50, P-CS-51, P-CS-52	None Required	Less than Significant
5.14-2	Implementation of the CPUs could result in the use of excessive amounts of water	Southeastern San Diego: P-UD-104, P-CS-27, P-CS-28, P-CS-29, P-CS-30 Encanto Neighborhoods CPU: P-UD-100, P-CS-28, P-CS-29, P-CS-30, P-CS-31	None Required	Less than Significant

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
5.15 Visual Effects and Neighborhood Character				
5.15-1	Implementation of the CPUs would result in a substantial alteration to the existing or planned character of the area.	Southeastern San Diego CPU: P-LU-1, P-LU-2, P-LU-4, P-LU-11, P-LU-12, P-LU-15, P-LU-16, P-LU-17, P-LU-19, P-LU-27, P-LU-28, P-LU-31, P-LU-32, P-LU-37, P-LU-38, P-LU-39, P-LU-40, P-UD-2, P-UD-3, P-UD-6, P-UD-8, P-UD-12, P-UD-17, P-UD-18, P-UD-23, P-UD-32, P-UD-40, P-UD-43, P-UD-45, P-UD-49, P-UD-58, P-UD-60, P-UD-61, P-UD-62, P-UD-63, P-UD-64, P-UD-65, P-UD-66, P-UD-72, P-UD-73, P-UD-77, P-UD-79, P-UD-83, P-UD-90, P-UD-95, P-UD-96, P-UD-102, P-UD-103, P-UD-105, P-UD-107, P-UD-111, P-UD-113, P-UD-115, P-UD-118, P-UD-120, P-UD-121, P-UD-125, P-UD-126, P-UD-127, P-UD-129, P-EP-6, P-EP-7, P-PF-11, P-PF-12, P-PF-13, P-PF-14, P-PF-15, P-RE-9, P-RE-10, P-RE-12, P-RE-19, P-CS-14, P-CS-16, P-CS-17, P-CS-18, P-CS-19, P-CS-38, P-CS-40, P-HP-2, P-HP-3, P-HP-4, P-HP-5, P-HP-15, P-HP-16, P-AC-1, P-AC-2, P-AC-3, P-AC-8, P-AC-9, P-AC-10	None Required	Less than Significant

Table ES-1:Summary of Significant Impacts and Proposed CPU Policies and Mitigation Measures that Reduce the Impact				
#	*Impact*	*Proposed CPU Policies that Reduce the Impact*	*Mitigation Framework*	*Level of Significance following Application of Polices and/or Implementation of Mitigation Framework*
		Encanto Neighborhoods CPU: P-LU-1, P-LU-3, P-LU-4, P-LU-7, P-LU-8, P-LU-9, P-LU-20, P-LU-23, P-LU-26, P-LU-27, P-LU-28, P-LU-32, P-LU-36, P-LU-37, P-LU-38, P-UD-2, P-UD-3, P-UD-6, P-UD-8, P-UD-11, P-UD-15, P-UD-16, P-UD-22, P-UD-23, P-UD-26, P-UD-31, P-UD-38, P-UD-41, P-UD-42, P-UD-43, P-UD-47, P-UD-53, P-UD-57, P-UD-59, P-UD-60, P-UD-61, P-UD-67, P-UD-68, P-UD-71, P-UD-83, P-UD-86, P-UD-87, P-UD-91, P-UD-92, P-UD-93, P-UD-95, P-UD-96, P-UD-99, P-UD-101, P-UD-103, P-UD-113, P-UD-116, P-UD-118, P-UD-119, P-UD-123, P-UD-124, P-UD-125, P-UD-127, P-EP-11, P-EP-12, P-EP-13, P-PF-14, P-PF-15, P-PF-16, P-PF-17, P-PF-18, P-RE-9, P-RE-10, P-RE-12, P-RE-19, P-RE-28, P-CS-13, P-CS-15, P-CS-16, P-CS-17, P-CS-18, P-CS-22, P-CS-25, P-CS-27, P-CS-48, P-HP-2, P-HP-3, P-HP-12, P-HP-13, P-AC-1 P-AC-2, P-AC-3, P-AC-9, P-AC-12		
5.15-2	Implementation of the proposed CPUs would result in an adverse change in the existing landform.	Southeastern San Diego CPU: P-RE-10 Encanto Neighborhoods CPU: P-UD-92, P-UD-93, P-UD-94, P-UD-95, P-UD-96, P-UD-97, P-RE-10, P-RE-24, P-CS-13, P-CS-15, P-CS-16, P-CS-18, P-CS-19, P-CS-22	None Required	Less than Significant
5.15-3	Implementation of the proposed CPUs would create light or glare which would adversely affect daytime and nighttime views in the area.	Southeastern San Diego CPU: P-UD-71, P-UD-106, P-UD-107, P-UD-108, P-UD-109, P-UD-110 Encanto Neighborhoods CPU: P-UD-66, P-UD-102, P-UD-103, P-UD-104, P-UD-105	None Required	Less than Significant

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1 Introduction

This draft Program Environmental Impact Report (PEIR) has been prepared on behalf of the City of San Diego in accordance with the California Environmental Quality Act (CEQA). This chapter outlines the purpose of and overall approach to the preparation of the PEIR for the Southeastern San Diego (SESD) and Encanto Neighborhoods CPUs. The City of San Diego is the lead agency responsible for ensuring that the PEIR complies with CEQA.

Purpose and Intent

PEIR PURPOSE

This Program EIR has three purposes:

- Satisfy CEQA requirements for analysis of environmental impacts by including a complete and comprehensive programmatic evaluation of the physical impacts of the CPUs and their alternatives.
- Inform decision-makers and the public of the potential environmental impacts of the CPUs prior to city decision-makers taking action on the CPUs. The information presented in this Program EIR will assist city officials in reviewing and adopting the CPUs.
- Provide a basis for the review of subsequent development projects and public improvements proposed within the CPU area. Subsequent environmental documents may be tiered from the final PEIR.

The CPUs consist of policies, diagrams, and standards to guide the future development of the Southeastern San Diego and Encanto Neighborhoods areas as described in Chapter 3. This PEIR contains analysis of the CPUs and all potential environmental impacts expected to result from implementation of the various policies, programs, and projects identified, including those that serve to avoid or minimize adverse environmental impacts. As necessary, the PEIR recommends measures to mitigate significant adverse impacts identified in the analysis of the CPUs. In accordance with CEQA requirements, this PEIR also identifies and evaluates alternatives to the CPUs, as well as analyzes the No Project Alternative, which represents the continued implementation of the current SESD Community Plan. An environmentally superior alternative is also identified as part of the alternatives analysis to inform decision-makers on this project.

This EIR represents the best effort to evaluate the potential environmental effects of the CPUs given their long-term planning horizons. It can be anticipated that conditions will change;

however, the assumptions used are the best available at the time of preparation and reflect existing knowledge of patterns of physical and economic development, travel, and technological factors.

RELATIONSHIP TO OTHER EIRS

As a PEIR, the preparation of this document does not relieve the sponsors of specific projects from the responsibility of complying with the requirements of CEQA (and/or NEPA for projects requiring federal funding or approvals). As noted, individual projects are required to prepare a more precise, project-level analysis to fulfill CEQA and/or NEPA requirements. The lead agency responsible for reviewing these projects shall determine the level of review needed, and the scope of that analysis will depend on the specifics of the particular project. These projects may, however, use the discussion of impacts in this PEIR as a basis of their assessment of these regional, citywide, or cumulative impacts.

APPROVALS FOR WHICH THIS EIR WILL BE USED

This PEIR is being prepared for use by the City of San Diego in its review and approval of the CPUs. The analysis does not examine the effects of potential site-specific projects or activities that may occur under the overall umbrella of the CPUs. However, in accordance with CEQA Guidelines, a PEIR may serve as the EIR for subsequent activities or implementing actions to the extent it contemplates and adequately analyzes the potential environmental impacts of those subsequent projects. Implementing actions in the CPUs include, but are not limited to, amendments to the ~~Impact Fee Studies~~PFFP, rezoning, subdivision maps, specific plans, planned development permits, site development permits, development agreements, Multi-Habitat Planning Area (MHPA) boundary line adjustments, establishment of public facilities financing mechanisms, formation of community facilities districts, and infrastructure improvement plans. If in examining these future actions the City finds no new effects could occur, or no new mitigation measures would be required other than those analyzed and/or required in the PEIR, the City can approve the activity as being within the scope covered by this PEIR, and no new environmental documentation would be required. If additional analysis is required, it can be streamlined by tiering from this PEIR pursuant to CEQA Guidelines, Sections 15152, 15153, and 15168 (e.g., through preparation of a Mitigated Negative Declaration, Addendum, or Focused EIR).

SUMMARY OF PROPOSED CPU ACTIONS

Discretionary actions are those actions taken by an agency that call for the exercise of judgment in deciding whether to conditionally approve or delay a project. The following discretionary actions comprise the project analyzed within this PEIR, and referred to as the "CPUs":

- Certification of PEIR
- Adoption of Encanto Neighborhoods Community Plan
- Adoption of SESD Community Plan
- Adoption of the General Plan Amendment
- Adoption of the Encanto Neighborhoods Impact Fee Study (IFS)

- Adoption of the Southeastern San Diego IFS
- Repeal of the Southeastern San Diego Planned District Ordinance (SESDPDO)
- Repeal of the Mt. Hope Planned District Ordinance (MHPDO)
- Adoption of the Rezone Ordinance comprised of current Citywide zones and three new zones into the LDC (CO-2-1, CN-1-4, and IP-3-1)
- Adoption of a new Community Plan Implementation Overlay Zone (CPIOZ), Type-A, to apply to the Village Districts

Legal Authority

LEAD AGENCY

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

RESPONSIBLE AND TRUSTEE AGENCIES

State law requires that all EIRs be reviewed by Responsible and Trustee Agencies. A Responsible Agency, defined pursuant to State CEQA Guidelines Section 15381, includes all public agencies other than the Lead Agency which have discretionary approval power over the CPUs. A Trustee Agency is defined in Section 15386 of the CEQA Guidelines as a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. Implementation of the CPUs would require subsequent actions or consultation from Responsible or Trustee Agencies. A brief description of some of the primary Responsible or Trustee Agencies that may have an interest in the CPUs is provided below.

- **California Department of Transportation (Caltrans):** The SESD CPU area is adjacent to I-5, I-805, and I-94, and is transected by I-15. The Encanto Neighborhoods CPU is adjacent to I-805 and SR-94.
- **California Department of Fish and Wildlife (CDFW):** CDFW has the authority to reach an Agreement Regarding Proposed Stream or Lake Alteration (Streambed Alteration Agreement) with an agency or private party proposing to alter the bed, banks, or floor of any watercourse/stream, pursuant to Section 1600 et. seq. of the State Fish and Game Code. The purpose of code Sections 1600-1616 is to protect and conserve fish and wildlife resources that could be substantially adversely affected by a substantial diversion or obstruction of natural flow of, or substantial change or use of material from the bed, bank, or channel of, any river, stream, or lake. CDFW generally evaluates information gathered during preparation of the environmental documentation, and attempts to satisfy their permit concerns in these documents. CDFW also has the responsibility to protect

biological resources in conjunction with the US Fish and Wildlife Service (USFWS) under the Multiple Species Conservation Plan (MSCP) Subarea Plan Implementing Agreement.

- **San Diego County Air Pollution Control District (APCD):** The County Board of Supervisors sits as the Board of the APCD, which is an agency that regulates sources of air pollution within the county. This is accomplished through monitoring, engineering, and compliance divisions within the APCD, designed to protect the public from the adverse impacts of polluted air. No permits from APCD are required at this time. The APCD would be responsible for issuing permits for construction and operation of future projects.
- **San Diego Regional Water Quality Control Board (RWQCB):** The RWQCB regulates water quality through the Section 401 certification process and oversees the National Pollutant Discharge Elimination System (NPDES) Permit No.CAS0109266,~~—~~which addresses waste discharge requirements. The RWQCB is responsible for implementing permitting, compliance, and other activities to reduce pollutants in municipal, construction, and industrial storm water runoff, including overseeing the development and implementation of Water Quality Improvement Plans as required by the Regional MS4 Permit for San Diego County, as well as ensuring that all other MS4 permit requirements are met.
- **San Diego County Regional Airport Authority (Airport Authority):** The Airport Authority operates the airports and oversees implementation of adopted plans for the region's air transportation needs. The Airport Authority also serves as San Diego County's Airport Land Use Commission, and is responsible for land use planning as it relates to public safety surrounding the region's airports. As a responsible agency, the Airport Authority would review future development proposals within the portion of the CPU area that is within the Airport Influence Area and make "consistency determinations" with the provisions and policies set forth in the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP). The Airport Authority will also take action to determine if the CPU is consistent with the ALUCP. As part of separate action, the City will amend the Airport Land Use Compatibility Overlay Zone (SDMC, Chapter 13, Division 15) to implement the policies and criteria contained within the ALUCP for SDIA. Upon the Airport Authority determining that the Airport Land Use Compatibly Overlay Zone and the CPU are consistent, the City will determine if projects are consistent within the Airport Influence Area for SDIA. Future community plans amendments and rezone actions will require consistency determinations for from the Airport Authority.
- **US Army Corps of Engineers (ACOE):** Wetlands and other 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 Clean Water Act. ACOE has primary federal responsibility for administering regulations that concern waters and wetlands on the project site under statutory authority of the Clean Water Act (Section 404). In addition, the regulations and policies of various federal agencies (e.g., U.S. Department of Agriculture, and Natural Resource Conservation Service [NRCS], U.S. EPA) mandate that the filling of wetlands be avoided to the extent possible.

Approach and Scope

APPROACH

A PEIR is defined in Section 15168 of the CEQA Guidelines as: "[An EIR addressing a] series of actions that can be characterized as one large project and are related either: (1) Geographically; (2) A[s] logical parts in the chain of contemplated actions; (3) In connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental impacts which can be mitigated in similar ways."

PEIRs can be used as the basic, general environmental assessment for an overall program of projects. A PEIR has several advantages. First, it provides a basic reference document to avoid unnecessary repetition of facts or analysis in subsequent project-specific assessments. Second, it allows the lead agency to look at the broad, regional impacts of a program of actions before its adoption and eliminates redundant or contradictory approaches to the consideration of regional and cumulative effects.

As a programmatic document, this PEIR presents a citywide assessment of the potential impacts of the CPUs. It does not separately evaluate subcomponents of the CPUs nor does it assess project-specific impacts of potential future projects under the General Plan, all of which are required to comply with CEQA and/or NEPA as applicable.

SCOPE

The scope of analysis for this PEIR was determined by the City as a result of initial project review and consideration of comments received in response to the Notice of Preparation (NOP). The NOP for this PEIR was published on May 27, 2014 (see Appendix A for the published NOP) for a 30-day public review period. The NOP and public comment period were advertised and two public scoping meetings were held on June 17, 2014 and June 18, 2014 to gather agency and public input on the scope and content of the PEIR. Written comments were also received during the public comment period.

Potentially significant concerns and issue areas were defined based on the initial analysis of environmental setting and baseline conditions, and comments on the NOP, and are analyzed as part of this PEIR. These issue areas of concern are as follows:

- Land Use
- Transportation
- Air Quality
- Noise
- Biological Resources
- Hydrology and Water Quality
- Historical Resources

- Paleontological Resources
- Geology and Seismic Hazards
- Hazardous Materials
- Greenhouse Gas Emissions
- Energy
- Public Services and Facilities
- Public Utilities
- Visual Effects and Neighborhood Character

Format

ORGANIZATION

This draft Program EIR is organized into the following chapters, plus appendices:

- **Acronyms.** A list of acronyms used in the PEIR.
- **Executive Summary.** The executive summary summarizes the PEIR by providing an overview of the CPUs, the potentially significant environmental impacts that could result from the CPUs, the mitigation measures identified to reduce or avoid these impacts, alternatives to the CPUs, and identification of the environmentally superior alternative.
- **Chapter 1: Introduction.** This chapter introduces the purpose for the PEIR; explains the EIR process and intended uses of the PEIR; the assumptions critical to the environmental analysis; and overall organization of this PEIR.
- **Chapter 2: Environmental Setting.** This chapter provides a description of the regional context, location, and existing physical characteristics and land use in the CPU areas. Available public infrastructure and services, as well as relationship to relevant plans, is also provided in this section.
- **Chapter 3: Project Description.** This chapter includes a detailed description of the CPUs, providing background information regarding the regional location and boundaries of the CPU areas, relationship to the City of San Diego General Plan, as well as purpose, objectives and components of the project. This PEIR provides analysis and evaluation of all relevant environmental issues associated with implementing the Plans.
- **Chapter 4: History of Project Changes.** This chapter describes the physical changes that have been made to the CPU in response to environmental concerns raised during review of the project.
- **Chapter 5: Environmental Analysis.** These sections analyze the potential environmental impacts that may occur as a result of implementation of the SESD CPU or the Encanto Neighborhoods CPU. Impacts are organized by major topic. Each topic area includes a description of the environmental setting, significance criteria, and impacts.

- **Chapter 6: Cumulative Impacts**. This chapter assesses the impacts of the CPUs in combination with other planned future development in the region.
- **Chapter 7: Growth-Inducing Impacts.** This chapter evaluates the potential influence the CPUs may have on economic or population growth within the CPU areas as well as the region, either directly or indirectly.
- **Chapter 8: Effects Found Not to Be Significant.** This chapter identifies all of the issues determined in the scoping and preliminary environmental review process to be not significant, and briefly summarizes the basis for these determinations.
- **Chapter 9: Significant and Unavoidable Impacts/Significant Irreversible Environmental Impacts.** This chapter discusses any significant unavoidable impacts of the CPUs. This section also describes the potentially significant irreversible impacts that may be expected with development of the CPUs and addresses the use of nonrenewable resources during the CPUs' construction and operational lives.
- **Chapter 10: Alternatives.** This chapter presents a reasonable range of alternatives to the CPUs, provides discussion of environmental impacts associated with each alternative, compares the relative impacts of each alternative to those of the CPUs and other alternatives, discusses the relationship of each alternative to the CPU objectives, and identifies the environmentally superior alternative.
- **Chapter 11: Mitigation Monitoring and Reporting Program.** This chapter documents all of the mitigation measures identified in this PEIR and required as part of the CPUs.
- **References.** A list of documents cited in the PEIR.
- **Individuals and Agencies Consulted.** A list of individuals and agencies contacted during preparation of the PEIR.
- **Certification.** Identifies the consultants and subconsultants, persons, agencies, and organizations that contributed to preparation of the PEIR.

Technical Appendices

The appendices include the NOP and compilation of agency and public comments received on the NOP, and technical reports that were used as a basis for environmental analysis conducted in this PEIR. Where applicable, these reports have been summarized as part of the environmental analysis while noting their location in the appendices. All appended materials are listed in the Table of Contents.

Incorporation by Reference

These documents are included in the References Cited section, and are hereby incorporated by reference, and are available for review at the City of San Diego's Planning Department, located at 1222 First Ave, Fourth Floor, San Diego, California 92101.

- City of San Diego General Plan
- City of San Diego Program Environmental Impact Report for the General Plan (Final PEIR)

- City of San Diego Municipal Code including: the LDC (Chapters 11-15)

PEIR Process

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

DRAFT PEIR

This Draft PEIR is being distributed for review to the public and interested and affected agencies for a review period of 60 days for the purpose of providing comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided and mitigated" (Section 15204, CEQA Guidelines). In accordance with Sections 15085 and 15087 (a) (1) of the CEQA Guidelines, upon completion of the Draft PEIR a Notice of Completion has been filed with the State Office of Planning and Research and Notice of Availability of the Draft PEIR issued in the San Diego Daily Transcript, a newspaper of general circulation in the area.

FINAL PEIR

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

2 Environmental Setting

This chapter provides a description of the regional context, location, and existing physical characteristics and land use in the CPU areas, as well as a description of available public infrastructure and services, and the CPUs' relationship to relevant plans.

2.1 Regional Location and Local Setting

Southeastern San Diego and Encanto Neighborhoods encompass approximately 6,740 acres, located east of downtown and north of National City. The CPUs are surrounded by several other community planning areas: Golden Hill, Mid-Cities City Heights, and Eastern Area to the north, Barrio Logan to the west, and Skyline-Paradise Hills to the southeast. National City borders the CPUs to the south, and the City of Lemon Grove forms the northeast border of Encanto Neighborhoods. The regional location of the community plan areas are depicted in Figure 2.2-1.

PLANNING AREA BOUNDARIES

Southeastern San Diego

The Southeastern San Diego (SESD) CPU area is located just east of Downtown San Diego, proximate to major employment and commercial centers in the South Bay and Downtown and linked to them by trolley and buses (Figure 2.2-2). Southeastern San Diego encompasses approximately 2,930 acres, not including 121 acres of unincorporated San Diego County land (Greenwood Cemetery). Southeastern San Diego lies south of State Route 94 (SR-94), between Interstate 5 (I-5) and Interstate 805 (I-805), and north of the city limits of National City. Neighborhoods contained in Southeastern San Diego include Sherman Heights, Grant Hill, Stockton, Mt. Hope, Logan Heights, Mountain View, Southcrest and Shelltown.

Encanto Neighborhoods

The Encanto Neighborhoods CPU area encompasses approximately 3,810 acres, and is located approximately five miles east of Downtown (Figure 2.2-3). The CPU area is bounded by SR-94 to the north and I-805 to the west. The SESD CPU area is immediately to the west. The City of Lemon Grove defines the northeast boundary of the CPU rea roughly along 69th Street, while the City of National City defines the western half of the CPU area's southern boundary. Plaza Boulevard marks the southern boundary to the east. Specific neighborhoods in the community include Chollas View, Lincoln Park, Valencia Park, Emerald Hills, O'Farrell, Alta Vista, Encanto, and Broadway Heights.

Village Districts

Each plan area contains village districts, described in Chapter 3. Southeastern San Diego contains the Southeastern Village District, shown below in Figure 2.2-2. The Southeastern Village District includes the Commercial/Imperial corridor from Interstate 5 to Interstate-15, and is centered on the trolley stops at 25th Street and 32nd Street. The Encanto Neighborhoods contains a village district which combines two areas known as: the Village at Market Creek, centered at the intersection of Euclid Avenue and Market Street, and Imperial Avenue Village, centered at the 62nd Street Trolley station (see Figure 2.2-3).

2.2 Existing Physical Characteristics

The environmental setting of the CPU areas is briefly described below. Section 5.0 of this PEIR provides additional, more specific information relating to the CPU areas' environmental and regulatory setting pertaining to agriculture, mineral resources, air quality, biological resources, historical resources, land use, transportation, visual and neighborhood character, geology/soils, hazards, hydrology, noise, paleontological resources, population and housing, public services and facilities, utilities, water supply, and water quality.

GEOGRAPHY/TOPOGRAPHY

The Southeastern San Diego (SESD) CPU area's terrain is characterized by a series of terraces that rise from just a few feet above sea level to over 180 feet above sea level in the northeast. Within the CPU area, these terraces have been cut by streams into three upland areas. The western portion of the community has a rolling appearance, and contains a prominent knoll at Grant Hill Park. The eastern portion of the community is divided from the western portion by the Main Branch of Chollas Creek, which roughly parallels State Highway 15. This portion has flatter terrain, descending from the lightly rolling highland area in the north to a relatively level area in the south near the confluence of the Main and South Branches of Chollas Creek. Elevations in Southeastern San Diego range from approximately 180 feet above mean sea level (MSL) at Mount Hope, in the northeastern part of the CPU area, to approximately 40 feet MSL in the southwestern part of the CPU area.

The Encanto Neighborhoods CPU area builds up toward steeper slopes and higher elevations in the east. The Encanto Creek drainage bisects the CPU area into two topographically comparable northern and southern highland areas. Elevations range from approximately 100 feet above mean sea level (MSL) at Solla Avenue in the southwest portion to 460 feet MSL at 69th Street and Klauber Avenue in the northeast.

Figure 2.2-1:

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Regional Location

- PEIR Study Area
- Southeastern San Diego Community Planning Area
- Encanto Neighborhoods Community Planning Area
- Orange Line Trolley
- Blue Line Trolley
- Greenline Trolley
- City Limits

0 1 2 3 4
MILES

Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014.

Figure 2.2-2

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Southeastern San Diego Planning Area Boundary

- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Parks
- Southeastern San Diego Community Plan Boundary
- Areas Outside City of San Diego

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

Figure 2.2-3

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Encanto Neighborhoods Planning Area Boundary

- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Parks & Open Space
- Encanto Neighborhoods Community Plan Boundary
- Areas Outside City of San Diego

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

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LAND USE

Southeastern San Diego consists of residential neighborhoods and commercial corridors, industrial areas, shopping and employment centers, and schools and other community amenities framed by the freeway system. The community has a mix of single-family and multifamily housing in all neighborhoods. Commercial development is concentrated along commercial corridors west of Highway 15 and at shopping centers to the east. Industrial and employment uses are on both sides of Highway 15 south of Highway 94 (Gateway West and East) as well as along Commercial Street.

The Encanto Neighborhoods community is dominated by single-family residential neighborhoods, with a band of higher density residential areas in the Imperial Avenue corridor. Neighborhoods west of Euclid Avenue are somewhat older and characterized by gridded streets and a mixture of land uses. Neighborhoods to the east are interspersed with hillsides and canyons and feature larger lots. Commercial development is located along the Imperial Avenue, Market Street, and Euclid Avenue corridors, with a small amount of light industrial development along Federal Boulevard in the far northeast and along portions of Market Street.

TRANSPORTATION

The Southeastern San Diego and Encanto Neighborhoods transportation network includes roadways and freeways, public transit, bicycle and pedestrian infrastructure, and local and regional trails.

Freeways and Roadways

Regional accessibility to Southeastern San Diego and Encanto Neighborhoods is provided primarily by freeways (I-5, I-15, I-805, and SR-94) via interchanges with arterial streets. Other sources of regional access are provided by the San Diego Trolley Orange Line, with two stations located in Southeastern San Diego (25th Street and 32nd Street), and three stations located in Encanto Neighborhoods (47th Street, Euclid Avenue, and 62nd Street).

Sub-regional accessibility is provided by arterial streets, such as Market Street, Imperial Avenue, National Avenue, 25th Street, 28th Street, 32nd Street, 43rd Street, 47th Street, and Euclid Avenue. Inter-community streets such as Cesar Chavez Parkway, Ocean View Boulevard, 38th Street, Valencia Parkway, and 61st Street provide connectivity between the residential areas, commercial areas, and industrial areas, as well as connecting to the arterial streets.

The street network in Southeastern San Diego provides a high degree of connectivity, which allows for shorter travel distances between origins and destinations. Users of all modes benefit from shorter trips and multiple route options. Exceptions to this are largely related to topography, Chollas Creek branches, freeways, trolley/rail-line, and the two cemeteries.

The street network in Encanto Neighborhoods is somewhat disconnected due to the three canyons that traverse the community, Chollas Creek, Radio Canyon, and Encanto Creek, as well as the freeways and the trolley/rail line. East-west connectivity is limited mainly to Imperial Avenue, while north-south connectivity is provided mainly by 47th Street and Euclid Avenue.

Transit Network

The CPU areas are served by the Metropolitan Transit System (MTS) for both local and regional transit. MTS provides five bus routes in Southeastern San Diego and 10 bus routes in Encanto Neighborhoods, as well as the Orange Line trolley service. Nearly all of the CPUs are within a quarter-mile of a transit station or stop, except for the area south of the Chollas Creek South Branch (Acacia Street / Alpha Street) and the single-family residential area in the northeast corner of Encanto Neighborhoods.

Heavy rail commuter train service, provided by the North County Transit District (called the Coaster) and Amtrak connect downtown San Diego to locations outside the county. Coaster and Amtrak services are accessible to Southeastern San Diego residents via the Orange Line Trolley.

Bicycle and Pedestrian Facilities

Across the City of San Diego as a whole, 13 percent of roadways have bicycle facilities. There are currently about 8 miles of bicycle facilities within Southeastern San Diego, with over half being composed of Class III Bike Routes, which provides cyclists with the lowest level of separation from vehicular travel. There are also about 8 miles of bicycle facilities in Encanto Neighborhoods, with about 30 percent of those composed of Class III Bike Routes. About 8 percent of Southeastern San Diego roadways and about 7 percent of Encanto Neighborhoods roadways have bicycle facilities.

Pedestrian facilities in the CPU areas include sidewalks, curb ramps, and other amenities such as street trees for shading. Challenges to pedestrian connectivity and safety include high speed automobile travel, barriers imposed by freeway ramp intersections, difficult pedestrian crossings, and lack of shading.

HISTORICAL RESOURCES

Resources identified in the CPU areas include 13 prehistoric resources, such as temporary camps, scatters of various compositions (including shell, lithic, and groundstone), a midden, a habitation site, the ethnographic village of Las Choyas, and isolated finds; and 18 historic resources, including debris deposits, foundations, and associated features; and a historic residence.

The CPU areas contain numerous designated historical resources. Southeastern San Diego is home to one historic building listed in the National Register of Historic Places, the Villa Montezuma located at 1925 K Street, as well as twelve other individual properties and two historic districts listed in the City of San Diego Register of Historic Resources. There are two historic districts in Southeastern San Diego: the Sherman Heights Historic District with 390 contributors, and the Grant Hill Historic District with 48 contributors. Encanto Neighborhoods contains two properties listed in the San Diego Register of Historical Resources: the Edwin Capps Residence Site, 910 60th Street (HRB site #248) and Johnson's Wilshire Gas Station, 4689 Market Street (HRB site #954).

BIOLOGICAL RESOURCES

The CPU areas are composed primarily of developed lands with the occasional disturbed parcel of land and limited open space. In addition, several modified drainages are found within the CPU

areas that remain undeveloped. Nine vegetation types and three classifications of disturbed or developed lands have been observed within the CPU areas. These are southern cottonwood-willow riparian forest, southern riparian scrub, mule fat scrub, vernal pool, non-native riparian, maritime succulent scrub, Diegan coastal sage scrub, Diegan coastal sage scrub: coastal form, valley and foothill grassland, non-native grassland, non-native vegetation, disturbed habitat, and urban/developed. Vernal pools, which are highly specialized habitat that support sensitive species, are found in portions of the Encanto Neighborhoods CPU area. Sensitive vegetation communities found in the CPU areas include maritime succulent scrub, Diegoan coastal sage scrub, non-native grassland and valley and foothill grassland, southern cottonwood-willow riparian forest, southern riparian scrub, mule fat scrub, vernal pool, and non-native riparian.

GEOLOGY AND PALEONTOLOGY

The CPU areas are underlain by numerous modern and old surficial deposits, and three bedrock units. The bedrock units include early Pleistocene and late Pliocene San Diego Formation, late Oligocene Otay Formation, and middle Eocene Mission Valley Formation. The surficial deposits include young alluvial flood-plain deposits, and old and very old paralic deposits.

The City of San Diego has designated elevated portions of the CPU areas as Geologic Hazard Category 52, denoting gently sloping to steep terrain, with favorable geologic structure, a low risk of landslides. It has also designated some portions of the Encanto Neighborhoods CPU area as Geologic Hazard Level 53, denoting sloping to steep terrain, unfavorable geologic structure, and a low to moderate landslide risk.

The CPU areas have paleontological resource sensitivity. Geologic formations in the CPU areas with high paleontological sensitivity include Stadium Conglomerate, Mission Valley Formation, San Diego Formation, Otay Formation, Sweetwater Formation, and unnamed marine terrace deposits. The CPU areas contain one formation of moderate paleontological sensitivity, unnamed river terrace deposits. Low sensitivity is assigned to young alluvial floodplain deposits, though on occasion deeper excavations into sedimentary deposits mapped as younger alluvium do yield fossils. Within the CPU areas only one formation occurs that is of low sensitivity; Late Quaternary Alluvium.

DRAINAGE

Southeastern San Diego and Encanto Neighborhoods are located in the Pueblo San Diego Watershed, which is tributary to the San Diego Bay. Each community is also within the Pueblo San Diego Hydrologic Unit. Portions of the communities are within the San Diego Mesa Hydrologic Area and the National City Hydrologic Area, and the Chollas, El Toyan, and Paradise Hydrologic Subareas. All runoff from the Southeastern San Diego and Encanto Neighborhoods communities drains into one of four creeks: Chollas Creek, Switzer Creek, Paleta Creek, and Paradise Creek, which in turn drain into a pipe conveyance system leading to the receiving waters of San Diego Bay. There are also storm drains located primarily within the roadway infrastructure of the CPU areas that drain directly to San Diego Bay.

WATER QUALITY

Impairments from multiple pollutants have led to establishment of Chollas Creek total maximum daily loads (TMDLs). Five TMDLs have been adopted for Chollas Creek: the pesticide (diazinon) TMDL (with a final compliance date of December 31, 2010), the dissolved metals TMDLs (for copper, lead and zinc), and an indicator bacteria TMDL. Multiple agencies, including the City of San Diego, the Cities of La Mesa and Lemon Grove, the County of San Diego, the San Diego Unified Port District, Caltrans, and the U.S. Navy, were among those identified as having responsibility in reducing pollutants to mandated levels.

AIR QUALITY/CLIMATE

The CPU areas are located in the San Diego Air Basin (SDAB) about 2 miles east of San Diego Bay and 4 miles east of the Pacific Ocean. The CPU area, like the rest of San Diego County's coastal areas, has a Mediterranean climate characterized by warm, dry summers and mild, wet winters. The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than that which occurs at the base of the coastal mountain range.

The CPU areas are currently sources of anthropogenic greenhouse gases, with emissions generated by vehicular traffic and by the energy use, water use and solid waste disposal practices of the existing buildings.

2.3 Infrastructure and Public Services

WATER AND SEWER INFRASTRUCTURE

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

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

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

PUBLIC SERVICES

Fire Protection Services

The San Diego Fire Department provides emergency/rescue services, hazard prevention and safety education to ensure the protection of life, property and the environment. This includes education about managing brush in order to protect properties from wildfires. There are two fire stations within or near Southeastern San Diego, Station 19 just east of I-15 on Ocean View Boulevard and Station 7 in Barrio Logan just west of I-5. There is one fire station in the Encanto Neighborhoods: Station 12 just east of I-805 on Imperial Avenue.

Police Services

The San Diego Police Department groups neighborhoods in the city into nine divisions. The portion of Southeastern San Diego west of I-15 is part of the Central Division, which serves over 103,000 residents in Southeastern San Diego and surrounding neighborhoods. Central Division is staffed with 169 sworn personnel. The portion of Southeastern San Diego east of I-15 and all of Encanto Neighborhoods are part of the Southeastern Division; this headquarters is located in the Skyline neighborhood and serves a population of over 175,000. The Southeastern Division is currently staffed with 102 sworn personnel and one civilian employee.

The Department currently utilizes a five level priority calls dispatch system, which includes priority E (Emergency), one, two, three, and four. As of April 2015, the overall average response times for the beats within Southeastern Division were 6.8 minutes for emergency calls, 13.4 minutes for priority one calls, 35.3 minutes for priority two calls, 90.9 minutes for priority three calls, and 99.7 minutes for priority four calls. The response times for emergency and priority one calls in the Division currently meets the City's standard of 7 minutes and 14 minutes respectively. Response to priority two, three, and four calls lag behind the City's goals of 27 minutes, 68 minutes, and 70 minutes, respectively. As of June 2012, the average response times for the beats within in Central Division were 5.4 minutes for emergency calls, 8.4 minutes for priority one calls, 18.6 minutes for priority two calls, 39.7 for priority three calls, and 56.4 for priority four calls. These response times meet City standards for all priority levels.

Schools

Southeastern San Diego has at least 16 public, private, and charter schools. Over 6,900 students attend elementary and middles schools in Southeastern San Diego. Encanto Neighborhoods has at least 17 public, private, and charter schools. Over 9,900 students attend elementary, middle, and high schools in Encanto Neighborhoods.

Library Services

The San Diego Public Library system provides adult and family literacy assistance through the READ/San Diego program and computer and internet access services in addition to book lending. There are two branch libraries within the (SESD) CPU area: the Logan Heights Library and the Mountain View/Beckwourth Library. There is one branch library in the Encanto Neighborhoods CPU area, Valencia Park/Malcolm X Library and others just outside the neighborhood. San Diego's new central public library is located at the intersection of Park Boulevard and K Street downtown, accessible by trolley for many Southeastern San Diego and Encanto Neighborhoods area residents.

Parks and Recreation

The CPU areas feature a variety of parks, from large community parks to "mini-parks" of less than one acre. Southeastern San Diego contains open space corridors along Chollas Creek and Mount Hope Cemetery, while Encanto Neighborhoods features preserved open space in canyons and along ridges.

Southeastern San Diego has three community parks, four neighborhood parks, and six pocket parks, as well as joint-use facilities. The community parks include Memorial in the West and Mountain View and Southcrest in the east. These parks include a recreation center, and a combination of sports fields and areas for passive recreation. The neighborhood parks include Grant Hill, Dennis V. Allen, Dorothy Petway and the to-be-developed Southcrest Trails, currently under design. In Southeastern San Diego, five joint use facilities, Chavez, Kimbrough, Rodriguez, Sherman Heights Elementary Schools and King/ Chavez Primary Academy provide turf multi-purposed playfields as a park equivalency.

Encanto Neighborhoods has two community parks, three neighborhood parks, and a pocket park, as well as joint use facilities. The community parks include Encanto in the northeast and the 34-acre Martin Luther King Jr. in the southeast. Both parks include a recreation center, and a combination of sports fields and passive recreation. Neighborhood parks include Emerald Hills, Gompers and John F. Kennedy. These neighborhood parks provide children's playgrounds, comfort stations, and passive recreation. The Walls of Excellence is a pocket park/plaza recognizing outstanding local residents for contributions to the community. In Encanto Neighborhoods, three joint use facilities, Chollas-Mead, Kennedy-Porter and Valencia Park Elementary Schools provide turf multi-purposed playfields as park equivalencies.

3 Project Description

The project analyzed in this Draft Program EIR includes the Southeastern San Diego (SESD) and Encanto Neighborhoods Community Plan Update (CPU). The existing SESD Community Plan, which includes both the SESD and Encanto Neighborhoods CPU areas, was originally adopted in 1969 and comprehensively updated in 1987. In order to facilitate greater focus on each community, separate community plans are being prepared through this update process (collectively referred to as the "CPUs" or "Plans" or "draft Plans"). The update will ensure consistency of the CPUs with and incorporate relevant policies from the City of San Diego General Plan (General Plan), as well as provide a long-range, comprehensive policy framework and vision for growth and development in the two communities through 2035.

Included in each CPU is a village district; amendments to the General Plan to incorporate the updated community plans as components of the General Plan's Land Use Element; amendments to the Land Development Code and maps; and comprehensive update to the existing Impact Fee Studies (formerly known as Public Facilities Financing Plans) resulting in a new impact fee study for each CPU. The CPUs and associated regulatory documents form the "project" for this PEIR. This project description provides the basis for the environmental analysis in Chapter 5.

This chapter provides background information regarding the regional location and boundaries of the CPU areas, relationship to the City of San Diego General Plan, as well as purpose, objectives and components of the proposed project. This PEIR provides analysis and evaluation of all relevant environmental issues associated with implementing the Plans.

3.1 Purpose and Need of CPUs

PURPOSE

The City has undertaken the CPUs to address changes in conditions since 1987, when the SESD Community Plan was adopted. As such, it is intended to define new strategies for how Southeastern San Diego and the Encanto Neighborhoods could develop and function over the next 20 years. The analysis superimposed reasonably expected community buildout land uses into the SANDAG Series 12 2035 regional transportation forecast model. With adoption of the General Plan in 2008, the CPUs carryout the Guiding Principles of the General Plan as they pertain to the Southeastern San Diego and the Encanto Neighborhoods communities. Thus, the CPUs would provide detailed policy direction needed to implement the General Plan with respect to the distribution and arrangement of land uses (public and private), local street and transit network, prioritization and provision of public facilities, community and site specific urban design guidelines, and recommendations to preserve and enhance natural open space and cultural

resources within the Southeastern San Diego and the Encanto Neighborhoods communities. CPU implementation requires adoption of a rezone ordinance that would rescind the existing Southeastern San Diego Planned District Ordinance (SESDPDO) and the Mt. Hope Planned District Ordinance (MHPDO) zoning and replace it with citywide zones contained within the Land Development Code (LDC) and create a new Community Plan Implementation Overlay Zone (CPIOZ) to implement design standards which are also part of the Project studied by this EIR.

NEED

The update to the SESD Community Plan, creation of the Encanto Neighborhoods Community Plan, Impact Fee Study for each CPU and zoning program is necessary to implement the goals and objectives of the City of San Diego's General Plan, which provides direction to identify potential smart growth infill areas to support the City's forecasted housing needs. The 1987 community plan allows either stand-alone commercial or residential uses along the majority of transit corridors. The 1987 Plan also places much of the future housing capacity within established lower density single-family areas and not along the transit corridors.

The City worked with the community to identify locations that would support compact, pedestrian-friendly mixed-use village centers linked by transit and developed community-specific policies that support infill development. The update included examining existing and future market conditions for land uses and housing types to make sure that the Community Plan would encourage public and private investment into the community. The existing public facilities and infrastructure were studied to determine the types and amount of additional investment that will be needed in order to support the future planned growth in a sustainable manner. For example, rather than increasing roadway capacity, the Plans evaluated developing measures to reduce congestion through improving alternative modes of transportation. Additionally, the proposed zoning used appropriate Citywide zones by replacing the existing PDOs with Citywide base zones which allow for mixed-use, higher density development, consistent with the proposed community plan land-use designations. Further, the proposed CPIOZ would implement design standards that ensure new development is designed, sited, and oriented to promote walking and bicycling.

3.2 Relationship to the General Plan

Chapters of the General Plan, adopted in 2008, did not change the community plan land use designations or zoning on individual properties, but rather provides policy direction for future community plan updates, discretionary project review, and implementation programs. It provides a citywide vision and comprehensive policy framework for how the City should grow and develop, provide public services, and maintain the qualities that define the City of San Diego. The CPUs would build upon the goals and strategies in the General Plan. The CPUs are intended to further express General Plan policies through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide zoning. Certain General Plan policies are referenced within the CPUs to emphasize their significance in the community, but all applicable General Plan policies may be cited in conjunction with the CPUs. The General Plan and Community Plan work together to establish the policy framework for growth and development in the CPU areas. The Land Development Code within the Municipal

Code implements the community plan policies and recommendations through zoning and development regulations. This Programmatic Environmental Impact Report (PEIR) provides analysis and evaluation of all relevant land use and environmental issues associated with the CPUs and zoning update. These components, all together, are referred to in this PEIR as the "CPUs".

3.3 Community Plans Purpose and Objectives

The California Environmental Quality Act (CEQA) Guidelines §15124(b) require a description of project purpose and objectives. This section provides the overall purpose of the CPUs, a summary of the primary objectives of each CPU, and the other implementing documents and actions.

PURPOSE

Guided by the City of Villages growth strategy and Citywide policy direction contained in the General Plan, the CPUs identify land use and mobility strategies to cohesively guide growth and development in Southeastern San Diego and Encanto Neighborhoods, foster walkable and transit-oriented communities, and address a range of long-range planning topics. The CPUs seek to update the prior SESD Community Plan by:

- Evaluating what existing to planned land use changes have occurred since the previous update;
- Analyzing changes in demographics that may inform current and future land use needs, including demand for housing as well as commercial and industrial development;
- Working with community members and stakeholders to determine key issues and desires;
- Establishing a vision, goals, and policies for reviewing development proposals and public projects;
- Providing guidance to the City of San Diego, public agencies, community members, property owners, and private developers to design projects that enhance the character of the community;
- Providing strategies and specific implementing actions to help ensure the land use, mobility, conservation, and community design goals are accomplished; and
- Ensuring that policies and recommendations remain in harmony with the General Plan and Citywide policies.

VISION AND GUIDING PRINCIPLES

Southeastern San Diego Community Plan Update

The SESD CPU's community vision is of a diverse, inclusive, and vibrant place to live and work. The CPU promotes economic well-being, with a job-ready population, active employment areas, and investment by property owners and public agencies. The lower-density character is maintained within neighborhoods, while transit corridors are enhanced with a vibrant mix of retail, restaurant, and cultural uses, jobs, and higher density housing. Parks are safe, well-maintained, and full of community-serving amenities. The community benefits from its strong

connections to the rest of the region. Movement within the community is enhanced with north-south connections, well-lit, and pedestrian-friendly streetscapes, making it easy to get around car-free. The plan's guiding principles are as follows:

1. Celebrate and preserve Southeastern San Diego's distinctive historic roots and historic districts, and enhance the community's identity with strategic new higher density residential, compatible mixed-use development, and streetscape improvements along major corridors and at key sites.

2. Improve and maintain the community's streets and infrastructure and create a circulation system that supports the safe and efficient movement of pedestrians, bicyclists, transit, and vehicles, and enhance connections to surrounding neighborhoods and beyond. Provide parking convenient to retail and restaurant uses while reducing the automobile emphasis in the community over time.

3. Flourish as a desirable, livable, and inclusive community, with safe streets, building on existing high quality community assets.

4. Make the community healthy and self-sustaining by ensuring compatibility between industrial and residential uses, providing access to healthy foods, and facilitating home-grown businesses and jobs.

5. Respect the low-density character of existing neighborhoods, while supporting investment by property owners and providing housing at a range of densities and affordability in the community.

6. Develop a mix of residential, light industrial, retail, restaurant, and cultural uses and a variety of amenities and services to support a balanced and vibrant community.

7. Enhance existing parks with improvements to landscaping, lighting, signage, walkways and play facilities, promote joint use of parks with schools, and provide new parks and gathering places.

8. Ensure that Southeastern San Diego's families are well served by schools within the community, and provide opportunities for education and job training for all community members.

9. Develop sustainable practices in new development, mobility, water and energy conservation in order to reduce greenhouse gas emissions.

Encanto Neighborhoods Community Plan

The Encanto Neighborhoods Community Plan's vision is of a scenic, vibrant and healthy community. The Encanto Neighborhoods vision is to be known for its panoramic views, unique arts and culture, night life and entertainment, employment, education, and housing opportunities. The community will contain new mixed-use transit-oriented development and a diversity of housing types clustered close to the intermodal transit stations. Single-family neighborhoods in the northern and eastern parts of the community are characterized by a semi-rural atmosphere. The community seeks to have high-quality parks and recreational facilities including multi-use trails along Chollas Creek, area canyons and other open spaces. The

community plan supports opportunities for high educational attainment and an overall quality of life and environment for children to learn, play and grow, nurturing the next generation of great community leaders. The plan's guiding principles are as follows:

1. Celebrate Encanto Neighborhoods' cultural diversity by fostering inclusive neighborhoods that are known as a destination for arts, culture, food and entertainment.

2. Maintain the overall dominant single-family character of the community while focusing new transit-oriented development at densities high enough to attract new investment and foster revitalization around the 62nd Street, Euclid Avenue, and 47th Street inter-modal transit stations as well as along key walkable, mixed-use, nodes on the Imperial Avenue and Market Street corridors.

3. Promote active living and healthy lifestyles by furthering access to trails and open spaces, creating walkable and safe neighborhoods, promoting fresh food choices and urban agriculture, and establishing community gardens.

4. Foster high educational attainment for the younger generations by creating additional educational and employment opportunities.

5. Enhance opportunities for neighborhood commerce and retail uses, encouraging well-paying employment-oriented uses and emphasizing creative enterprises.

6. Restore and enhance the open space network that is formed by parks, canyons, and Chollas Creek corridors.

7. Improve the community's streets and sidewalks, above ground and underground utilities, parks, and other public infrastructure in order to promote a safe and attractive public realm.

8. Create an environment of economic opportunity, and flexibility to adapt to changing circumstances.

9. Develop sustainable practices for new development, mobility, water, and energy conservation, in order to reduce greenhouse gas emissions.

PROJECT OBJECTIVES

The following specific objectives for the CPUs support the underlying purpose of the project, assist the City as Lead Agency in developing a reasonable range of alternatives to evaluate in this PEIR, and will ultimately aid the Lead Agency in preparing findings and overriding considerations, if necessary. The following primary goals, recommendations, and objectives of the CPUs are to:

- **Multi-Modal Transportation Strategy**: Include walkable and bicycle friendly streets, accessible and enhanced transit options, and comprehensive parking strategies throughout both communities.
- **Economic Diversification**: Broaden the economic profile to increase employment and growth opportunities.

- **Housing**: Increase allows densities in close proximity to transit in order to provide more and varied housing and meet workforce needs close to employment centers.
- **Complete Places**: Create balanced, integrated mix of uses in Southeastern San Diego and the Encanto Neighborhoods while minimizing collocation compatibility issues.
- **Transit**: Coordinate land use planning with high frequency transit service planning.
- **Open Space**: Protect the canyon lands and sensitive biological resources while providing recreational opportunities.
- **Infrastructure**: Include financing strategies that can secure infrastructure improvements concurrent with development.
- **Environmental Leadership and Sustainability**: Follow environmentally sensitive design and sustainable development practices.
- **Streamline Permit Processing**: Ensure a less costly and time-intensive process within the identified Village District Area. Incorporate specific incentives in the Encanto Neighborhoods Village Areas to achieve transit-supportive densities within a ¼ mile of the transit stations.

The above objectives are specific to the SESD and the Encanto Neighborhoods CPU areas, and are intended to implement the broader goals, policies, and Guiding Principles of the General Plan.

Following are the Guiding Principles of the General Plan.

- An open space network formed by parks, canyons, river valleys, habitats, beaches and ocean;
- Diverse residential communities formed by the open space network;
- Compact walkable mixed-use villages of different scales within communities;
- Employment centers for a strong economy;
- An integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers;
- High-quality, affordable, and well-maintained public facilities to serve the City's population, workers, and visitors:
- Historic districts and sites that respect our heritage;
- Balanced communities that offer opportunities for all San Diegans and share citywide responsibilities;
- A clean and sustainable environment; and
- A high aesthetic standard.

COMPONENTS OF PROPOSED CPUS "PROJECT"

While the CPUs set forth procedures for implementation, they do not establish regulations or legislation, nor do they, on their own, rezone property. Controls on development and use of public and private property including zoning, design controls, and implementation of transportation improvements are included as part of the community plan's implementation program, and considered part of the CPUs.

The CPUs are a component of the City's General Plan as they express the General Plan policies through the provision of more site-specific recommendations that implement goals and policies contained within the 10 elements of the General Plan. A summary of the goals and contents of the CPUs by General Plan element is provided below.

Technical and planning studies have been prepared and considered in the development of the CPUs, including planning and land use documents, master plans, and technical documents addressing a range of issues. The CPUs are also intended to ensure consistency with the overall guiding principles, land use policies, and other goals found in the City's General Plan. The CPUs' process includes adoption of a zoning ordinance that would rescind the existing SESDPDO and the MHPDO zoning and replace it with citywide zones contained within the LDC and CPIOZ A

The goals of the Encanto Neighborhoods CPU are to provide:

- A mix of uses and development intensity that supports transit use within the designated community village area and promotes transit-oriented-development.
- A diverse mixture of residential opportunities including affordable rental and for sale housing, senior and multi-generational housing and small lot townhome development.
- A vibrant and connected pedestrian-oriented community with unique, local character that provides higher density residential, commercial, office and civic uses within the village areas and along transportation corridors.
- A compatible mix of land uses that promote a healthy environment.
- Increased job opportunities, stable base sector employment uses, and supportive commercial and industrial services.
- Well-designed and aesthetically pleasing neighborhood and community-serving commercial and institutional uses that provide destinations and which meet the daily needs of the residents.
- Special districts and villages that address the unique commercial needs of the community including the Village at Market Creek and along Imperial Avenue.
- Preservation of existing historical resources, and a framework for identification and evaluation of historic properties.
- A community that understands and celebrates the important periods, events, themes and historical context of the neighborhood, including its history of ethnic diversity and community resiliency.

- Walkable, mixed-use development with integrated land use and mobility planning that encourages active modes of transportation, including way finding and designated routes for walking and biking.
- Collaboration with public health professionals and others to reduce undesirable health outcomes through neighborhoods that support healthy and active living.
- Convenient and equitable opportunities to obtain healthy foods and fresh fruits and vegetables in all neighborhood restaurants and markets, with safe and walkable routes to food retail opportunities.

The goals of the SESD CPU are to provide:

- A vibrant and pedestrian-oriented community that provides residential, commercial, office, institutional, industrial, and civic, including governmental, uses.
- A compatible mix of land uses that promote a healthy environment.
- Stable base sector employment uses and supportive commercial and industrial services.
- A diverse mix of residential opportunities including affordable rental and market rate housing, senior and multi-generational housing, and small lot townhome development.
- Well-designed and aesthetically pleasing neighborhood and community-serving commercial and institutional uses to meet the daily needs of the residents.
- Special districts and villages to address the unique commercial needs of the community, including the Villages at 43rd Street, 25th Street/Commercial, and the 32nd/Commercial Street. The eastern Commercial Street corridor is to remain industrial.
- A vibrant, pedestrian-oriented village with a mix of residential, commercial, industrial, and civic facilities for the enjoyment of community residents, with unique, local character.
- Preservation of the present employment opportunities in the community and increased opportunities through education.
- Make improvements to and stimulate investments in this area.

PLAN CONTENTS

Each Community Plan contains nine elements and an Implementation chapter, and include the following elements: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation and Sustainability, Historic Preservation; and Arts and Culture.

Land Use Element

The land use framework of the CPUs is depicted on the proposed Southeastern San Diego and Encanto Neighborhoods land use maps (Figures 3.3-1 and 3.3-2), which are graphic representations of the land use themes and policies in the CPUs. The maps designate the proposed general location, distribution, and extent of land uses. The land use classifications are meant to be broad enough to give the City flexibility in implementation, but clear enough to provide sufficient direction to carry out the goals of the CPUs. The diagrams are to be used and

interpreted only in conjunction with the text and other figures contained in the CPUs. The legend of the CPU Land Use Map includes the land use classifications described below. Most land use classifications appear in both land use elements; Southeastern San Diego includes two additional Commercial, Employment, and Industrial categories (Regional Commercial – Residential Prohibited and Office Commercial) not present in Encanto Neighborhoods.

Land Use Classifications

The community plan land use designations are indicated on the proposed land use maps and are differentiated by color. In all areas where residential use is permitted, a density bonus may be earned by providing onsite affordable and/or senior housing. The density bonus is a range from 20 to 35 percent accordance with State Law as implemented by the City's Municipal Code Chapter 14, Article 3, Division 7 density bonus program. The land use designations are described below.

Mixed Use

Neighborhood Mixed Use - Low

Neighborhood Mixed Use is a low intensity street activating commercial land use with a residential component intended to be located along the transit corridors or within the urban villages. The maximum FAR of the Commercial component is 1.0 and if residential is included must be developed in the range of 15-29 du/ac. The maximum height limit is 30 feet,

Neighborhood Mixed Use - Medium

Neighborhood Mixed Use is a medium intensity street activating commercial land use with a residential component intended to be located along the transit corridors or within the urban villages. The maximum FAR of the Commercial component is 1.75 and if residential is included must be developed in the range of 30-44 du/ac. The maximum height limit is 60 feet.

Community Mixed Use - Low

Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. It can also be applied to Transit Corridors where multifamily residential uses could be added to enhance the viability of existing commercial uses. The maximum FAR of the commercial component is 1.5 and if residential is included must be developed in the range of 15-29 du/ac. The maximum height limit is 30 feet.

Community Mixed Use - Medium

Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. It can also be applied to Transit Corridors where multifamily residential uses could be added to enhance the viability of existing commercial uses. The maximum FAR of the commercial component is 4.0 and if residential is included must be developed in the range of 30-44 du/ac. The maximum height limit is 60 feet.

Residential

Residential - Medium High

Medium-High density residential supports compact and compatible condominium/apartment buildings, with community amenities and parking integrated into the ground level of the development or below grade, in individually secured garages. Commercial uses are also allowed, but not required. Medium-High Residential supports a density range of 30 to 44 du/ac, up to 40-foot maximum height.

Residential - Medium

Medium density residential provides for both single-family and multi-family housing composed primarily of town homes and garden apartments/condominiums, with some opportunities for small-lot, town homes within a medium density range of 15 to 29 du/ac. Medium Residential supports up to 40-foot maximum height.

Residential - Low Medium

Low-Medium density residential provides for both single-family and multi-family housing within a low-medium density range of 10 to 14 du/ac. Low-Medium Residential supports up to 30-foot maximum height.

Residential - Low

Low density residential is intended for areas with predominantly single-family residential development, with a low density range of 5 to 9 du/ac. Single-family detached homes may be arranged with modest front, rear and side yards. Low density residential supports up a maximum height to 24/30-foot depending on roof pitch.

Residential - Very Low

Very Low density residential is intended for areas with predominantly single-family residential development on large lots (40,000 SF or greater), in a "rural- feeling" setting and on hillsides. Single-family homes are oriented with significant front, rear and side yards, with a the lowest density range of 0 to 4 du/ac. Very Low density residential supports a maximum height of up to 24/30-foot depending on roof pitch.

Commercial and Employment

Community Commercial, Residential Prohibited

Community Commercial- Residential Prohibited focuses on commercial uses, and provides for shopping areas with retail, service, civic, and office uses for the community at large within 3 to 6 miles. Office, public, and community gathering spaces are also allowed. Community Commercial supports maximum heights between 30 and 45-foot and 1.5 maximum FAR.

Regional Commercial, Residential Prohibited

Regional Commercial supports regional retail and commercial development that occurs at critical activity centers in the community but also serves the region, within five to 25-plus miles. Medium-scale retail, office, civic and entertainment uses, shopping malls and limited industrial

uses are permitted. Residential is not permitted in this area. Regional Commercial supports up to 60-foot maximum height and 1.5 maximum FAR.

Office Commercial

Office Commercial provides for office employment uses with limited, complementary retail uses. The Office Commercial areas are residential prohibited. Office Commercial supports up to 60-foot maximum height and 1.5 maximum FAR.

Industrial

Business Park

The Business Park designation provides for office, research and development, and light manufacturing. Storage and distribution is discouraged to minimize truck traffic. Limited retail is allowed, to augment commercial uses and serve nearby residential areas, but is not intended as a primary use. Recycling uses are prohibited in the SESD CPU area. Business Park supports up to 2.0 maximum FAR and has no set height limit.

Light Industrial

Light Industrial allows a wide variety of industrial uses, such as light manufacturing, research and development uses, and other industrial uses such as storage and distribution and transportation terminals. Multi-tenant industrial uses and corporate headquarters office uses are permitted. All other office or commercial uses should be accessory to the primary industrial uses. Heavy industrial uses that have significant nuisance or hazardous effects are excluded. Recycling and auto dismantling uses are strictly prohibited in Southeastern San Diego. Light Industrial supports up to 2.0 maximum FAR and has no set height limit.

Institutional and Public/Semi-Public Facilities

Institutional

Institutional designation provides for uses that are identified as public or semi-public facilities in the Plans, including but not limited to school, libraries, policies and fire facilities, and cemeteries.

Park, Open Space, and Recreation

Open Space

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

Population-Based Parks

Population-based parks provide for passive and/or active recreational uses, such as community parks, neighborhood parks, and recreation centers to meet the recreational needs of the community as defined by the future Recreation Element. Population-based parks (commonly known as Neighborhood and Community parks), facilities and services are located in close proximity to residential development and are intended to serve the daily needs of the

neighborhood and community. When possible, they adjoin schools in order to share facilities, and ideally are within walking distance of the residences within their service area.

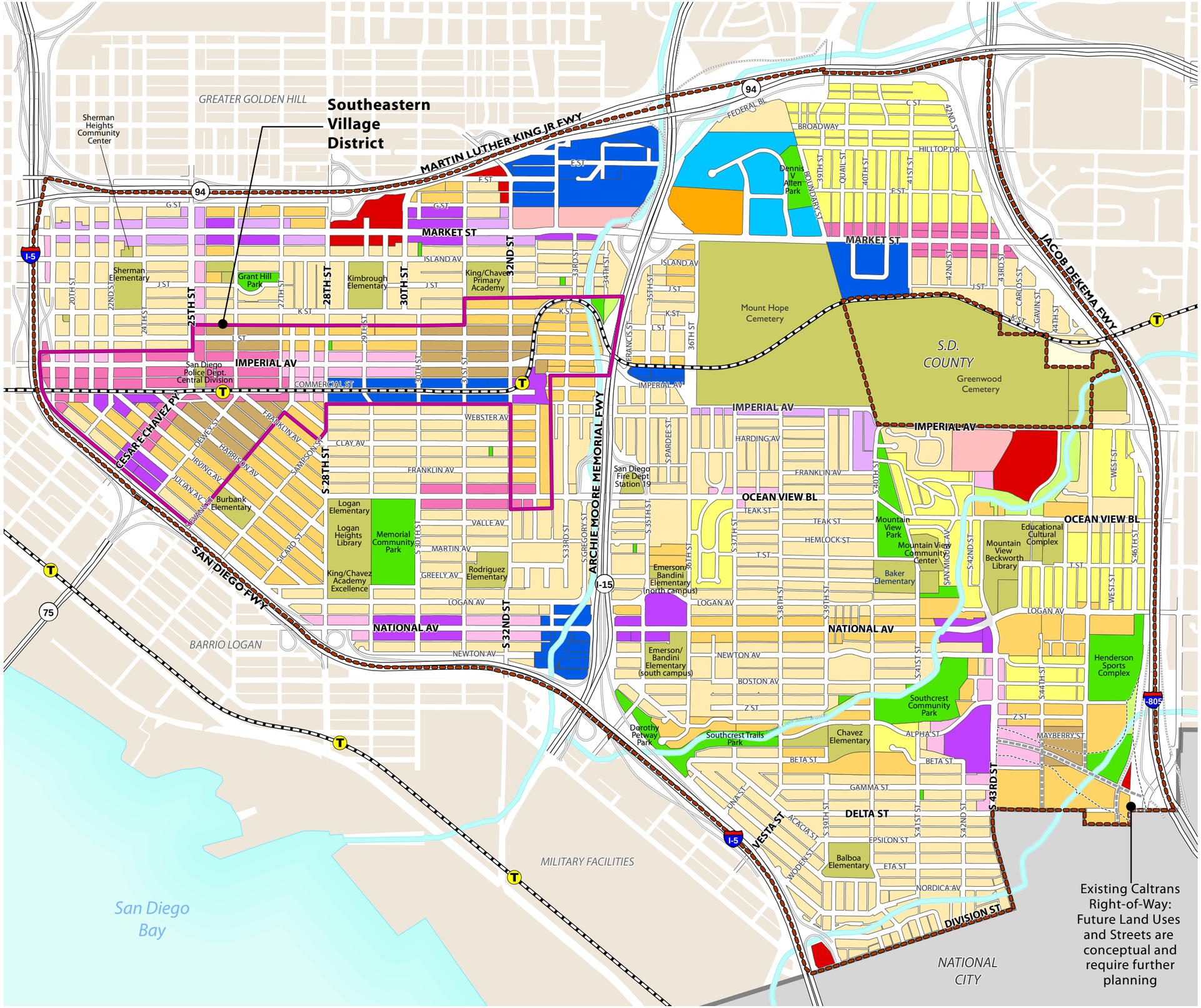
Summary of Land Use Classifications and Permitted Densities/Intensities

The CPUs establish density and intensity standards within the CPU areas by land use type. Table 3.3-1 presents a summary of these standards, with additional standards and incentives in mixed use designations shown in Table 3.3-2.

Figure 3.3-1

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Southeastern San Diego Community Plan Land Use



- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Proposed Streets
- Proposed Ramps
- Village District
- Southeastern San Diego Community Plan Boundary

Land Use Classifications

- Neighborhood Mixed Use-Low (15-29 du/ac)
- Neighborhood Mixed Use-Medium (30-44 du/ac)
- Community Mixed Use-Low (15-29 du/ac)
- Community Mixed Use-Medium (30-44 du/ac)
- Residential - Very Low (0-4 du/ac)
- Residential - Low (5-9 du/ac)
- Residential - Low Medium (10-14 du/ac)
- Residential - Medium (15-29 du/ac)
- Residential - Medium High (30-44 du/ac)
- Community Commercial - Residential Prohibited
- Regional Commercial - Residential Prohibited
- Office Commercial
- Business Park
- Light Industrial
- Institutional
- Population-based Park
- Open Space

0 0.2 0.4 0.8

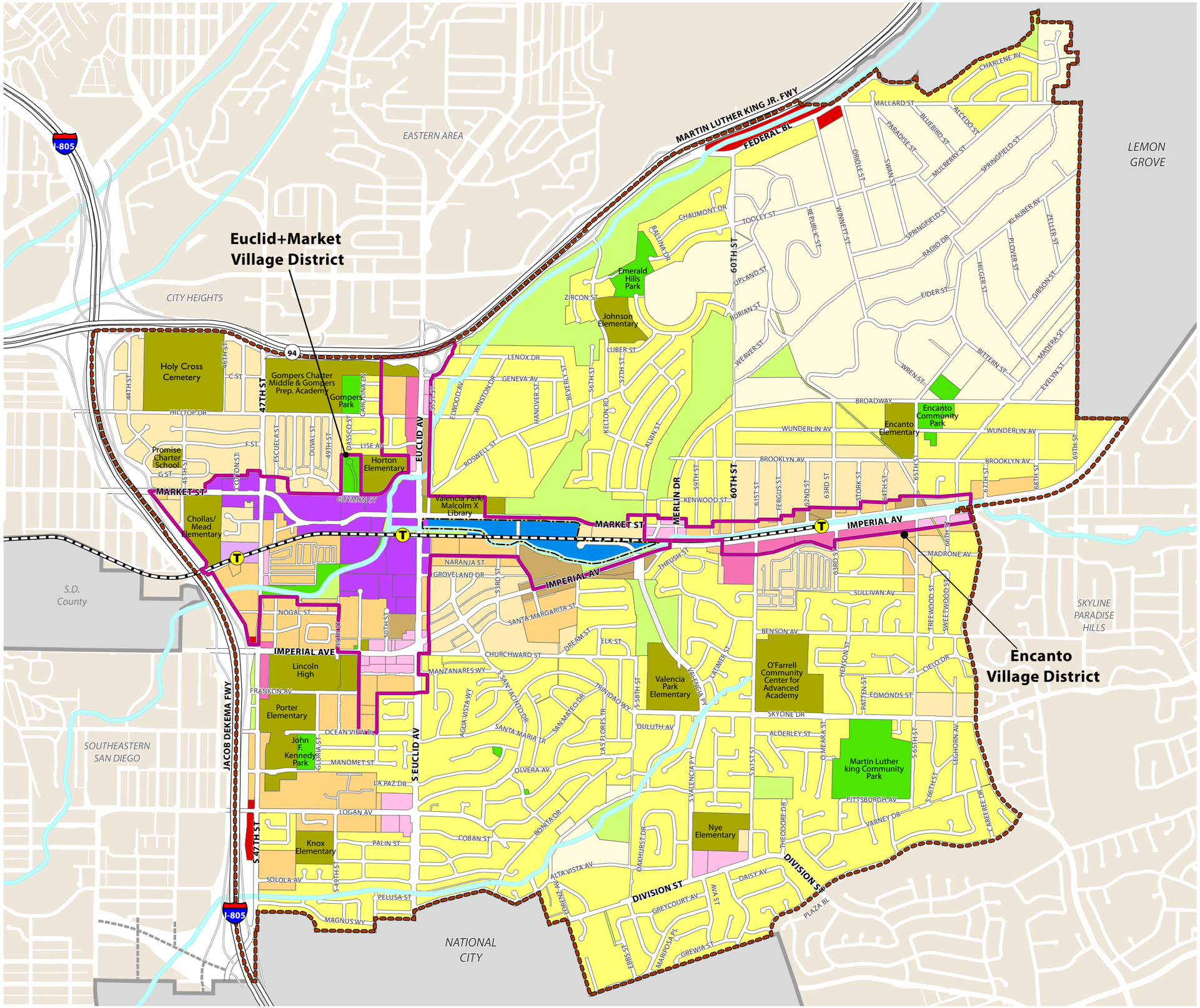
Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

Figure 3.3-2

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Encanto Neighborhoods Community Plan Land Use



Land Use Classifications

- Neighborhood Mixed Use-Low (15-29 du/ac)
- Neighborhood Mixed Use-Medium (30-44 du/ac)
- Community Mixed Use-Low (15-29 du/ac)
- Community Mixed Use-Medium (30-44 du/ac)
- Residential - Very Low (0-4 du/ac)
- Residential - Low (5-9 du/ac)
- Residential - Low Medium (10-14 du/ac)
- Residential - Medium (15-29 du/ac)
- Residential - Medium High (30-44 du/ac)
- Community Commercial - Residential Prohibited
- Business Park - Residential Prohibited
- Institutional
- Population-based Park
- Open Space

- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Proposed Streets
- Proposed Ramps
- Residential Overlay District
- Village District
- Encanto Neighborhoods Community Plan Boundary

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

Table 3.3-1: Land Use Classifications and Permitted Densities/Intensities

Community Plan Land Use	*Description*	*Residential Density (du/ac)*	*Maximum Floor Area Ratio (FAR; minimum where specified) 1*
Mixed Use			
Community Mixed Use - Medium	Serves the commercial needs of the community at large and provides housing in a mixed-use, moderately high intensity setting within approximately ¼-mile of a Trolley stop. Integration of commercial and residential use is emphasized, and civic uses are an important component. Ground level commercial uses are required along designated retail streets.	Up to 44 (included in overall FAR calculations)	4.0 (1.0 minimum)
Community Mixed Use - Low	Serves the commercial needs of the community at large and provides housing in a mixed-use, moderately high intensity setting within approximately ¼-mile of a Trolley stop, with somewhat lower residential densities than Community Mixed Use - Medium. Integration of commercial and residential use is emphasized, and civic uses are an important component. Ground level commercial uses are required along designated retail streets.	Up to 29 (included in overall FAR calculations)	2.0 (0.5 minimum)
Neighborhood Mixed Use - Medium	Provides convenience shopping and services and housing in a mixed-use setting, as well as civic uses, within generally ½-mile of a Trolley stop, as well as focused locations. Ground level commercial uses are required along designated retail streets.	Up to 44 (included in overall FAR calculations)	3.0 (0.75 minimum)
Neighborhood Mixed Use – Low	Provides convenience shopping and services and housing in a mixed-use setting, as well civic uses, within generally ½-mile of a Trolley stop, as well as focused locations, with somewhat lower residential densities than Neighborhood Mixed Use – Medium. Ground level commercial uses are required along designated retail streets.	Up to 29 (included in overall FAR calculations)	2.0 (0.5 minimum)

Table 3.3-1: Land Use Classifications and Permitted Densities/Intensities

Community Plan Land Use	*Description*	*Residential Density (du/ac)*	*Maximum Floor Area Ratio (FAR; minimum where specified) 1*
Residential			
Residential – Medium High	Provides for multi-family housing within a medium-high density range. Commercial uses are also allowed, but not required.	30 to 44	1.8
Residential – Medium	Provides for both single-family and multi-family housing within a medium density range.	15 to 29	0.9 to 1.8, as specified in Municipal Code
Residential – Low Medium	Provides for both single-family and multi-family housing within a low-medium density range.	10 to 15	0.75 to 0.8, as specified in Municipal Code
Residential – Low	Provides for both single-family and multi-family housing within a low-density range.	5 to 9	Varies; see Table 131-04J in Municipal Code
Residential – Very Low	Provides for single-family housing within the lowest density range.	0 to 4	Varies; see Table 131-04J in Municipal Code
Commercial, Employment, and Industrial			
Community Commercial, Residential Prohibited	Provides for shopping areas with retail, service, civic, and office uses for the community at large within 3 to 6 miles.	Not Applicable	0.75 to 1.5
Regional Commercial, Residential Prohibited	Serves the region, from five to 25-plus miles, with a wide variety of uses including commercial service, civic, retail, office, and limited industrial uses.	Not Applicable	Up to 1.5
Office Commercial	Provides for office employment uses with limited, complementary retail uses.	Not Applicable	Up to 0.75
Business Park	Allows office, research & development, and light manufacturing uses. Recycling uses are prohibited.	Not Applicable	2.0
Light Industrial	Allows a wide variety of industrial uses such as warehousing, storage, wholesale distribution and transportation terminals in addition to uses allowed in Business Park areas. Recycling and auto dismantling uses are prohibited in SESD CPU area.	Not Applicable	2.0

Table 3.3-1: Land Use Classifications and Permitted Densities/Intensities

Community Plan Land Use	*Description*	*Residential Density (du/ac)*	*Maximum Floor Area Ratio (FAR; minimum where specified) 1*
Institutional and Public and Semi-Public Facilities			
Institutional	Provides a designation for uses that are identified as public or semi-public facilities in the Community Plan, including but not limited to schools, libraries, police and fire facilities, and cemeteries.	Not Applicable	Not Applicable
Park, Open Space and Recreation			
Open Space	Applies to land or water areas generally free from development or developed with very low-intensity uses that respect natural environmental characteristics.	Not Applicable	Not Applicable
Population-based Parks	Provide for passive and/or active recreational uses, such as community parks and neighborhood parks.	Not Applicable	Not Applicable

Notes:

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

Table 3.3-2: Additional Standards and Incentives in Villages

Category	*Community Plan and Municipal Code Regulations*	*Village District*
Minimum Density	The density is a range with minimum as well as maximum allowable development intensity. Exceptions to the range would require discretionary approval or a zone amendment.	Encanto Neighborhoods: A Transfer of Development Rights (TDR) program is developed to create development flexibility by allowing density transfers within the Village District boundaries or to sites within ¼ mile radius of trolley stops or major mass transit stations.
Reduction in Required Parking	The first 5,000 square feet of commercial/retail contained in a mixed-use development is not required to provide parking.	Encanto Neighborhoods: projects within the Village may utilize the Transit Area Overlay Zone parking standards. All: Projects: reduced parking may be utilized for projects that qualify under the Affordable Housing Density Bonus or the Reduced Parking Demand Housing program.
Shared Parking	Required visitor parking for new non-residential development shall be available for general use.	Shared parking agreements shall be allowed throughout the Village District area.
Retail/Restaurant Location		Active ground-floor commercial uses are required in mixed-use developments.
Improved Public Space	Usable improved public space is required in all projects.	Inclusion of public plaza, paseos, and improved public space (dedicated or with public access easement; minimum 500 square feet in size) are eligible for FAR bonus. Every 100 SF of improved public space (dedicated or with public access easement) over the initial 500 SF may earn 200 square feet of additional building area up to total 1 FAR bonus (Up to ½ of the site may be dedicated or restricted by a public access easement for improved public space).
Parking Structures	Parking shall be provided in conformance with the San Diego Municipal Code.	Structured parking shall not be counted as part of building floor area ratio.

Note: The San Diego Municipal Code facilitates higher-density/intensity development through affordable housing density bonuses, transit demand management, tandem parking, shared parking, parking assessment districts, and reduced parking requirements depending on housing type.

Improved public space may be eligible for a population-based park equivalency.

Mobility Element

The Mobility Elements provide direction on how to achieve mobility goals through a balanced, multi-modal transportation network in the plan areas. These elements are closely linked to the Land Use and Urban Design Elements. They describe existing and future conditions related to streets, vehicles and parking, as well as bicycles, pedestrians and public transit, including recommended mobility improvements to achieve adequate capacity and improved access. The Mobility Elements also include implementation of Intelligent Transportation Systems (ITS), such as coordinated traffic signals and transit signal priority treatments, use of Transportation Demand Management (TDM) to reduce single-occupancy vehicles trips, and improving parking management.

The reduction of the number of travel lanes as well as lane widths are planned to accommodate high quality bicycle facilities in Southeastern San Diego along Market Street, Imperial Avenue, and National Avenue/Logan Avenue and in Encanto Neighborhoods along Market Street, Imperial Avenue, Logan Avenue, Skyline Drive, 47th Street, and Euclid Avenue. In addition, new traffic signals and intersection improvements are planned in Southeastern San Diego and Encanto Neighborhoods.

Urban Design

The Urban Design Elements describe community character and identity, and explores urban form, including public spaces and village design, neighborhood and community gateways and linkages, building types and massing, streetscape and pedestrian orientation, urban forestry, and other unique aspects of the communities. These elements present the proposed urban form of the plan areas and highlights opportunities for urban design in the community.

Economic Prosperity

The Economic Prosperity Elements link economic prosperity goals with land use distribution and employment land use policies, including specific policies aimed at supporting existing and new businesses to preserve and create job opportunities for residents, primarily through new commercial, industrial and office development. These elements seek to enhance economic opportunity in the plan areas, building on significant growth opportunities along the area's main commercial corridors.

Public Facilities, Services, and Safety

The Public Facilities, Service, and Safety Elements identify and propose public facilities and services needed to serves existing and future residents, including educational facilities, public safety services, and infrastructure systems. These elements provide policies regarding police and fire services, schools and public libraries, public utilities, geological and seismic hazards, flooding hazards, fire hazards, and hazardous materials.

Recreation

The Recreation Elements provide goals and policies and identifies opportunities to create comprehensive park strategies. The CPUs call for the acquisition and development of new parks and associated facilities, improving existing parks in order to expand active and passive recreational activities, a safe and attractive public realm, providing access to trails and open spaces, and restoring and enhancing the open space network formed by parks, creeks and canyons.

These elements identify existing parks, proposed parks, and park equivalencies. Proposed park sites may be acquired and/or developed as park land by the City. Where undeveloped land is limited, unavailable or cost-prohibitive, the General Plan allows for the application of park equivalencies to be determined by the community and City staff. Park equivalencies include joint use facilities, trails, privately owned publically accessible parks, non-traditional parks (such as rooftop or indoor recreation facilities), portions of resource-based parks, and park facility expansion or upgrades. Both plan areas are urbanized communities where park equivalencies are appropriate for satisfying some of the communities' population-based park needs.

Conservation and Sustainability

The Conservation and Sustainability Elements provide goals and policies to effectively manage, preserve, and enhance natural resources in the community. The Conservation Elements address open space and landform preservation policies, implementing the Chollas Creek Enhancement Program, urban runoff management, water resource management, air quality, waste diversion, and urban agriculture and food security.

These elements support sustainability through policies and land use guidance that give rise to economic resiliency, resource conservation, renewable energy, and enhancement of habitat and the urban forest. Strategies included in the Conservation Elements address development and use of sustainability and energy generation types, including; reuse or recycling of building material; adaptively retrofitting and reusing existing buildings; constructing energy efficient buildings with healthy and energy-efficient interior environments; creating quality outdoor living spaces; improving materials recycling programs; sustainable local food practices as well as emerging technologies. Development in the plan areas will generally occur as infill projects, focusing on vacant or under-utilized parcels or previously utilized lots, rather than on undeveloped land with high natural resource values.

Historic Preservation

Both plan areas have rich historical resources representing human settlements that date hundreds of years into the past. The Historical Preservation Elements describe the archaeological and historic context and history of the built environment in Southeastern San Diego and Encanto Neighborhoods. The Historic Preservation Elements focus on the protection of the communities' historical and cultural resources, and supports educational opportunities and incentives to highlight, maintain, and preserve historic resources. These elements provide a framework for evaluating individual historic properties and districts for the National Register of Historic Places, California Register of Historic Places, and the San Diego Register of Historic Resources. Specific

policies for each plan area are provided to identify, preserve, and promote education and awareness of the communities' historic resources.

Arts and Culture

The Arts and Culture Elements describe the artwork, music, and other cultural expressions that articulate the community character and enrich the public realm. These Elements support the creation and maintenance of art in the public realm and cultural activities in the communities, to ensure that they continue to be integral and defining characteristics of the community.

3.4 Village Districts

The City of Villages strategy is a central theme of the General Plan. The strategy focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transportation system. These villages are envisioned to have an integrated mixture of uses, accessible and attractive streets, and public spaces. Each community plan area includes village districts: the Southeastern Village District in Southeastern San Diego, and the combined Euclid and Market Village and Imperial Avenue Village District in the Encanto Neighborhoods. The village districts are considered "transit priority areas,"[1] in close proximity to high frequency mass transit service. A range of Village Districts standards and incentives to focus growth in these areas is shown above in Table 3.3-2.

SOUTHEASTERN VILLAGE DISTRICT

The Southeastern Village includes the Commercial/Imperial corridor from Interstate 5 to Interstate-15, and is centered on the trolley stops at 25th Street and 32nd Street. As shown in Figure 3.3-1, the Village will contain a mix of uses, with higher density allowed near the high frequency transit stops, the variety of land uses in the corridors, preserve some industrial land, as well as promote new commercial residential, and mixed-use development, sensitively designed to integrate into the existing community character. The Historic Districts of Sherman Heights and Grant Hill will be respected and preserved while allowing planned infill development that is sensitive to the existing and evolving community character.

VILLAGE AT MARKET CREEK AND IMPERIAL AVENUE VILLAGE DISTRICT

The Village at Market Creek and Imperial Avenue Village is envisioned as the mixed-use center of Encanto Neighborhoods and the center of the community. As shown in Figure 2.4-2, the Village encompasses the Euclid Avenue, 47th Street, and 62nd Street trolley stations. It is planned to grow into a dynamic higher density mixed-use hub that caters to the needs of the existing and evolving community. The integration of commercial and residential uses is emphasized in the Villages, including uses such as retail, professional/administrative offices, commercial, entertainment,

[1] According to SB 743, a "*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." A "*major transit stop*" is means "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 with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."

recreation facilities, and service industries. The Community Plan envisions that the Villages will draw on the existing cluster of activities and the high level of transit access and use. It will include a diversity of housing types, employment and retail uses, and public realm enhancements.

Transfer of Development Rights Program

The purpose of the Transfer of Development Rights (TDR) program is to provide a mechanism for transferring density from sites within the Village at Market Creek and Imperial Avenue Village District ("Sending Sites") to sites located within a ¼-mile radius of the three San Diego Trolley stops within the Village District ("Receiving Sites"). Future development on Sending Sites is restricted by the amount of Density Transfer Credits (DTC) removed from the sending parcel. Sending sites must be in conformance with the allowable uses of the base zone.

Residential Density Transfer: Receiving-site landowners may seek an increase in the maximum allowable density that represents an amount that is one gradient higher than the maximum allowable density under applicable land use. For example, if applicable land use designation calls for development range of 30-44 du/acre, the project may seek an increase to the 45-74 du/acre range.

Commercial, Office, and Industrial Density Transfer: Receiving-site landowners may seek an increase in the maximum allowable intensity (Floor Area Ratio) that represents an amount that is one gradient higher than the maximum allowable intensity under applicable zoning. For example, if applicable zoning calls for 1.0 FAR, the project may seek an increase to 2.0 FAR. Increased intensity will be permitted via a Process 3 Planned Development Permit.

3.5 Environmental Design Considerations

Several environmental design considerations, beyond compliance with mandatory existing regulations, have been incorporated into the CPUs to avoid or reduce environmental impacts. These are described below. Some environmental requirements, addressing traffic and the protection of historic resources, would be implemented through the CPIOZ. Others, including protection of biological resources, would be implemented through compliance with the Mitigation Framework provided for specific issue areas.

SUSTAINABILITY

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

Village Districts and Key Corridors

Development completed in accordance with the CPUs would occur in an existing urbanized area with established public transportation infrastructure, which may reduce vehicle trips and miles traveled and support walking as a transportation choice. In addition, implementation of the policies contained in the Land Use, Mobility, Recreation, and Conservation Elements of the CPUs

would improve mobility within the plan areas, including open space and recreation areas through the development of a balanced, multi-modal transportation network. Implementation of proposed Land Use Policies 3 through 17 (Encanto Neighborhoods) and Land Use Policies 3 through10 (Southeastern San Diego) supports the integration of transit within mixed use residential and employment areas and encourages the creation of safe and direct bicycle and pedestrian connections to provided multi-modal access.

The Land Use Elements define Village District areas and key corridors where future growth is targeted within both communities in order to fulfill the General Plan's City of Villages strategy. As part of these Villages, both land use elements provide for density incentives for transit-oriented development. These incentives can be found in Tables 2-6 of both CPUs and include shared parking and reduced parking requirements, a transfer of development rights transfer program within the Encanto Village at Market Creek and Imperial Avenue Village areas are intended to spur development flexibility and new transit–oriented mixed use development surrounding the existing trolley stops.

The Recreation and Conservation Elements contain policies aimed at improving public access to local and regional passive and active recreational opportunities through the creation of bicycle and pedestrian pathways linkages to such areas as Las Chollas Creek and the existing park system in both communities. While the intent of the Mobility Elements is to provide a more cohesive transportation network, policies MO-10 through MO-15 in both plans specifically address transit services and facilities, including highlighting the presence of trolley stations, improving the environment surrounding bus and trolley stops, and working with the San Diego Metropolitan Transit System (MTS) to incorporate measures to improve personal safety at bus and trolley stops.

Water, Wastewater, and Stormwater Infrastructure

Both of the CPU areas are currently served by existing water, wastewater, and stormwater infrastructure which eliminates the multiple environmental effects caused by sprawl (development in areas without existing infrastructure), as well as providing for improvements to existing facilities. Implementation of Water, Sewer, and Stormwater Infrastructure Policy PF-13 (Encanto Neighborhoods) and Policies PF-9 and PF-10 (Southeastern San Diego) of the Public Facilities, Services and Safety Elements provide for upgrades to water and sewer facilities, institutes a program to clean the storm drain system prior to the rainy season, and improves drainage facilities to address recurrent flooding problems within the plan area. In Southeastern San Diego, Policy PF-9 recommends implementing structural and non-structural best management practices (BMP's) contained in Appendix A of the Comprehensive Load Reduction Plan (CLRP), Chollas Watershed BMP Representation Summary. In addition, Policy UD-51 of the Encanto Neighborhoods Urban Design Element and Policy UD-53 of the SESD Urban Design Element would ensure that the design of development integrates stormwater best management practices on-site to maximize their effectiveness by: encouraging the use of intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from the building for re-use; utilizing downspouts to discharge into impervious areas to interrupt the direct flow of rainwater from the buildings to the storm water system; minimizing on-site impermeable surfaces, such as concrete and asphalt; and utilizing permeable pavers,

porous asphalt, reinforced grass pavement (turf-crete), or cobble-stone block pavement to detain and infiltrate run-off onsite.

Urban Runoff/Water Quality

The CPU areas are currently developed. Nearly all rainfall can be expected to become runoff because there are minimal opportunities for infiltration. Encanto Neighborhoods Urban Runoff Management Policies CS-32 through CS-38 and SESD Policies CS-20 through CS-26 seek to reduce potential impacts by encouraging the use of Low Impact Development (LID) techniques and materials that slow water runoff and absorb pollutants from roofs, parking areas, and other urban surfaces; incorporating bioswales or other design practices where there are sufficient public rights-of-way throughout the community; and encouraging private property owners to design or retrofit landscaped areas to better capture storm water runoff.

Diversity and Affordability of Housing

The CPUs aim to provide affordable single and multi-family housing throughout the CPU areas, thus enabling a wide range of economic levels and age groups to live within these communities. By facilitating this diversity, multiple generations of families can live together throughout their lifetime. Specifically, the Encanto Neighborhoods Land Use Element includes Affordable Housing Policies LU-21, LU-22, LU-24, LU-25 and LU-29 as well as LU-60 through LU-62 that promote and encourage the development of very low and low income affordable housing in all residential and multi-use neighborhood designations; creation of affordable home ownership opportunities for moderate income buyers; and utilization of land-use, regulatory, and financial tools to facilitate the development of housing affordable to all income levels. The SESD Land Use Element contains policies related to the production of affordable housing units contained in policies LU-20 through LU-26.

Bicycle Network and Parking

In order to reduce reliance on fossil fuels and encourage alternative modes of transportation in the plan areas, the CPUs aim to provide a safe bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network. In support of this goal, the Mobility Elements include Bicycle Policies MO-7 through MO-9. Specifically, implementation of Policy MO-7 would provide and support a continuous network of safe, convenient, and attractive bicycle facilities connecting the CPU areas to the citywide bicycle network - implementing and building upon the San Diego Bicycle Master Plan. In addition, Policy MO-9 provides for secure, accessible, and adequate bicycle parking in the plan areas, particularly at the trolley stations located at 25th Street, 32nd Street, 47th Street, Euclid Avenue and 62nd Street, within shopping areas including the Euclid + Market Village, and at concentrations of employment throughout the communities. Encanto Neighborhoods Urban Design Policy UD-117 recommends the integration of bicycle parking and storage that is convenient, secure and easily accessible within new developments. SESD Urban Design Policy UD-91(C) recommends the development of pedestrian and bicycle access to and through residential areas that terminate in dead-end cul-de-sac streets.

Reduced Parking Footprint

The CPUs serve to reduce parking related impacts by reducing the parking footprint within the plan areas and encouraging alternative modes of transportation. In addition to the reduction in visual impacts associated with parking surfaces, by limiting surface parking in the plan areas, the associated adverse environmental effects (e.g., grease and oil from leaking vehicles) would be decreased while at the same time reducing microclimate temperature associated with large expanses of paved surface area. In support of this goal, the proposed Mobility and Urban Design Elements include policies related to parking.

Specifically, Mobility Element Parking Policy MO-30 permits construction of public parking garages that include shared parking arrangements that efficiently use space, are appropriately designed, and reduce the overall number of off-street parking spaces required for development. Mobility Element Policy MO-31 encourages that parking spaces be rented, leased or sold separately from new residential or commercial space in order to increase their use within the community Mobility Element Policy MO-33 identifies the possibility of establishing a parking in-lieu fee for new development that would contribute to implementation of parking demand reduction strategies, as well as potentially fund parking structures within the community. In addition, Urban Design Element Policy UD-113 (Encanto Neighborhoods) and UD-115 (SESD) aims to minimize the land area dedicated to parking, and Policy UD-115 (Encanto Neighborhoods) and UD-117 (SESD) encourages the wrapping of at-grade parking with active uses, leaving building frontages and streetscapes free of parking facilities.

Access to Outdoor and Active Spaces

The CPUs address existing and planned access to outdoor and active spaces, and provides on-site active and passive open space areas, recreational facilities, and access via pedestrian and bicycle pathways. Many of the outdoor and active uses would be universally accessible. In addition, the provision of these outdoor uses would encourage walking or other physical activity and time spent outdoors, thus promoting good health and community life. The CPUs seek to pursue land acquisition needed for the creation of public parks, with a special effort to locate new parkland within the community that promotes connectivity, safety, public health, and sustainability.

Strategies to expand programming within existing public spaces to reduce the existing parkland deficit in the plan area are also included in the CPUs. The Recreation Elements include policies to provide adequate parkland sufficient to meet the needs of the community through plan build-out (Policies RE-1 through RE-8); provide for preservation, protection, and enhancement of existing and planned parkland facilities (Policies RE-9 through RE-12); ensure accessibility of parkland to all residents and visitors (RE-13 through RE-18); and to preserve, protect, and enhance/restore resources associated with existing and proposed open space RE-19 through RE-23 (SESD) and RE-28 (Encanto Neighborhoods).

Improved Transportation Network and Increased Alternative Modes of Transportation

The CPUs include several policies aimed at improving the existing transportation network, as well as encouraging alternative modes of transportation to reduce impacts related to traffic/circulation and air quality. The Mobility Elements support and help to implement the General Plan at the

community plan level by including specific goals, policies, and recommendations that will improve mobility through the development of a balanced, multi-modal transportation network. Specifically, the Mobility Elements include Walkability Policies MO-1 through MO-6 in both community plans, which promote and encourage the new construction of, and upgrades to, existing pedestrian pathways; Transit Policies MO-10 through MO-15 in both plans, which improve access to public transit facilities (i.e., San Diego Trolley); Transportation Demand Management Policies MO-26 through MO-28 in both plans, which promote alternative modes of transportation including use of transit services by encouraging employers and new residential development to provide transit passes to employees and/or residents; and Bicycle Policies MO-7 through MO-9 in both plans, which promote a continuous network of bicycle facilities connecting the CPU areas to the citywide bicycle network and bicycle parking facilities. In support of General Plan Policies UD-D-1 through D-3, the SESD Land Use Element Policy LU-3 focuses the highest intensity development (residential and non-residential) on both Commercial Street and Imperial Avenue around the trolley stops to capitalize on access to transit, boost transit ridership, and reduce reliance on driving. The Encanto Neighborhoods LU-3 policy encourages implementing the City of Villages concept for mixed-use transit oriented development as a way to minimize the need to drive by increasing opportunities for individuals to live near work, offering convenient mix of local goods and services, and providing access to high quality transit.

Energy Efficiency in Buildings

The Urban Design and Conservation Elements of the CPUs include policies to reduce air, water, and land pollution, and other environmental impacts associated from energy production and consumption. The Urban Design Elements state that development of new infill buildings and retrofitting of existing buildings should take into account energy efficient design. Specifically, Policy UD-50 (SESD) and UD-48 (Encanto Neighborhoods) recommends design solutions including, but not limited to: providing awnings and canopies to shade buildings; orienting new buildings and lots to minimize east and west facing facades; use of horizontal overhangs, awning or shade structures above south facing windows to mitigate summer sun, but allow winter sun; and maximizing natural and passive cooling that builds on the proximity of the nearby San Diego Bay. Implementation of Green Building Policies UD-51 through UD-54 (SESD) and UD-49 through UD-52 (Encanto Neighborhoods) would ensure the incorporation of environmentally conscious building practices (e.g. use of recycled materials and minimizing impervious surfaces that have large thermal gain) and provide for on-site landscaping improvements that minimize heat gain and provide attractive and context-sensitive landscape environments. In addition, the Conservation Elements in both plans include Sustainable Energy policies CS-1 through CS-11, which promote development that qualifies for the City's Sustainable Buildings Expedite Program; educate residents and businesses on efficient appliances and techniques for reducing energy consumption; provide for, or retrofit, lighting in the public rights-of-way that is energy efficient; and provide information on programs and incentives for achieving more energy efficient buildings and renewable energy production.

Reduced Water Use

The CPUs include policies to reduce the overall water use and potential impacts to natural water resources and the municipal water and wastewater systems from build-out of the plan. Implementation of Policy UD-53 (SESD) and UD-51 (Encanto Neighborhoods) of the Urban Design Elements would encourage the use of intensive and extensive green roofs and water

collection devices, such as cisterns and rain barrels, to capture rainwater from the building for re-use. The policies contained in the Conservation Elements encourage the use of native or California-friendly drought-tolerant plants in project landscaping. Implementation of Policy PF-10 (SESD) and Policy PF-13 (Encanto Neighborhoods) of the Public Facilities Elements would ensure upgrades to the infrastructure for water and sewer facilities and institute a program to clean the storm drain system prior to the rainy season.

Heat Island Reduction

To reduce heat islands and minimize the impact on microclimate, the proposed Urban Design Elements includes policies UD-48, UD-50, UD-51 (Encanto Neighborhoods) and UD-50, UD-52, 53 (SESD), as well as UD-126 (Encanto Neighborhoods) and UD-128 (SESD) to encourage the use of shade canopies, shade trees, reflective paving materials, and an open grid pavement system for impervious portions of the CPU areas (i.e., roads, sidewalks, upper decks of parking structures, parking lots).

Air Quality

The Conservation and Sustainability Elements include policies to reduce the project's impacts on air quality and climate change. The Conservation Elements include Air Quality Policies CS-31 through CS-35 (SESD) and CS-39 through CS-43 (Encanto Neighborhoods), which encourage alternative modes of transportation, create incentives to encourage relocation of incompatible uses that contribute to poor air quality, and encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and pollutants. In addition, implementation of Climate Change and Sustainability Section 8.1 in both plans aims to reduce project level greenhouse gas emissions to acceptable levels through project design, application of site-specific mitigation measures, or adherence to standardized measures outlined in an adopted citywide climate action plan. The policies contained in the community plans related to Climate Change and Sustainability are included as CS-1 through CS-11.

Access to Healthy Food, Community Gardens and Urban Agriculture

The Conservation and Sustainability Elements include policies for supporting a strategy for creating local healthy food systems and fighting chronic obesity-related illnesses. It is also a carbon reduction and storm water runoff strategy. In particular, the policies encourage community gardens and urban agriculture to be integrated into new developments as well as on public-owned land and commercially-designated lots that could be appropriate for agricultural uses. Policies CS-44 through CS-51 (SESD) and CS-53 through CS-59 (Encanto Neighborhoods) support local food production. The Land Use Elements include a section and policies related to access to healthy food. Land Use Element Policies LU-47 (SESD) and LU-71 (Encanto Neighborhoods) recommend ensuring that a majority of residents are within a quarter to a half mile walking distance to a grocery store or other healthy food retail establishment. Also consideration should be given to farm stands and community gardens for underserved areas where retail is not feasible.

MINOR CHANGES TO LAND USES REQUESTED BY THE COMMUNITY

Subsequent to the traffic analysis being completed, community members requested a number of future land use changes in order to accommodate their vision of the community. These include the changes shows in Table 3.5-1.

Table 3.5-1: Minor Changes to Land Use Requested by the Community

Site	*Requested Land Use*	*Requested Zoning*
Encanto Neighborhoods Land Use Changes		
Valencia Business Park and Market Street East of Euclid Avenue	Industrial Business Park-Residential Permitted to Industrial Business Park-Residential Prohibited	Re-zone from city-owned properties from IP-3-1 to IL-3-1.
Federal Boulevard	Light Industrial to Community Commercial-Residential Prohibited	Re-zone from IL-2-1 to CO-2-1.
Imperial Avenue from 69th Street to Lemon Grove	Single-Family Residential (10-14 du/ac) to Single-Family Residential (5-9 du/ac)	Re-zone from RX-1-1 to RS-1-6
Imperial Avenue from 65th Street to Woodman Drive	Residential Medium (15-29 du/ac) to Neighborhood Mixed Use (15-29 du/ac)	Re-zone from RM-2-5 to CN-1-3
Southeastern San Diego Land Use Changes		
Imperial Avenue and Commercial Street from 19th to 22nd Street	Community Commercial Residential Prohibited to Neighborhood Mixed-Use (30-44 du/ac)	Re-zone from CC-2-1 to CC-3-6

3.6 Buildout of the Plans

Future development realized under the proposed land use maps is referred to as buildout. The Plans do not specify or anticipate when buildout will occur, as long-range demographic and economic trends are difficult to predict. However, for facility planning, technical evaluation, and environmental review purposes, buildout is assumed to occur in 2035.[2] The land use designation of a site alone does not mean that a site will be developed or redeveloped with that use during the planning period, as most development will depend on property-owner initiative.

SOUTHEASTERN SAN DIEGO LAND USE DISTRIBUTION AT PLAN BUILDOUT

The amount of area in each land use designation under the CPU is shown on Table 3.6-1. The predominant land use designation in Southeastern San Diego will remain residential, with Residential – Low Medium (678 acres) mirroring the current prevalence of single-family houses intermixed with duplexes and apartments. Land use categories allowing both commercial and

[2] The Notice of Preparation incorrectly states 2040 as the horizon year for planning purposes. The correct horizon year for evaluation of the plans is 2035.

residential would comprise about 10 percent of the CPU area, spanning the Commercial Street/Imperial Avenue, Market Street, and National Avenue corridors.

Table 3.6-1: Proposed Land Use Classifications in Southeastern San Diego

Community Plan Land Use	*Acres*	*Percent*
Residential		
Residential - Very Low	4	0%
Residential - Low	175	9%
Residential - Low Medium	678	34%
Residential - Medium	248	12%
Residential - Medium High	48	2%
Residential Total	*1,151*	*57%*
Mixed Use		
Neighborhood Mixed Use-Low (15-29 du/ac)	49	2%
Neighborhood Mixed Use-Medium (30-44 du/ac)	59	3%
Community Mixed Use-Low (15-29 du/ac)	30	2%
Community Mixed Use-Medium (30-44 du/ac)	59	3%
Mixed-Use Total	*197*	*10%*
Commercial, Employment, and Industrial		
Community Commercial - Residential Prohibited	30	2%
Regional Commercial - Residential Prohibited	15	1%
Office Commercial	22	1%
Business Park	35	2%
Light Industrial	88	4%
Commercial, Employment, and Industrial Total	*190*	*9%*
Institutional Facilities		
Institutional	365	18%
Institutional and Public and Semi-Public Facilities Total	*365*	*18%*
Parks and Open Space		
Open Space	22	1%
Population-based Parks	91	4%
Parks and Open Space Total	*113*	*6%*
Total	**2,017**	**100%**

Source: Dyett & Bhatia, 2015.

ENCANTO NEIGHBORHOODS LAND USE DISTRIBUTION AT PLAN BUILDOUT

The proportion of land in planned land use designations under the CPU are shown in Table 3.6-2. The predominant land use designation in Encanto Neighborhoods will remain residential, with Residential – Low Density (1,261 acres, with another 584 acres in the Residential – Very Low

category) mirroring the current prevalence of single-family houses. Land use categories allowing both commercial and residential would comprise about 132 acres or 4 percent of the CPU area, around Euclid and Market as well as surrounding Imperial Avenue and 62nd Street.

Table 3.6-2: Proposed Land Use Classifications in Encanto Neighborhoods

Community Plan Land Use	*Acres*	*Percent*
Residential		
Residential - Very Low	584	19%
Residential - Low	1,261	42%
Residential - Low Medium	255	9%
Residential - Medium	191	6%
Residential - Medium High	26	1%
Residential Total	*2,317*	*78%*
Mixed Use		
Neighborhood Mixed Use-Low (15-29 du/ac)	32	1%
Neighborhood Mixed Use-Medium (30-44 du/ac)	27	1%
Community Mixed Use-Low (15-29 du/ac)	4	0%
Community Mixed Use-Medium (30-44 du/ac)	69	2%
Mixed Use Total	*132*	*4%*
Commercial, Employment, and Industrial		
Community Commercial - Residential Prohibited	14	0%
Business Park – Residential Prohibited	22	1%
Commercial, Employment, and Industrial Total	*36*	*1%*
Institutional Facilities		
Institutional	235	8%
Institutional Total	*235*	*8%*
Parks and Open Space		
Open Space	198	7%
Population-based Parks	69	2%
Parks and Open Space Total	*267*	*9%*
Total	**2,987**	**100%**

Source: Dyett & Bhatia, 2015.

Table 3.6-3 describes the existing and proposed residential development anticipated to result from application of land uses shown on the proposed Southeastern San Diego Land Use Map and the proposed Encanto Neighborhoods Land Use Map on vacant and underutilized sites, according to analysis undertaken for the CPUs. Table 3.6-4 shows the same for existing and proposed non-residential development.

Table 3.6-3: Residential Development: Existing and at Proposed CPU Buildout

	Existing Development		*Proposed Plan Buildout (2035)*		*Difference*	
Residential Development	*Residential Units or Non-Residential Building Sq. Ft.*	*Percent of Total*	*Residential Units or Non-Residential Building Sq. Ft.*	*Percent of Total*	*Change*	*Change (%)*
Southeastern San Diego						
Single-Family Units[1]	5,648	38%	5,780	32%	132	2%
Multi-Family Units[2]	9,380	62%	12,259	68%	2,879	31%
Total Housing Units	15,058	100%	18,038	100%	3,010	20%
Household Population[3, 4, 5]	56,848		70,020		13,173	23%
Encanto Neighborhoods						
Single-Family Units[1]	9,846	74%	9,027	42%	(203)	-9%
Multi-Family Units[2]	3,333	26%	12,070	58%	8,077	362%
Total Housing Units	13,179	100%	21,097	100%	7,874	160%
Household Population[3, 4, 5]	48,648		76,732		28,084	158%

Notes:

1 Includes detached single-family, multiple-unit single-family.

2 Includes residential units in mixed-use development and mobile homes.

3 Persons Per Household (PPH) for 2008 per SANDAG Community Profiles (Feb 2010). In Southeastern San Diego, PPH is 4.10 for single-family and multifamily housing, and 3.87 for mobile homes. In Encanto Neighborhoods, PPH is3.87 for all housing types. PPH for 2050 per SANDAG Community Profiles (Feb 2010). In Southeastern San Diego, PPH is assumed to be 4.11 for all housing types. In Encanto Neighborhoods, PPH is assumed to be 3.75 for all housing types.

4 Vacancy Rate (VR) for 2008 per SANDAG Community Profiles (Feb 2010). In Southeastern San Diego, VR was 6.80% for single-family, 8.30% for multifamily, and 0.00% for mobile homes. In Encanto Neighborhoods, VR was 5.30% for single-family, 3.80% for multifamily, and 5.70% for mobile homes. VR for 2050 per SANDAG Community Profiles (Feb 2010). In Southeastern San Diego, VR is assumed to be 4.60% for single-family,6.00% for multifamily, and 0.00% for mobile homes. In Encanto Neighborhoods, VR is assumed to be 3.50% for single-family, 2.70% for multifamily, and 0.00% for mobile homes.

5 Household Population (HHP) is calculated as follows: (1-VR)(PPH) = HHP

Sources: City of San Diego, 2014; Dyett & Bhatia, 2014; SANDAG, Community Profiles, 2008 and 2010; SANDAG, Current Estimates, 2012; SANDAG Regional Forecast 2050 (Series 12) for the year 2035, 2010; City of San Diego, 2008.

Table 3.6-4: Non-Residential Development: Existing and at Proposed CPU Buildout

	Existing Development		*Proposed Plan Buildout (2035)*		*Difference*	
Non-Residential Development	*Residential Units or Non-Residential Building Sq. Ft.*	*Percent of Total*	*Residential Units or Non-Residential Building Sq. Ft.*	*Percent of Total*	*Change*	*Change (%)*
Southeastern San Diego						
Commercial/Retail	1,758,200	28%	2,467,000	31%	708,800	40%
Office	163,600	3%	277,400	4%	113,800	70%
Industrial and Utilities	2,068,700	32%	2,489,100	32%	420,400	20%
Community Facilities	2,332,800	37%	2,593,400	33%	260,600	11%
Total Non-Residential Development	*6,323,300*	*100%*	*7,826,900*	*100%*	*1,503,600*	*23%*
Encanto Neighborhoods						
Commercial/Retail	413,900	14%	1,281,500	30%	867,600	310%
Office	150,200	6%	135,000	3%	(15,200)	-10%
Industrial and Utilities	465,400	15%	554,100	17%	88,700	19%
Community Facilities	2,035,400	65%	2,001,000	50%	(34,400)	-2%
Total Non-Residential Development	*3,064,900*	*100%*	*3,971,600*	*100%*	*906,700*	*30%*

Sources: City of San Diego, 2014; Dyett & Bhatia, 2014; SANDAG, Current Estimates, 2012; SANDAG Regional Forecast 2050 (Series 12) for the year 2035, 2010; City of San Diego, 2008.

3.7 Plan Implementation

The CPUs would be implemented through the following mechanisms that are described in Chapter 11 (Implementation) of the CPUs. Implementing actions include the following:

- Adopt a zoning program to replace the Southeastern San Diego and Mount Hope PDOs and to implement the CPUs.
- Approve and regularly update the Impact Fee Studies (IFS) identifying the capital improvements and other projects necessary to accommodate present and future community needs as identified throughout the Plans. Amend the IFS's to include the revised fees.
- Implement facilities and other public improvements in accordance with the IFSs.
- Pursue grant funding to implement unfunded needs identified in the IFSs.
- Apply project design recommendations when properties develop in accordance with the plan.
- Pursue formation of Assessment Districts, Business Improvement Districts, and Parking Districts, as appropriate, through the cooperative efforts of property owners and the community in order to construct and maintain improvements.

ZONING

Implementation of the actions associated with adoption of the CPUs would include rescinding the existing SESDPDO and the MHPDO that contains the CPU area's zoning regulations and replacing it with existing, modified, and new citywide zones. The following new or modified zones have been proposed to be adopted within the LDC as part of the CPUs:

RS Zones. The purpose of the RS zones is to provide appropriate regulations for the development of single dwelling units that accommodate a variety of lot sizes and residential dwelling types and which promote neighborhood quality, character, and livability. It is intended that these zones provide for flexibility in development regulations that allow reasonable use of property while minimizing adverse impacts to adjacent properties.

- RS-1-1 requires minimum 40,000-square-foot lots
- RS-1-7 requires minimum 5,000-square-foot lots

RX Zone. The purpose of the RX zones is to provide for both attached and detached single dwelling units on smaller lots than are required in the RS zones. It is intended that these zones provide an alternative to multiple dwelling unit developments where single dwelling unit developments could be developed at similar densities. The RX zone provides for a wide variety of residential development patterns. RX-1-1 requires minimum 4,000-square-foot lots.

RM Zones. The purpose of the RM zones is to provide for multiple dwelling unit development at varying densities. The RM zones individually accommodate developments with similar densities and characteristics. Each of the RM zones is intended to establish development criteria that

consolidates common development regulations, accommodates specific dwelling types, and responds to locational issues regarding adjacent land uses.

- RM-1-1 permits a maximum density of 1 dwelling unit for each 3,000 square feet of lot area
- RM-1-2 permits a maximum density of 1 dwelling unit for each 2,500 square feet of lot area
- RM-2-5 permits a maximum density of 1 dwelling unit for each 1,500 square feet of lot area
- RM-3-7 is intended to allow a mix of medium high residential density (up to 44 dwelling units per acre) with limited neighborhood serving commercial uses with a pedestrian orientation.

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

- CN-1-3 is intended to allow development with a pedestrian orientation
- CN-1-4 is intended to allow a pedestrian-oriented neighborhood commercial zone medium high residential density

CC Zones. The purpose of the CC zones is to accommodate community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. The CC zones are intended to provide for a range of development patterns from pedestrian-friendly commercial streets to shopping centers and auto-oriented strip commercial streets. Some of the CC zones may include residential development. Property within the CC zones will be primarily located along collector streets, major streets, and public transportation lines.

- CC-2-1 is intended to accommodate development with strip commercial characteristics
- CC-2-3 is intended to accommodate development with an auto orientation:
- CC-3-4 is intended to accommodate development with a pedestrian orientation
- CC-3-6 is intended to accommodate development with a high intensity, pedestrian orientation, and medium high density

CO Zone. The purpose of the CO zones is to provide areas for employment uses with limited, complementary retail uses and medium to high density residential development. The CO zones are intended to apply in larger activity centers or in specialized areas where a full range of commercial activities is not desirable. CO-2-1 is intended to allow a mix of office uses with a neighborhood scale and orientation and prohibits residential use.

IL Zones. The purpose of the IL zones is to provide for a wide range of manufacturing and distribution activities. The development standards of this zone are intended to encourage sound

industrial development by providing an attractive environment free from adverse impacts associated with some heavy industrial uses. The IL zones are intended to permit a range of uses, including nonindustrial uses in some instances.

- IL-2-1 is intended to allow a mix of light industrial and office uses with limited commercial
- IL-3-1 is intended to allow a mix of light industrial, office, and commercial uses

OP Zone. The purpose of the OP zones is to be applied to public parks and facilities, once they are dedicated as park land pursuant to City Charter Section 55 in order to promote recreation and facilitate the implementation of land use plans. The uses permitted in these zones will provide for various types of recreational needs of the community. OP-1-1 is intended to allow developed, active parks.

The application of the above zones, together with the amended SESD and Encanto Neighborhoods CPUs CPIOZ supplemental regulations, will serve as the implementation tools to achieve the goals of the SESD and Encanto Neighborhoods CPUs. It is anticipated that the transition from the SESD and Encanto Neighborhoods CPU areas' current land uses to mixed use transit oriented development would occur through incremental implementation as individual properties are redeveloped. Existing uses that are no longer permitted based on updated land use designations and zoning become previously conforming uses. A previously conforming use can continue as it currently exists, be maintained, and be bought and sold. Chapter 12, Article 7, Division 1 of the Municipal Code provides additional information on previously conforming uses.

Application of existing, new, or modified zones would accommodate existing development that conforms to the future vision for development, encourage new projects consistent with community goals and character, and implement mixed-use development consistent with the General Plan goals and policies. A description of the proposed land use and allowed densities are included in Table 3.3-1.

Proposed zoning in Southeastern San Diego and Encanto Neighborhoods is shown on Figures 3.7-1 and 3.7-2, respectively.

COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONES

Proposed CPIOZs in Southeastern San Diego and Encanto Neighborhoods are shown on Figures 3.7-3, 3.7-4, and 3.7-5, respectively, and summarized below.

The Community Plan Implementation Overlay Zone (CPIOZ), Type-A applies to the Village Districts in both CPUs. In both CPU's, CPIOZ Type-A is intended to determine if new projects are required to provide traffic improvements based on density/intensity. Based on density/intensity established in the CPIOZ Type- A criteria located in the Land Use Element of the CPU, projects may be required to submit a greenhouse gas emissions analysis as well as an acoustical study. In addition to the regulations for CPIOZ Type- A stated above, the Southeastern San Diego CPU also includes additional criteria for the areas within the Sherman Heights and Grant Hill Historic Districts. The following Supplemental Development Regulations (SDR) do

not apply to interior modifications, repair, exterior repairs, or maintenance that does not expand the floor area of the existing building.

Future development that is consistent with the base zone regulations and the following Supplemental Development Regulations (SDR) will be processed ministerially in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Chapter 13, Article 2, Division 14.)

Projects that do not meet one of the following criteria (a-e) would be required to apply for a discretionary permit in accordance with the LDC.

SDR-1 A proposed development shall apply for discretionary approval unless it meets any of the following criteria:

a. Proposed project is greater than or equal to 20 dwelling units per acre and is 165 dwelling units or less; OR

b. Proposed project is mixed-use, greater than or equal to 20 dwelling units per acre, and does not exceed 100 dwelling units and 10,000 s.f. of commercial use; OR

c. Proposed project is less than 20 dwelling units per acre and is 125 dwelling units or less; OR

d. Proposed project is mixed use, less than 20 dwelling units per acre, and does not exceed 75 dwelling units and 10,000 s.f. of commercial use; OR

e. Submit documentation from a California Registered Traffic Engineer, confirmed and accepted by the City Engineer, stating one of the following:

i. The proposed project generates less than 1,000 ADT's; OR

ii. Proposed project generates 1,000 ADT's or more, however has no significant impacts onto the transportation system.

SDR 2. Based on the City of San Diego interim screening criteria for GHG emission analysis, all new projects will have greenhouse gas emissions (GHG emissions) less than 900 metric tons of CO2e measure. For projects exceeding 900 metric tons of CO2e, the greenhouse gas analysis must show how the project will reduce its GHG emissions by 20.5% compared to the business as usual scenario. The reduction measures should include, but are not limited to, onsite recycling, water use reductions, and transportation features such as increased transit accessibility, improved pedestrian networks, and improved bikeability.

a. Prior to adoption of the City of San Diego Climate Action Plan: Projects shall submit a GHG emissions analysis accepted by the City of San Diego showing GHG emissions less than 900 metric tons of CO2e measure; OR a GHG emissions reduction of 20.5%; OR

b. Upon the adoption of the City of San Diego Climate Action Plan: Projects shall submit a completed Climate Action Plan consistency review checklist.

SDR 3. Any habitable space located within a CNEL of greater than 60 dBA shall require an acoustical study consistent with Table NE-4 (Acoustical Study Guidelines – General Plan). The proposed building, wall, and roof-ceiling assemblies shall be designed to limit intruding noise to the allowable interior noise level with all exterior doors and windows in the closed position. Documentation of the noise attenuation measures shall include building assemblies section including, but not limited to, a wall and roof-ceiling assemblies section. Design of noise attenuation measures shall include the following:

a. For residential, institutional, and visitor accommodation uses: The allowable interior noise level is 45 dBA. Wall and roof-ceiling assemblies making up the building envelope shall attenuate noise to meet applicable building code requirements.

b. For retail and office uses: The allowable interior noise level is 50 dBA. Wall and roof-ceiling assemblies making up the building envelope shall attenuate noise to meet applicable building code requirements.

For mixed-use buildings, residential, institutional, and visitor accommodation spaces must attenuate to (a) and non-residential spaces shall attenuate to (b).

Southeastern San Diego – CPIOZ for Sherman Heights and Grant Hill Park Historic Districts CPIOZ

Background

On May 27, 1987 the City of San Diego Historical Resources Board (HRB) designated the Sherman Heights Historic District, which contains a progression of architectural styles illustrating the architectural, social and economic development of the community and City. On June 30, 1987 the City Council adopted through Resolution R-268738 the Sherman Heights Historic District Development Guidelines, which were intended to guide development of contributing and non-contributing resources within the boundary of the District.

On February 24, 1988 the HRB designated the Grant Hill Park Historic District, located immediately east of the Sherman Heights Historic District. Grant Hill Park is notable for its historical association with Ulysses S. Grant, Jr.; the 2.6 acre Grant Hill Park with its panoramic view of the city and surrounding areas; and a variety of architectural styles dating from the late 1800s, including Neoclassic, Stick, Queen Anne and Craftsman. On February 5, 1990 the City Council amended the Sherman Heights Historic District Development Guidelines to include Grant Hill Park, and renamed them the Sherman Heights and Grant Hill Park Historic Districts Design Criteria and Guidelines (O-17419).

As designated historic districts, development within the Sherman Heights and Grant Hill Park Historic Districts must comply not only with the Sherman Heights and Grant Hill Park Historic Districts Design Criteria and Guidelines, but the City's Historical Resources Regulations (Municipal Code Chapter 14, Article 3, Division 2) as well.

SDR-4 The boundaries of the Sherman Heights and Grant Hill Park Historic Districts within the Southeastern San Diego Community Planning Area and the CPIOZ are coterminous. Within the Sherman Heights and Grant Hill Park Historic Districts CPIOZ, the Sherman Heights and Grant Hill Park Historic Districts Design Criteria and Guidelines (Guidelines) shall be applied. Projects consistent with the Guidelines and the City's Historical Resources Regulations shall be processed ministerially in accordance with Process 1. Projects that are not consistent with the Guidelines and/or the Historical Resources Regulations shall require a Site Development Permit, consistent with SDMC Section 143.0210(e)(2).

Figure 3.7-1: Southeastern San Diego Proposed Zoning

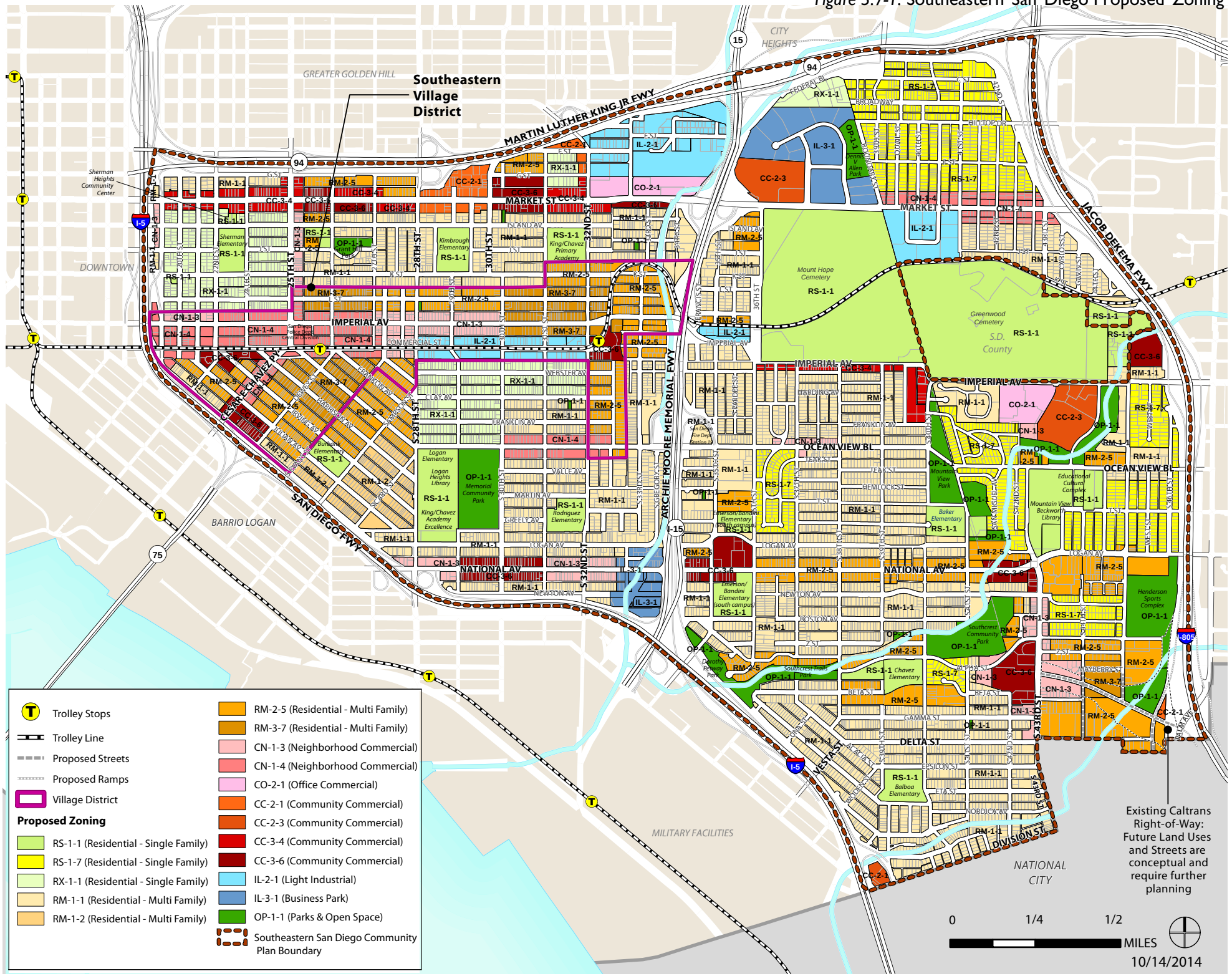


Figure 3.7-2: Encanto Neighborhoods Proposed Zoning

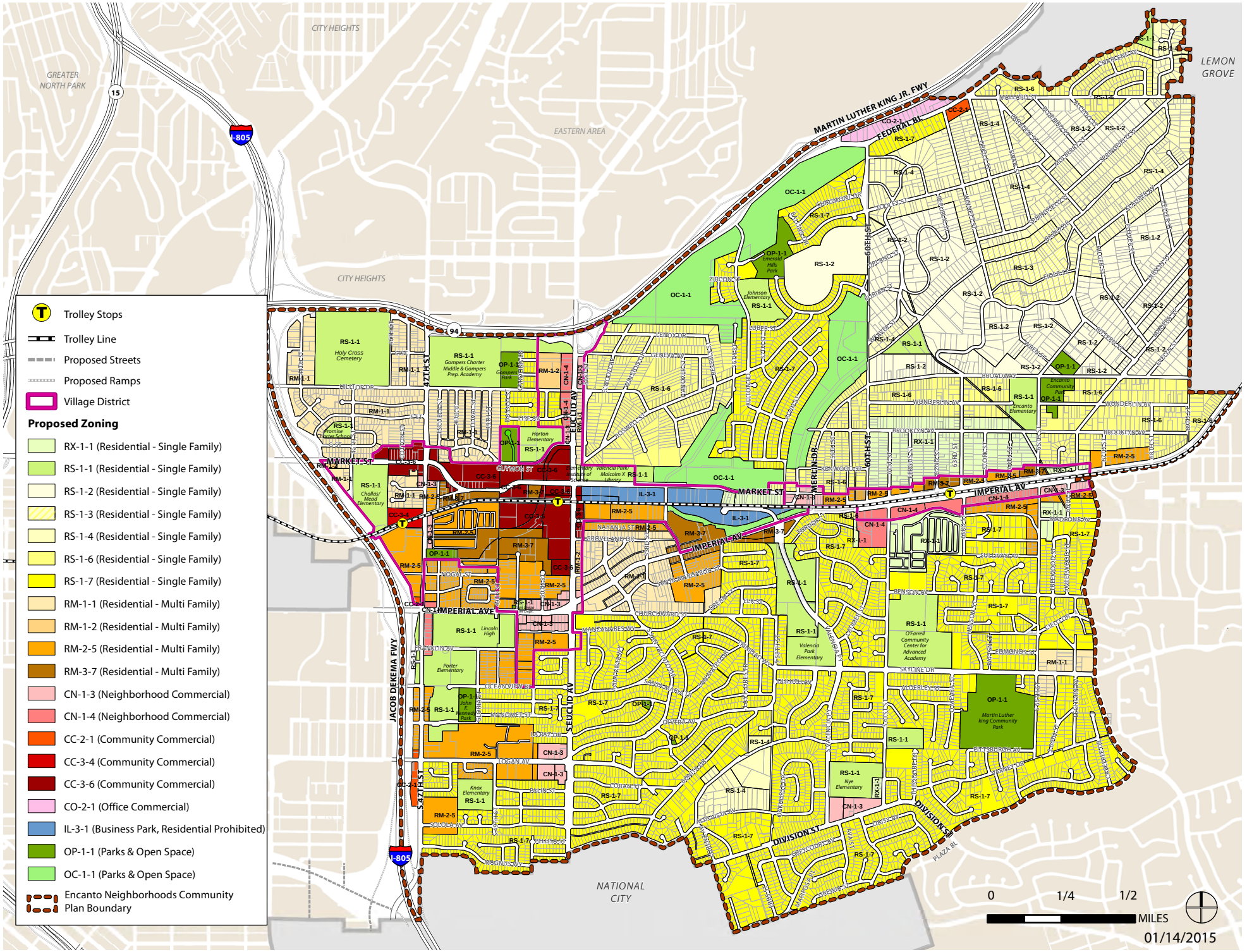


Figure 3.7-3: Southeastern San Diego Proposed CPIOZ (Historic Districts)

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Figure 3.7-4: Southeastern San Diego Proposed CPIOZ (Village Area)

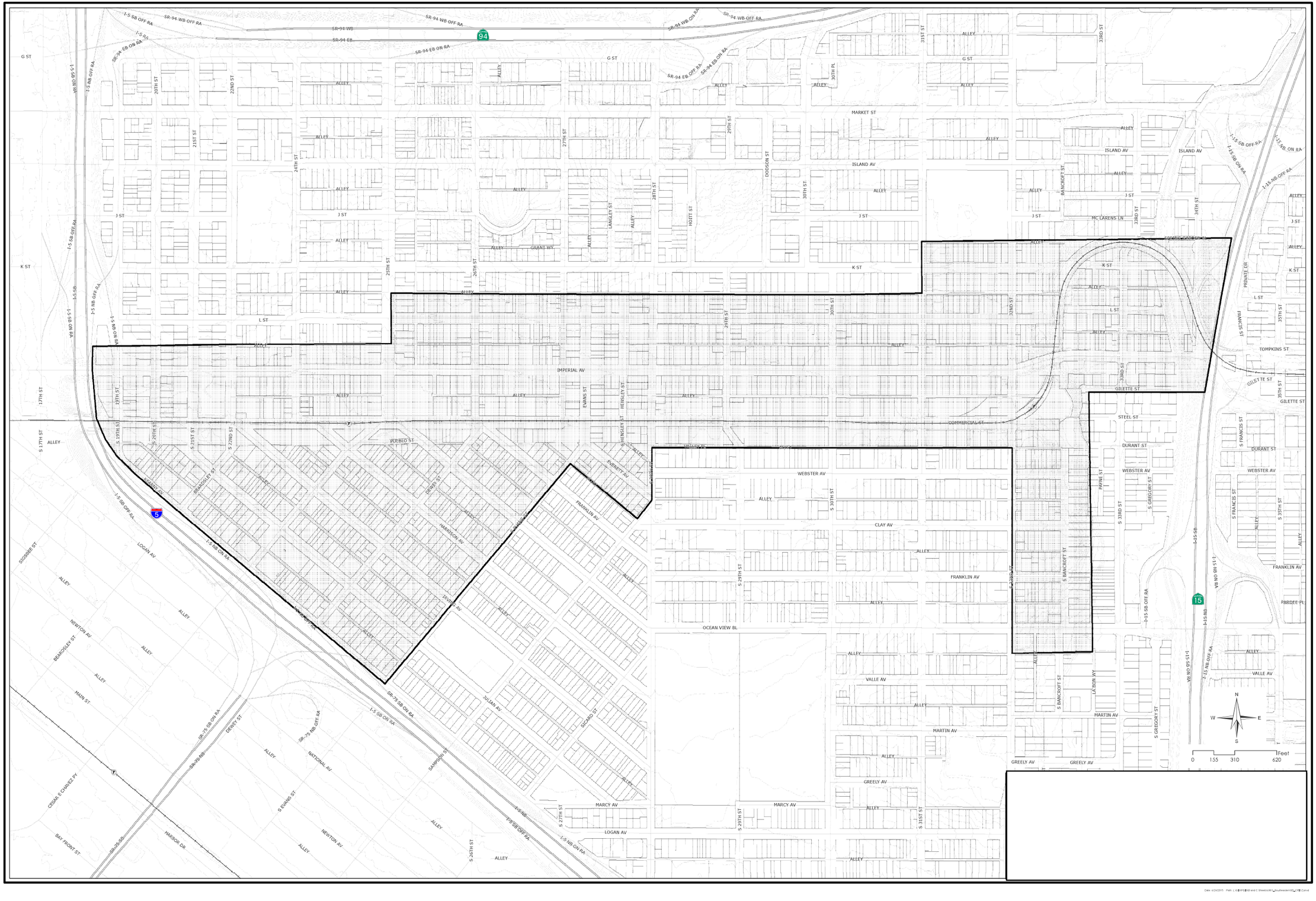
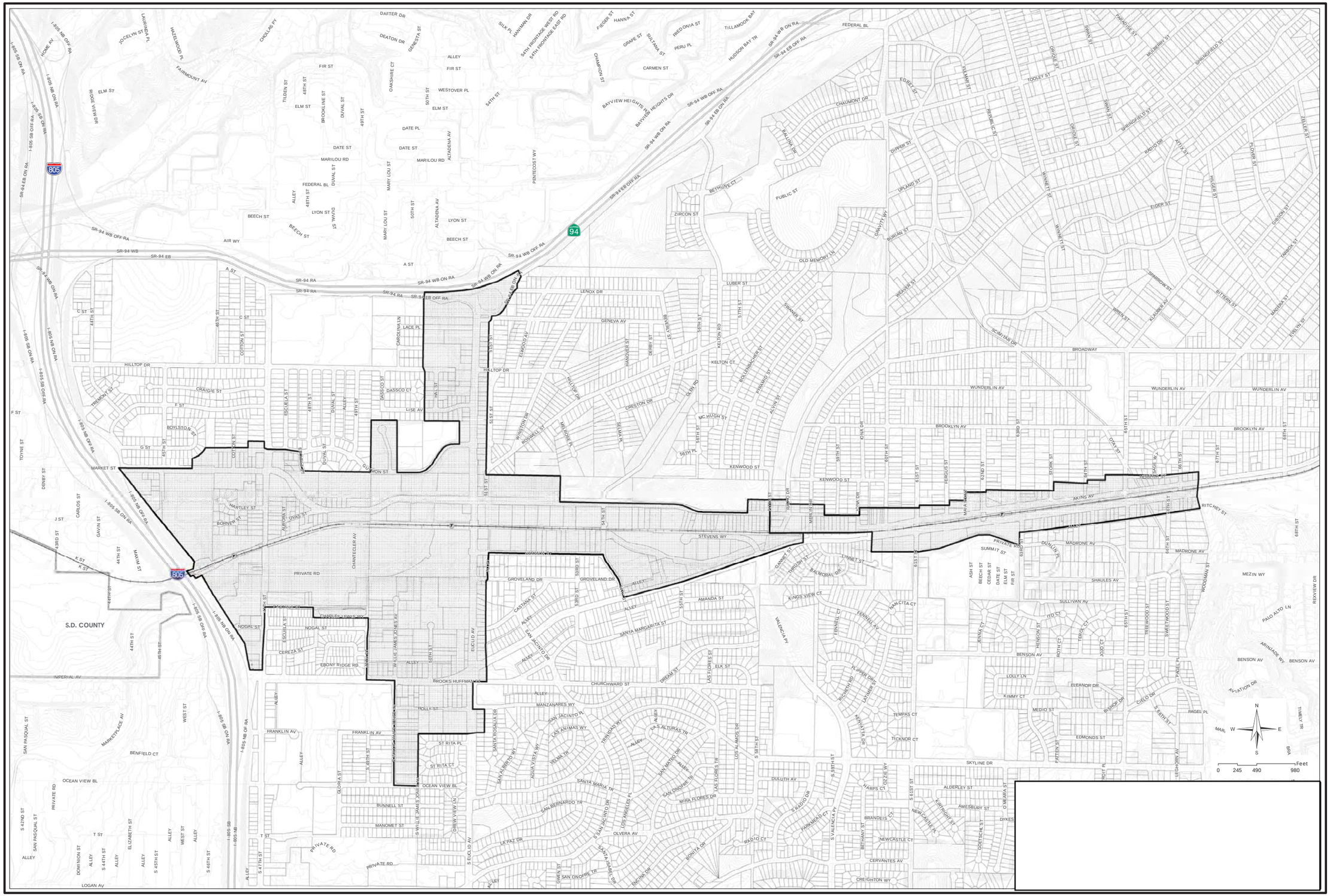


Figure 3.7-5: Encanto Neighborhoods Proposed CPIOZ



Date: 4/28/2015 Path: L:\GIS\PGIS\B and C Sheets\582_EncantoNeighborhoods_CPIOZ.mxd

IMPACT FEE STUDIES

The City prepares Impact Fee Studies (IFS) (formerly known as Public Facilities Financing Plans) to address the need for public facilities associated with community plan identified needs. The City Council adopted the current Southeastern San Diego IFSs in 2003, covering both CPU areas. The IFSs set forth the major public facilities needs in the areas of transportation (streets, sidewalks, storm drains, traffic signals, etc.), libraries, park and recreation facilities, and fire stations that are needed to serve the communities. IFSs for Southeastern San Diego and Encanto Neighborhoods are being updated concurrently with preparation of the Community Plans, and serve to determine the public facilities needs associated with the Community Plans. They will include potential funding sources for financing public facilities, including development impact fees and a variety of potential funding sources.

Funding Mechanisms

Implementing improvement projects would require varying levels of funding. A variety of funding mechanisms are available depending on the nature of the improvement project:

- Institution of impact fees for new development.
- Requiring certain public improvements as part of new development.
- Establishing Community Benefit Assessment Districts, such as property-based improvement and maintenance districts for streetscape, lighting, and sidewalk improvements.

Priority Public Improvements and Funding

The proposals for improvements to public facilities vary widely in their range and scope; some can be implemented incrementally as scheduled street maintenance occurs, and others will require significant capital funding from city, state, regional, and federal agencies, or are not feasible until significant new development occurs. Grants and other sources of funding should be pursued wherever possible. A complete list of projects is included in the IFSs.

Summary of Proposed Community Plan Update Actions

Discretionary actions are those actions taken by an agency that call for the exercise of judgment in deciding whether to conditionally approve or delay a project. As discussed in Chapter 1, Introduction, the following discretionary approvals comprise the project analyzed within this PEIR, and referred to herein as the "CPUs" (Table 3.7-1).

Table 3.7-1: Discretionary Actions – San Diego City Council

Certification of PEIR
Adoption of the Encanto Neighborhoods Community Plan
Adoption of the SESD Community Plan
Adoption of the General Plan Amendment
Adoption of the Encanto Neighborhoods Impact Fee Study
Adoption of the Southeastern San Diego Impact Fee Study
Repeal the Southeastern SDPDO
Repeal the MHPDO
Adopt the zoning program comprised of current Citywide zones and three new zones for adoption to the LDC (CO-2-1, CN-1-4, and IL-3-1)
Adoption of the Community Plan Implementation Overlay Zone for the Village Areas

ADMINISTRATION OF PROPOSED COMMUNITY PLANS

Plan implementation would require subsequent approval of public and private development proposals through both ministerial and discretionary reviews in accordance with the LDC, the land use plans and policies. These subsequent activities may be public (i.e., road/streetscape improvements, parks, public facilities) or private projects, and are referred to as future development or future projects in the text of the PEIR. A non-inclusive list of discretionary actions that may be required for future implementing activities is shown on Table 3.7-2.

Table 3.7-2: Potential Future Discretionary Actions Necessary to Implement the Plans

City of San Diego Actions
Tentative Maps*
Planned Development Permits*
Site Development Permits*
Establishment of Public Facilities Financing Mechanisms
Conditional Use Permits
Neighborhood Permits
Street Vacations, Release of Irrevocable Offers of Dedication, and Dedications
Water and sewer infrastructure and road improvements
State of California Actions
Caltrans Encroachment Permits
Section 1602/1603 Streambed Alteration Agreement
Water Quality Certification Determination for Compliance with Section 401
Department of Education approval of school sites Federal Actions
U.S. Army Corps of Engineers Section 404 Permit
USFWS Section 7 or 10 (a)
Other Agencies' Actions
SDG&E/Public Utilities Commission approval of power line relocations or undergrounding

4 History of Project Changes

4.1 NOP and Project Initiation

The City initiated the process of updating the 1987 Southeastern San Diego Community Plan by developing two new community plans, one each for Southeastern San Diego and Encanto Neighborhoods, in the fall of 2012, when the planning team began its analysis of existing conditions. The Notice of Preparation (NOP) for the PEIR was issued on May 27, 2014. Two public scoping meetings were held in June 2014 to gather agency and public input on the scope and content of the PEIR. Written comments were also received during the 30-day public comment period. Potentially significant concerns and issue areas were defined based on the initial analysis of environmental setting and baseline conditions, and comments on the NOP, and are analyzed as part of this PEIR.

4.2 Community Outreach and Plan Development

Between December 2012 and June 2014, an extensive outreach program was undertaken to solicit input from residents, business owners, community leaders, public officials, and other interested parties. The outreach program entailed stakeholder interviews; two EIR scoping meetings; four community workshops and open houses; "pop-up" outreach events and "office hours" at local libraries; regular presentations and discussions at the City-recognized Community Planning Groups for both Southeastern San Diego and Encanto Neighborhoods; and workshops with the Historic Resources Board and the Planning Commission. The features of the CPUs were developed and shaped through this process.

4.3 Changes based on Comments on the Draft Community Plans

The draft Community Plans were released in June 2014, with publication on the City's website, distribution through the Community Planning Groups, and an open-house-style workshop held at the Sherman Heights Community Center. Comments from community members, agency representatives, and others were taken on the draft plans. These comments were recorded and catalogued, and a City response was provided to each. In many cases, comments resulted in changes to the Plans. Often these changes were corrections where numbers were inconsistent, and typographic corrections. In a few locations, land use designations were adjusted based on the requests of stakeholders and community members. These changes are summarized in Table 3.4-1; none of them are the result of environmental concerns. One change involved the addition of

policy language to ensure that standards are followed to prevent the release of harmful pollutants in streams.

4.4 Higher-Density Alternative

Some land use changes requests from stakeholders and community members were included not in the community plans themselves but in a "Higher-Density Alternative," which is analyzed in this PEIR as one of the alternatives. In Southeastern San Diego, the Higher-Density Alternative would change the Light Industrial designation proposed for Commercial Avenue between 28th and 32nd streets to a mixed use designation, allowing conversion to commercial and residential uses. In Encanto Neighborhoods, the Higher-Density Alternative would raise permitted density in the mixed-use Village area around Euclid Avenue and Market Street, at the Hilltop site on Euclid Avenue, and the Ouchi site on Imperial Avenue.

5 Intro to Environmental Analysis

The following sections analyze the potential environmental impacts that may occur as a result of implementation of the Southeastern San Diego CPU and the Encanto Neighborhoods CPU. The environmental issues subject to detailed analysis in the following sections include those that were identified by the City as potentially significant in response to the NOP.

There are 15 environmental issues addressed in the following sections. Each section is formatted to include a summary of existing conditions, including regulatory context; the criteria for determination of significance for each impact; evaluation of potential project impacts; a Mitigation Framework, if applicable; and a conclusion of significance after mitigation for impacts identified as significant.

These assessments do not satisfy the need for project-level CEQA analysis for individual projects. Individual projects under the CPUs will require a project-level analysis at the time they are proposed based on the details of these projects and the existing conditions at the time such projects are pursued.

All potential direct and indirect impacts in Chapter 5 are evaluated in relation to applicable City, state, and federal standards, as reflected in the City's 2011 Significance Determination Thresholds.

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5.1 Land Use

This section analyzes the potential impacts on land use due to the implementation of the Project. Issues addressed include the potential to conflict with environmental goals of the City's General Plan and compatibility with the adopted Airport Land Use Compatibility Plan, Multiple Species Conservation Program (MSCP) Subarea Plan, Historical Resources Regulations, and Environmentally Sensitive Lands (ESL) Regulations.

Environmental Setting

This section describes existing land uses in the CPU areas, as well as existing relevant land use policies and regulations. Existing land use conditions are drawn from the Southeastern San Diego (SESD) CPU and the Encanto Neighborhoods CPU (City of San Diego, 2015a, 2015b).

PHYSICAL SETTING

Existing Land Use Conditions

Southeastern San Diego

Southeastern San Diego is primarily residential with a mix of single-family homes and multi-family developments. There are large-scale commercial spaces, parks and school sites. Southeastern San Diego consists of residential neighborhoods and commercial corridors, industrial areas, shopping and employment centers, and schools and other community amenities framed by the freeway system.

The community has a mix of single-family and multifamily housing in all neighborhoods. Commercial development is concentrated along commercial corridors west of Highway 15 and at shopping centers to the east. Industrial and employment uses are on both sides of Highway 15 south of Highway 94 (Gateway West and East) as well as along Commercial Street.

Table 5.1-1 shows the proportion of land area occupied by different uses in the community as of 2013. Southeastern San Diego encompasses 2,950 acres, not including 121 acres of unincorporated San Diego County land at Greenwood Cemetery. Of the 1,867 acres not including streets and public right-of-way, 60 percent, or 1,120 acres, is residential, including 667 acres of single-family and 454 acres of multifamily residential. Figure 5.1-1 shows existing land uses in Southeastern San Diego.

Table 5.1-1: Existing Land Uses in Southeastern San Diego

Community Plan Land Use	*Acres*	*Percent*
Single-family Housing	667	36%
Multi-family Housing	454	24%
Community Facilities	178	10%
Commercial Uses	136	7%
Industrial Uses and Utilities	133	7%
Mount Hope Cemetery	123	7%
Park and Open Space	111	6%
Vacant Land	65	3%
Sub Total	**1,867**	**100%**
Streets and Public Right-of-Way	1,062	
Total	**2,950**	

Source: Dyett and Bhatia, 2013

Encanto Neighborhoods

The Encanto Neighborhoods community is dominated by single-family residential neighborhoods, with a band of higher density residential areas in the Imperial Avenue corridor. Neighborhoods west of Euclid Avenue are somewhat older and characterized by gridded streets and a mixture of land uses. Neighborhoods to the east are interspersed with hillsides and canyons and feature larger lots. Commercial development is located along the Imperial Avenue, Market Street, and Euclid Avenue corridors, with a small amount of light industrial development along Federal Boulevard in the far northeast and along portions of Market Street.

Table 5.1-2 shows the proportion of land occupied by different uses in the community. Encanto Neighborhoods includes 3,821 gross acres of land. Of the 2,994 acres not including streets and public right-of-way, 70 percent, or 2,109 acres, is residential, including 1,950 acres of single-family and 159 acres of multifamily residential. Figure 5.1-2 shows existing land uses in Encanto Neighborhoods.

Table 5.1-2: Existing Land Uses in Encanto Neighborhoods

Community Plan Land Use	*Acres*	*Percent*
Single-family Housing	1,950	65%
Multi-family Housing	159	5%
Community Facilities	248	8%
Parks and Open Space	274	10%
Commercial Uses	58	2%
Industrial Uses and Utilities	78	3%
Holy Cross Cemetery	45	2%
Vacant Land	190	6%
Total	**3,000**	**100%**

Source: Dyett and Bhatia, 2013

Figure 5.1-1

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Existing Land Use, Southeastern San Diego

- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Southeastern San Diego Community Plan Boundary

Existing Land Use

- Single-Family Residential
- Multi-Family Residential
- Commercial
- Industrial and Utilities
- Office
- Park
- Open Space
- Community Facility
- Cemetery
- Parking
- Vacant

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2012; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

Figure 5.1-2

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Existing Land Use
Encanto Neighborhoods

- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Encanto Neighborhoods Community Plan Boundary

Existing Land Use

- Single-Family Residential
- Multi-Family Residential
- Commercial
- Industrial and Utilities
- Office
- Park
- Open Space
- Community Facility
- Cemetery
- Parking
- Vacant

0 0.2 0.4 0.8
Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

REGULATORY SETTING

Regional Plans

SANDAG Regional Comprehensive Plan

The Regional Comprehensive Plan, or RCP, (SANDAG, 2004) is the long-range planning document developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The RCP establishes a planning framework and implementation actions that increase the region's sustainability and encourage "smart growth while preserving natural resources and limiting urban sprawl." The RCP encourages cities and the County to increase residential and employment concentrations in areas with the best existing and future transit connections, and to preserve important open spaces. Basic smart growth principles implemented through the RCP include:

- Provide a mix of compatible land uses
- Take advantage of compact building design
- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Foster distinctive, attractive communities with a strong sense of place
- Preserve open space, natural beauty, and critical environmental areas
- Strengthen and direct development towards existing communities
- Provide a variety of transportation choices
- Make development decisions predictable, fair, and cost-effective
- Encourage community and stakeholder collaboration in development decisions

The RCP also addresses border issues, providing an important guideline for communities that have borders with Mexico. In this case, the goal is to create a regional community where San Diego, its neighboring counties, tribal governments, and northern Baja California mutually benefit from San Diego's varied resources and international location (SANDAG, 2004).

SANDAG 2050 Regional Transportation Plan and Sustainable Communities Strategy

SANDAG's 2050 RTP, adopted October 28, 2011, serves as the regional transportation planning tool for the County. It is a long-range advisory plan for transit, rail, and bus services, express or managed lanes, highways, local streets, bicycling, and walking. The RTP includes a Sustainable Communities Strategy (SCS) consistent with SB 375. The vision presented in the RTP is for a compact urban core where more people reside and use fewer resources. This vision reflects a transportation system that supports a robust economy and a healthy and safe environment, reducing greenhouse gas emissions as required by the State while providing a higher quality of life for San Diego County residents (SANDAG, 2011).

Local Regulations, Policies and Plans

City of San Diego General Plan

A comprehensive update of the City's General Plan was adopted in 2008. Two sets of general plan amendments have been approved since 2008, one in 2010 consisting of minor amendments to several elements, and one in 2012 providing policy support for urban agriculture (City of San Diego, 2008, 2010, 2012).

The General Plan incorporates the "City of Villages" strategy, and aims to direct new development projects into already urbanized areas and areas with conditions allowing the integration of housing, employment, civic, and transit uses. It is a development strategy that mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development in areas with available public infrastructure.

The General Plan includes 10 elements that are intended to provide guidance for future development: (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 (City of San Diego, 2008).

The Land Use and Community Planning Element is the structure and framework for developing community plans. When appropriate, policies call for community plans to further identify appropriate land uses to meet the goals set by the General Plan and City of Villages strategy. The policies also indicate that mixed-use areas, villages, and community-specific policies are developed with public input and involvement.

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

- Community plans that are clearly established as essential components of the General Plan to provide focus upon community-specific issues.
- Community plans that are structurally consistent yet diverse in their presentation and refinement of city-wide policies to address specific community goals.
- Community plans that maintain or increase planned density of residential land uses in appropriate locations.
- Community plan updates that are accompanied by updated PFFPs.
- Community plans that are kept consistent with the future vision of the General Plan through comprehensive updates or amendments.

Community plans are important because they contain specific policies that protect community character. Future public and private projects will be evaluated for consistency with policies in the community plans. The specific policies in the Land Use and Community Planning Element that apply to the development of all community plans throughout the city are included in Table 5.1-3.

Table 5.1-3: Land Use Element Policies Related to Community Plans

Policy	*Description*
LU-C.1	Establish each community plan as an essential and integral component of the City's General Plan with clear implementation recommendations and links to General Plan goals and policies. a. Develop community plan policies that implement citywide goals and address community or neighborhood-specific issues; such policies may be more detailed or restrictive than the General Plan as needed (see also LU-C.1.c. and LU-C.2.). b. Rely on community plans for site-specific land use and density designations and recommendations. c. Maintain consistency between community plans and the General Plan, as together they represent the City's comprehensive plan. In the event of an inconsistency between the General Plan and a community plan, action must be taken to either: (1) amend the community plan, or (2) amend the General Plan in a manner that is consistent with the General Plan's Guiding Principles. LU-C.2
LU-C.2	Prepare community plans to address aspects of development that are specific to the community, including: distribution and arrangement of land uses (both public and private); the local street and transit network; location, prioritization, and the provision of public facilities; community and site-specific urban design guidelines; urban design guidelines addressing the public realm; community and site-specific recommendations to preserve and enhance natural and cultural resources; and coastal resource policies (when within the Coastal Zone). a. Apply land use designations at the parcel level to guide development within a community. 1. Include a variety of residential densities, including mixed use, to increase the amount of housing types and sizes and provide affordable housing opportunities. 2. Designate open space and evaluate publicly-owned land for future dedication and privately-owned lands for acquisition or protection through easements. 3. Evaluate employment land and designate according to its role in the community and in the region. 4. Designate land uses with careful consideration to hazard areas including areas affected by flooding and seismic risk as identified by Figure CE-5 Flood Hazard Areas and Figure PF-9 Geo-technical and Relative Risk Areas. b. Draft each community plan with achievable goals, and avoid creating a plan that is a "wish list" or a vague view of the future. c. Provide plan policies and land use maps that are detailed enough to provide the foundation for fair and predictable land use planning. d. Provide detailed, site-specific recommendations for village sites. e. Recommend appropriate implementation mechanisms to efficiently implement General Plan and community plan recommendations. f. Establish a mobility network to effectively move workers and residents. g. Update the applicable public facilities financing plan to assure that public facility demands are adjusted to account for changes in future land use and for updated costs associated with new public facilities.
LU-C.3	Maintain or increase the City's supply of land designated for various residential densities as community plans are prepared, updated, or amended.
LU-C.4	Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums of applicable plan designations.

Table 5.1-3: Land Use Element Policies Related to Community Plans

Policy	*Description*
LU-C.5	Draft, update, and adopt community plans with a schedule that ensures that a community's land use policies are up-to-date and relevant, and that implementation can be achieved. a. Utilize the recognized community planning group meeting as the primary vehicle to ensure public participation. b. Include all community residents, property owners, business owners, civic groups, agencies, and City departments who wish to participate in both land use and public facilities planning and implementing the community vision. c. Concurrently update plans of contiguous planning areas in order to comprehensively address common opportunities such as open space systems or the provision of public facilities and common constraints such as traffic congestion.
LU-C.6	Review existing and apply new zoning at the time of a community plan update to assure that revised land use designations or newly-applicable policies can be implemented through appropriate zones and development regulations (see also LU Section F).

Source: City of San Diego, General Plan Land Use and Community Planning Element, 2008.

Village Propensity

The Village Propensity Map in the Land Use and Community Planning Element (see General Plan Figure LU-1) identifies areas that exhibit village characteristics and areas that may have a propensity to develop as village areas. Given the proximity to downtown, the General Plan (Figure LU-1) indicates that most of the SESD CPU area possesses a high to moderate "village propensity," with the highest potential in the western part of the community along Imperial Avenue and Commercial Street. The General Plan indicates that areas in the western part of Encanto Neighborhoods and along Imperial Avenue in Encanto also demonstrate a high to moderate village propensity. Factors considered in locating village sites and ranking village propensity include Community Plan-identified capacity for growth; existing public facilities or an identified funding source for facilities; and existing or an identified funding source for transit service, community character, and environmental constraints (City of San Diego, 2008). Village propensity also takes into consideration the location of parks, fire stations, and transit routes.

Environmental Justice

The Land Use and Community Planning Element also provides direction regarding balanced communities, equitable development, and environmental justice. The EPA defines Environmental Justice as fair treatment and meaningful involvement of all peoples, regardless of race, color, national origin, or income, with respect to development, implementation and enforcement of environmental laws, regulations, and policies. The City of Villages strategy and emphasis on transit system improvements, transit-oriented development, and the citywide prioritization and provision of public facilities in underserved neighborhoods is consistent with environmental justice goals (City of San Diego, 2008).

Specific policies from the Land Use and Community Planning Element that apply to environmental protection and environmental justice are presented in Table 5.1-4**.**

Table 5.1-4: Land Use Element Policies Related to Environmental Justice

Policy	*Description*
LU-I.12	Ensure environmental protection that does not unfairly burden or omit any one geographic or socioeconomic sector of the City.
LU-I.13	Eliminate disproportionate environmental burdens and pollution experienced by historically disadvantaged communities through adherence to the environmental justice policies in Section I and the following: a. Apply zoning designations that separate industrial and sensitive receptor uses as presented on LU Table 4. b. Preserve prime industrial land for the relocation of industrial uses out of residential areas (see also Economic Prosperity Element, Section A). c. Promote environmental education including principles and issues of environmental justice (see also Conservation Element, Section N). d. Use sustainable development practices (see also Conservation Element, Section A).
LU-I.14	As part of community plan updates or amendments that involve land use or intensity changes, evaluate public health risks associated with identified sources of hazardous substances and toxic air emissions (see also Conservation Element, Section F). Create adequate distance separation, based on documents such as those recommended by the California Air Resources Board and site specific analysis, between sensitive receptor land use designations and potential identified sources of hazardous substances such as freeways, industrial operations or areas such as warehouses, train depots, port facilities, etc.
LU-I.15	Plan for the equal distribution of potentially hazardous and/or undesirable, yet necessary, land uses, public facilities and services, and businesses to avoid over concentration in any one geographic area, community, or neighborhood.
LU-I.16	Ensure the provision of noise abatement and control policies that do not disenfranchise, or provide special treatment of, any particular group, location of concern, or economic status.

Source: City of San Diego, General Plan Land Use and Community Planning Element, 2008.

Mobility Element

The Mobility Element contains policies that promote a balanced, multi-modal transportation network while minimizing environmental and neighborhood impacts. In addition to addressing walking, 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. The specific policies in the Mobility Element that apply to the development of all community plans throughout the city are included in Table 5.1-5.

Table 5.1-5: Mobility Element Policies Related to Community Plans

Policy	*Description*
ME-B.9	Make transit planning an integral component of long range planning documents and the development review process. a. Identify recommended transit routes and stops/stations as a part of the preparation of community plans and community plan amendments, and through the development review process. b. Plan for transit-supportive villages, transit corridors, and other higher intensity uses in areas that are served by existing or planned higher-quality transit services, in accordance with Land Use and Community Planning Element, Sections A and C. c. Proactively seek reservations or dedications of right-of-way along transit routes and stations through the planning and development review process. d. Locate new public facilities that generate large numbers of person trips, such as libraries, community service centers, and some recreational facilities in areas with existing or planned transit access. e. Design for walkability in accordance with the Urban Design Element, as pedestrian supportive design also helps create a transit supportive environment. f. Address rail corridor safety in the design of development adjacent to or near railroad rights-of-way.
ME-C.1	Identify the general location and extent of streets, sidewalks, trails, and other transportation facilities and services needed to enhance mobility in community plans. a. Protect and seek dedication or reservation of right-of-way for planned transportation facilities through the planning and development review process. b. Implement street improvements and multi-modal transportation improvements as needed with new development and as areas redevelop over time. c. Identify streets or street segments where special design treatments are desired to achieve community goals. d. Identify streets or street segments, if any, where higher levels of vehicle congestion are acceptable in order to achieve vibrant community centers, increase transit-orientation, preserve or create streetscape character, or support other community-specific objectives. e. Increase public input in transportation decision-making, including seeking input from multiple communities where transportation issues cross community boundaries.

Source: City of San Diego, General Plan Mobility Element, 2008.

Urban Design Element

The Urban Design Element of the General Plan emphasizes the creation of transit focused, walkable village centers, the provision of high-quality public spaces and civic architecture, and the enhancement of the visual quality of office and industrial development (City of San Diego, 2008).

Public Facilities, Services, and Safety Element

The Public Facilities, Services, and Safety Element is directed at providing adequate public facilities and services through policies that address public financing strategies, public and developer financing responsibilities, prioritization, and the provision of specific facilities and services that must accompany growth. 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 (City of San Diego, 2008).

Recreation Element

The goals and policies of the Recreation Element build on the City's natural environment and resources and existing recreation 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, especially acute in the older, urbanized communities; and the need to achieve a sustainable, accessible, and diverse park and recreation system. The Recreation Element also addresses alternative methods, or "equivalencies," to achieve citywide equity where constraints make meeting City guidelines for population-based parks infeasible, or to satisfy community-specific needs and demands. Policies in the Recreation Element that apply to the development of community plans are included in Table 5.1-6**.**

Table 5.1-6: Recreation Element Policies Related to Community Plans

Policy	*Description*
RE-A.2	Use community plan updates to further refine citywide park and recreation land use policies consistent with the Parks Master Plan. a. In the absence of a Parks Master Plan, utilize community plans to guide park and recreation facilities acquisition and development citywide. b. Coordinate public facilities financing plans with community plan and the Parks Master Plan recommendations to properly fund needed park and recreation facilities throughout the City. c. Identify the location of population-based parks when updating community plans so they are accessible and centrally located to most users, unless a community benefit can be derived by taking advantage of unique opportunities, such as adjacency to open space, park linkages, desirable views, etc.

Source: City of San Diego, General Plan Recreation Element, 2008.

Conservation Element

Conservation Element 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. San Diego's resources include, but are not limited to water, land, air, biodiversity, minerals, natural materials, recyclables, topography, viewsheds, and energy. The specific policies in the Conservation Element that apply to the development of all community plans throughout the city are included in Table 5.1-7**.**

Table 5.1-7: Conservation Element Policies Related to Community Plans

Policy	*Description*
CE-B.1.	Protect and conserve the landforms, canyon lands, and open spaces that: define the City's urban form; provide public views/vistas; serve as core biological areas and wildlife linkages; are wetlands habitats; provide buffers within and between communities; or provide outdoor recreational opportunities. a. Utilize Environmental Growth Funds and pursue additional funding for the acquisition and management of MHPA and other important community open space lands. b. Support the preservation of rural lands and open spaces throughout the region. c. Protect urban canyons and other important community open spaces including those that have been designated in community plans for the many benefits they offer locally, and regionally as part of a collective citywide open space system (see also Recreation Element, Sections C and F; Urban Design Element, Section A). d. Minimize or avoid impacts to canyons and other environmentally sensitive lands, by relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands. e. Encourage the removal of invasive plant species and the planting of native plants near open space preserves. f. Pursue formal dedication of existing and future open space areas throughout the City, especially in core biological resource areas of the City's adopted MSCP Subarea Plan. g. Require sensitive design, construction, relocation, and maintenance of trails to optimize public access and resource conservation.
CE-C.2	Control sedimentation entering coastal lagoons and waters from upstream urbanization using a watershed management approach that is integrated into local community and land use plans (see also Land Use Element, Policy LU-E-1).
CE-J.2	Include community street tree master plans in community plans. a. Prioritize community streets for street tree programs. b. Identify the types of trees proposed for those priority streets by species (with acceptable alternatives) or by design form. c. Integrate known protected trees and inventory other trees that may be eligible to be designated as a protected tree.
CE-J.3	Develop community plan street tree master plans during community plan updates in an effort to create a comprehensive citywide urban forest master plan.

Source: City of San Diego, General Plan Conservation Element,2008.

Historic Preservation Element

The Historic Preservation Element guides the preservation, protection, restoration, and rehabilitation of historical and cultural resources. The specific policies in the Historic Preservation Element that apply to the development of all community plans throughout the City are included in Table 5.1-8.

Table 5.1-8: Historic Preservation Element Policies Related to Community Plans

Policy	*Description*
HP-A.2	Fully integrate the consideration of historical and cultural resources in the larger land use planning process. a. Promote early conflict resolution between the preservation of historical resources and alternative land uses. b. Encourage the consideration of historical and cultural resources early in the development review process by promoting the preliminary review process and early consultation with property owners, community and historic preservation groups, land developers, Native Americans, and the building industry. c. Include historic preservation concepts and identification of historic buildings, structures, objects, site, neighborhoods, and non-residential historical resources in the community plan update process. d. Conservation areas that are identified at the community plan level, based on historical resources surveys, may be used as an urban design tool to complement community character. e. Make the results of historical and cultural resources planning efforts available to planning agencies, the public and other interested parties to the extent legally permissible.

Source: City of San Diego, General Plan Historic Preservation Element, 2008.

Housing Element

The separately adopted 2013–2020 Housing Element is intended to assist with the provision of adequate housing to serve San Diegans of every economic level and demographic group.

Economic Prosperity Element

The intent of the Economic Prosperity Element is ". . . to improve economic prosperity by ensuring that the economy grows in ways that strengthen our industries, retail and create good jobs with self-sufficient wages, increase average income, and stimulate economic investment in our communities" (City of San Diego 2008a).

The Economic Prosperity Element addresses the community planning process and the distribution of land uses. Goals and policies related to employment opportunities from infill development near transit and village-type development and small business enterprises are especially relevant for Southeastern San Diego and Encanto Neighborhoods. Applicable General Plan policies from this element are listed in Table 5.1-9**.**

Table 5.1-9: Land Use Element Policies Related to Community Plans

Policy	*Description*
EP-A.1	Protect base sector uses that provide quality job opportunities including middle income jobs; provide for secondary employment and supporting uses; and maintain areas where smaller emerging industrial uses can locate in a multi-tenant setting. When updating community plans or considering plan amendments, the industrial land use designations contained in the Land Use and Community Planning Element should be appropriately applied to protect viable sites for base sector and related employment uses.
EP-A.4	Include base sector uses appropriate to an office setting in Urban Village and Community Village Centers. EP-A.5
EP-A.5	Consider the redesignation of non-industrial properties to industrial use where land use conflicts can be minimized. Evaluate the extent to which the proposed designation and subsequent industrial development would: a. Accommodate the expansion of existing industrial uses to facilitate their retention in the area in which they are located. b. Not intrude into existing residential neighborhoods or disrupt existing commercial activities and other uses. c. Mitigate any environmental impacts (traffic, noise, lighting, air pollution, and odor) to adjacent land. d. Be adequately served by existing and planned infrastructure.
EP-A.6	Provide for the establishment or retention of non-base sector employment uses to serve base sector industries and community needs and encourage the development of small businesses. To the extent possible, consider locating these types of employment uses near housing. When updating community plans or considering plan amendments, land use designations contained in the Land Use and Community Planning Element should be appropriately applied to provide for non-base sector employment uses.
EP-A.7	Increase the allowable intensity of employment uses in Subregional Employment Areas and Urban Village Centers where transportation and transit infrastructure exist. The role of transit and other alternative modes of transportation on development project review are further specified in the Mobility Element, Policies ME-C.8 through ME-C.10.
EP-A.12	Protect Prime Industrial Land as shown on the Industrial and Prime Industrial Land Map, Figure EP-1. As community plans are updated, the applicability of the Prime Industrial Land Map will be revisited and changes considered. a. Amend the boundaries of Figure EP-1 if community plan updates or community plan amendments lead to an addition of Prime Industrial Lands, or conversely, a conversion of Prime Industrial Land uses to other uses that would necessitate the removal of properties from the Prime Industrial Land identification. b. Amend the boundaries of Figure EP-1 if community plan updates or community plan amendments/rezones lead to a collocation (the geographic integration of residential uses and other non-industrial uses into industrial uses located on the same premises) of uses. c. Justification for a land use change must be supported by an evaluation of the prime industrial land criteria in Appendix C, EP-1, the collocation/conversion suitability factors in Appendix C, EP-2, and the potential contribution of the area to the local and regional economy.
EP-A.13	In areas identified as Prime Industrial Land as shown on Figure EP-1, do not permit discretionary use permits for public assembly or sensitive receptor land uses.

Table 5.1-9: Land Use Element Policies Related to Community Plans

Policy	*Description*
EP-A.14	In areas identified as Prime Industrial Land as shown on Figure EP-1, child care facilities for employees' children, as an ancillary use to industrial uses on a site, may be considered and allowed when they: are sited at a demonstrably adequate distance from the property line, so as not to limit the current or future operations of any adjacent industrially-designated property; can assure that health and safety requirements are met in compliance with required permits; and are not precluded by the applicable Airport Land Use Compatibility Plan.
EP-A.15	The identification of Prime Industrial Land on any property does not preclude the development or redevelopment of such property pursuant to the development regulations and permitted uses of the existing zone and community plan designation, nor does it limit the application of any of the Industrial Employment recommended community plan land use designations in Table LU-4, provided that residential use is not included.
EP-A.16	In industrial areas not identified as Prime Industrial Lands on Figure EP-1, the redesignation of industrial lands to non-industrial uses should evaluate the Area Characteristics factor in Appendix C, EP-2 to ensure that other viable industrial areas are protected.

Source: City of San Diego General Plan Land Use and Economic Prosperity Element, 2008.

Existing Community Plan (SESD Community Plan)

The CPU consists of two community planning areas within the City. The community plan for a given area outlines the goals, objectives, and policies for future land use development within that community. Community plans work to implement the General Plan and, as such, are written to be consistent with the policies and recommendations of the General Plan and other citywide policies. Land use mapping for the City is accomplished at the community plan level, using land use categories established and defined within the General Plan Land Use Element (City of San Diego, 2015c).

The adopted SESD Community Plan (1987) covers both the SESD and Encanto Neighborhoods CPU areas, covering 7,100 acres and over 79,000 residents at the time of adoption. The Plan provides more detailed land use, design, roadway, and implementation information than what is found at the General Plan level. The adopted SESD Community Plan identifies key issues in the community and enumerates a set of objectives to achieve the community's vision. Key objectives include achieving an economically and ethnically balanced community, providing diverse housing choices, increasing job opportunities and resources, and improving the visual and physical character of the community. The Plan is defined as a step toward implementation of the "Project First Class," a comprehensive community development program initiated in 1984 to revitalize the Southeastern San Diego area.

Specific goals, objectives, and policies to implement the adopted SESD Community Plan are contained in its elements: Social and Economic Element, Land Use Element, Residential Element, Commercial Element, Village/Mixed Use Element, Industrial Element, Open Space and Recreation Element, Transportation Element, Public Facilities Element, Urban Design Element, and the Neighborhood Element (City of San Diego, 1987). The adopted SESD Community Plan is being replaced by the CPUs.

City of San Diego Municipal Code and Land Development Code Regulations

Chapters 11 through 14 of the City's Municipal Code are referred to as the Land Development Code (LDC), as they contain the City's planning, zoning, subdivision, and building regulations that dictate how land is to be developed within the City. The LDC contains citywide base zones that specify permitted land use, density, floor area ratio (FAR) and other development requirements for given zoning classifications, as well as overlay zones and supplemental regulations that provide additional development requirements (City of San Diego, 2000).

Development of the CPU areas is subject to the development regulations of the LDC, as well as the Transit Area Overlay Zone. The purpose of the Transit Area Overlay Zone is to provide supplemental parking regulations for areas receiving a high level of transit service. The intent of this overlay zone is to identify areas with reduced parking demand and to lower off-street parking requirements accordingly.

Multiple Species Conservation Program

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

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

In July 1997, the City of San Diego signed an Implementing Agreement with USFWS and CDFW (Wildlife Agencies). This 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 Implementing Agreement became effective on July 17, 1997, and allows the City to issue Incidental Take Authorizations for impacts to listed endangered or threatened species 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.

Multi-Habitat Planning Area

The primary goal of the City's MSCP Subarea Plan is to conserve viable populations of sensitive species and regional biodiversity while allowing for reasonable economic growth. To carry out this goal, the City's MSCP Subarea Plan establishes an area known as the Multi-Habitat Planning Area (MHPA) from which the permanent MSCP preserve will be assembled. Approximately 90 percent of the MHPA lands (52,727 acres) within the City's subarea will be preserved. Input from responsible agencies and other interested participants resulted in adoption of the City's MHPA in 1997. The City's MHPA is defined by a set of "hard-line" maps, "with limited development permitted within it based on the development area allowance of the OR-1-2 zone [open space residential zone]" (City of San Diego 1997).

The MHPA consists of public and privately owned lands, much of which has been conserved. These lands may; be owned by the City or other agencies; have open space, building restrictive, covenant, or conservation easements over them, or be subject to other restrictive uses based on current or prior City regulatory requirements (i.e. RPO or ESL) which have protected the overall quality of the biologically sensitive resources.

In most cases, lands wholly within the MHPA are allowed up to 25 percent development in the least sensitive area per the City's MSCP Subarea Plan. Should more than 25 percent development be desired, an MHPA boundary line adjustment may be requested. The City's MSCP Subarea Plan states that adjustments to the MHPA boundary 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 5.4.2 of the Final MSCP Plan (City of San Diego 1998). All MHPA boundary line adjustments require approval by the Wildlife Agencies and approval from a City discretionary hearing body.

MHPA Boundary Line Correction (BLC)

Due to existing development mapped within the MHPA, a boundary line correction was evaluated as part of the Encanto Neighborhoods CPU process. The BLC for the project corrected the MHPA over six City-owned parcels as shown in Figures 5.1-3 through 5.1-6, and was considered in coordination with the Wildlife Agencies. The correction removed existing development (e.g., single-family homes) and expanded the MHPA to include additional biological resources and is now coterminous with the City-owned open space parcel boundaries. The MHPA correction is consistent with the goals of the MSCP to conserve biological resources and allow for existing and future development in appropriate areas. The MHPA boundary line correction for the Encanto Neighborhoods CPU area would result in the addition of 15.21 acres to the MHPA and deletion of 4.51 acres from the MHPA, for a net gain of 10.7 acres to the MHPA.

Table 5.1-10: MHPA Boundary Line Correction, Encanto Neighborhoods

Parcel	*Existing MHPA (acres)*	*Proposed Additions (acres)*	*Proposed Deletions (acres)*	*Proposed MHPA (acres)*
Parcel A	72.78	6.5	0.16	79.12
Parcel B	37.24	0.62	4.02	33.84
Parcel C	36.38	2.24	0.16	38.46
Parcel D	3.48	2.57	0	6.05
Parcel E	3.28	2.81	0.09	6.00
Parcel F	7.46	0.47	0.08	7.85
Total	**160.62**	**15.21**	**4.51**	**171.32**

For parcels located outside the MHPA, "there is no limit on the encroachment into sensitive biological resources, with the exception of wetlands, and listed non-covered species' habitat (which are regulated by state and federal agencies) and narrow endemic species." However,

"impacts to sensitive biological resources must be assessed and mitigation, where necessary, must be provided in conformance" with the City's Biological Guidelines (City of San Diego 2012).

MHPA Land Use Adjacency Guidelines

To address the integrity of the MHPA and mitigate for indirect impacts to the MHPA, guidelines were developed to manage land uses adjacent to the MHPA. The MHPA adjacency guidelines are intended to be incorporated into the Mitigation Monitoring and Reporting Program (MMRP) and applicable permits during the development review phase of a proposed project. These guidelines address the issues of drainage, toxics, lighting, noise, barriers, invasive species, brush management, and grading/development. New development adjacent to the MHPA would be required to address means of reducing these indirect impacts through implementation of the MHPA Land Use Adjacency Guidelines.

MSCP Management Policies and Directives

The MSCP includes management priorities 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.

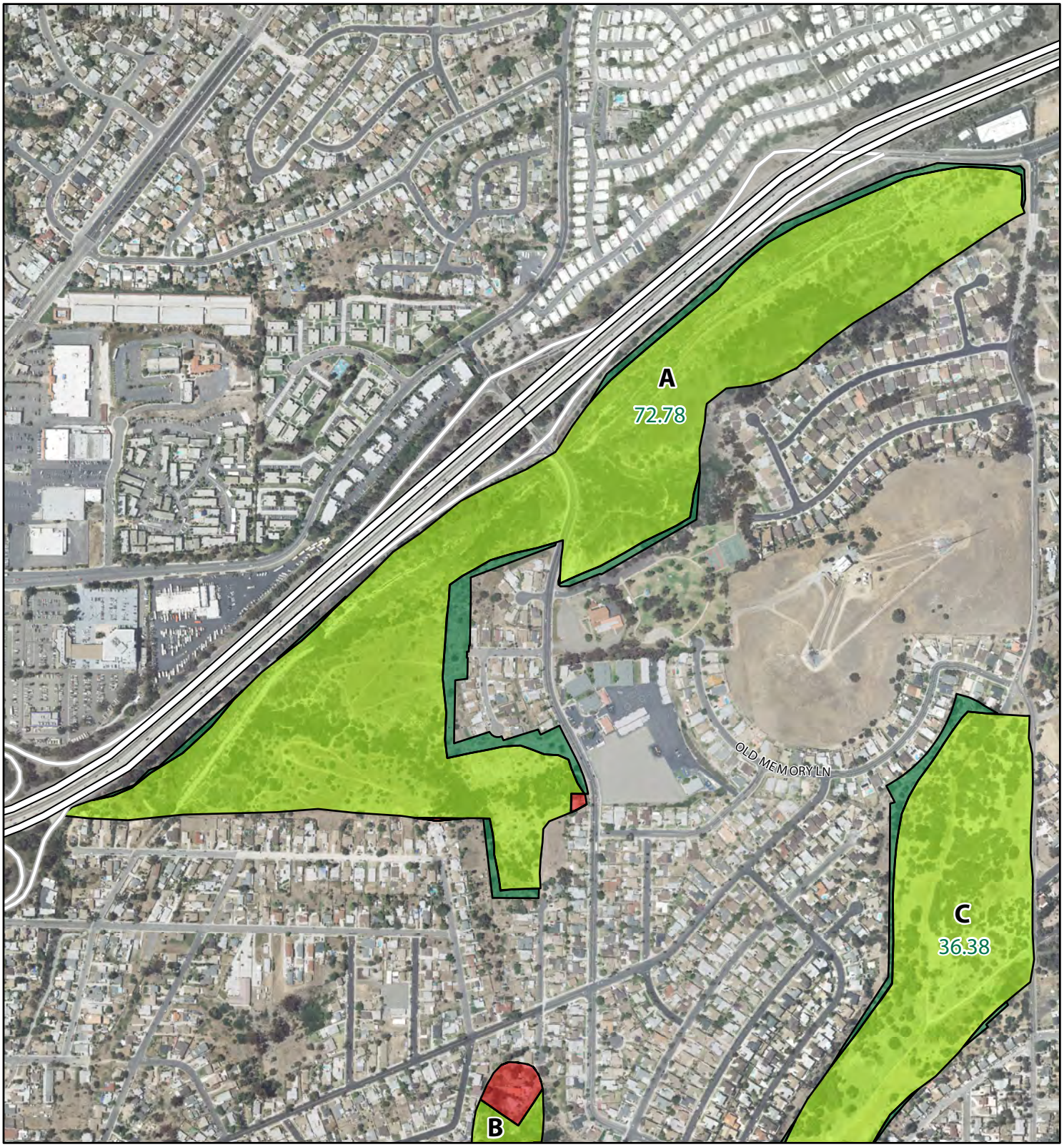
Sections 1.4.2 and 1.5.2 of the City of San Diego MSCP Subarea Plan (1997) identify general planning policies, design guidelines, and management directives that apply to all areas of the Subarea Plan. These directives address:

- Land uses allowed within the MHPA;
- Roads and utilities construction and maintenance policies;
- Materials storage;
- Mining, extraction, and processing facilities;
- Flood control;
- Mitigation;
- Restoration;
- Public access, trails, and recreation;
- Litter/trash and material storage;
- Adjacency management issues; and
- Invasive exotics control and removal.

Figure 5.1-3

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Proposed MHPA Boundary Line Correction, Parcel A



Data Source: City of San Diego, 2015; SanGIS Regional Data Warehouse, 2015; Dyett & Bhatia, 2015

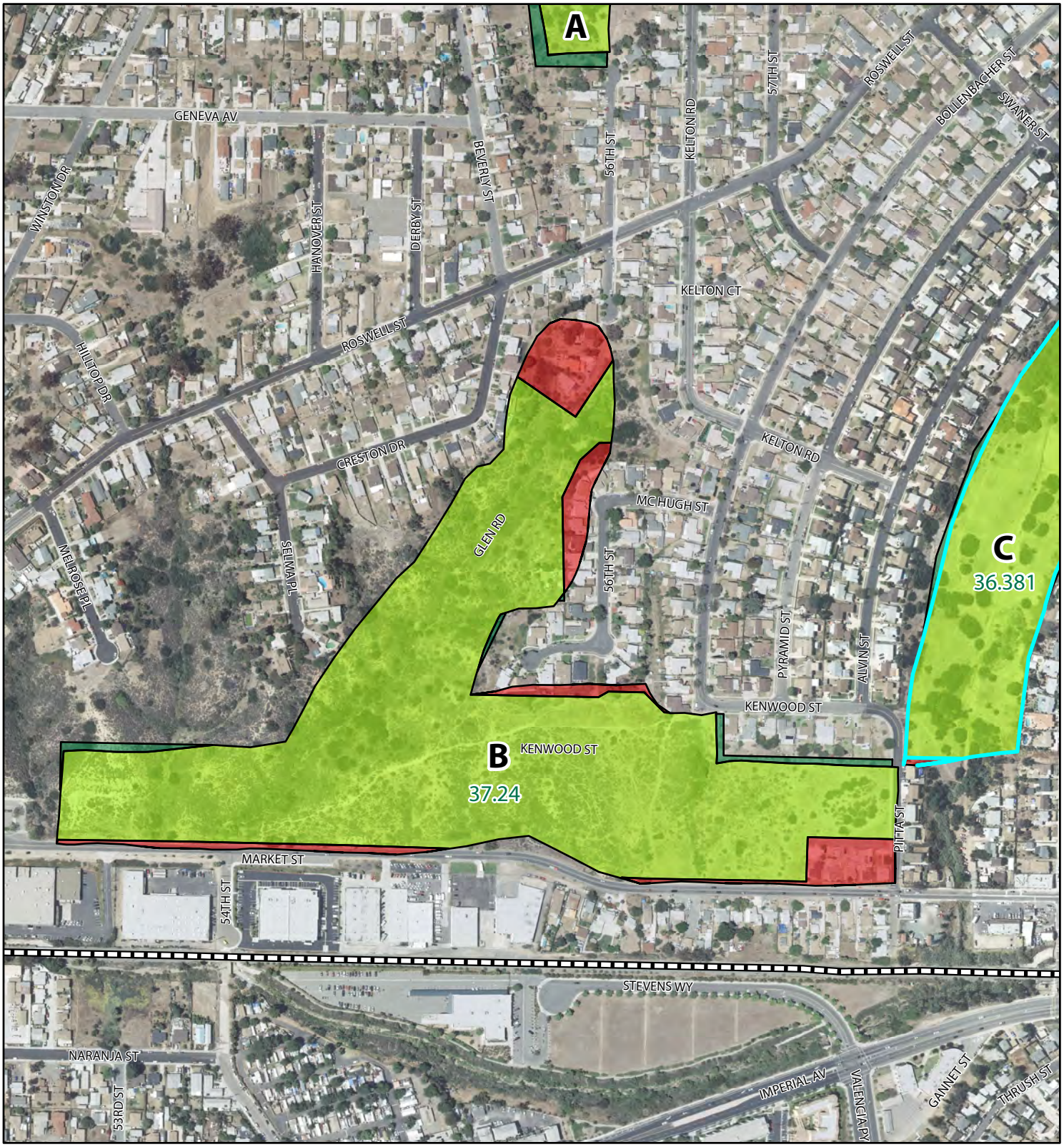
Area A Additions: 6.5 acres
Area A Deletions: 0.16 acres

0 250 500 1,000
Feet

Figure 5.1-4

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Proposed MHPA Boundary Line Correction, Parcel B



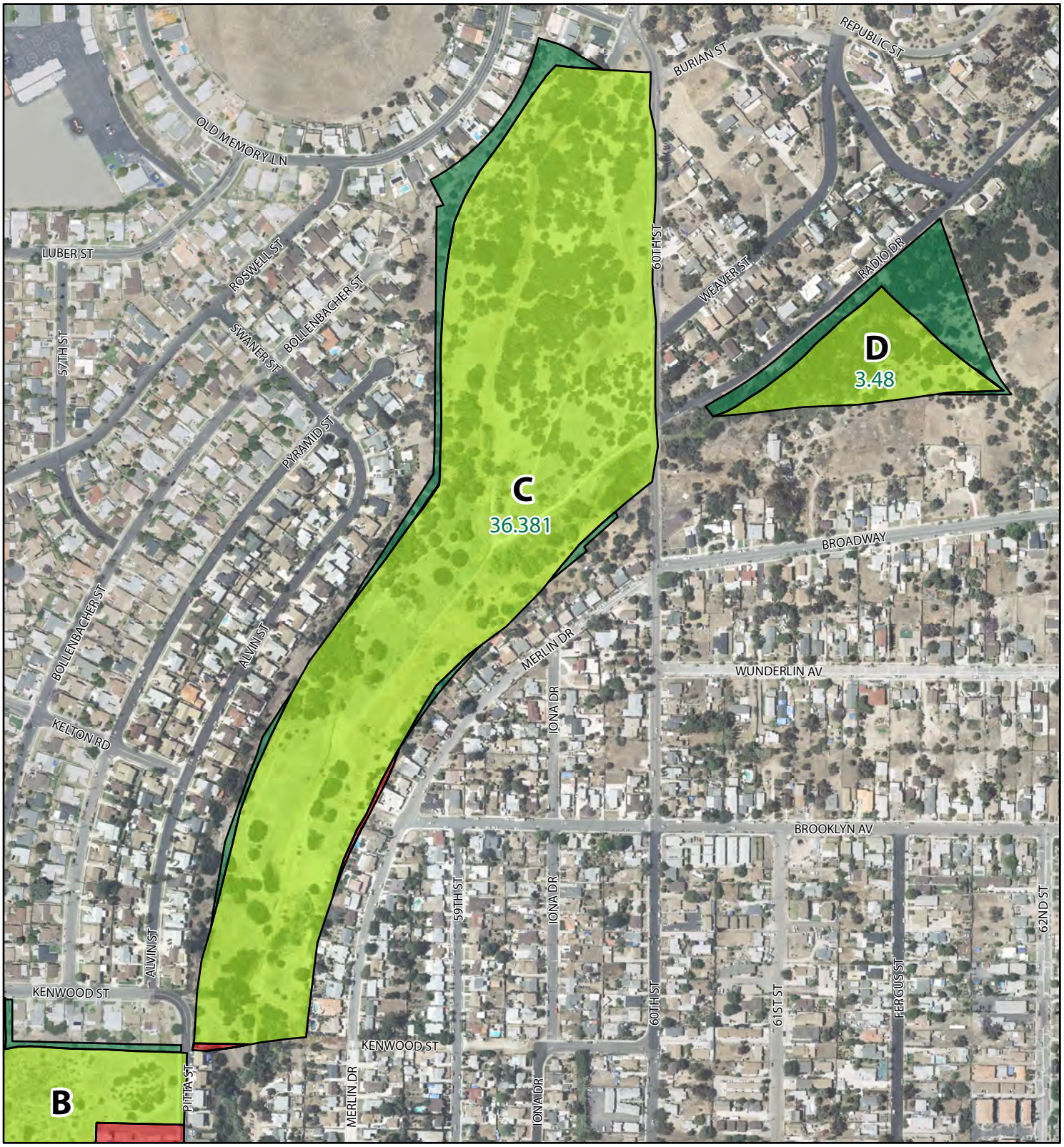
Data Source: City of San Diego, 2015; SanGIS Regional Data Warehouse, 2015; Dyett & Bhatia, 2015

Area A Additions: 0.61 acres
Area A Deletions: 4.02 acres

Figure 5.1-5

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Proposed MHPA Boundary Line Correction, Parcel C & D



Data Source: City of San Diego, 2015; SanGIS Regional Data Warehouse, 2015; Dyett & Bhatia, 2015

Area C Additions: 2.23 acres
Area C Deletions: 0.16 acres
Area D Additions: 2.57 acres
Area D Deletions: 0.0 acres

0 200 400 800
Feet

Figure 5.1-6

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Proposed MHPA Boundary Line Correction, Parcel E & F

Data Source: City of San Diego, 2015; SanGIS Regional Data Warehouse, 2015; Dyett & Bhatia, 2015

Area E Additions: 2.81 acres
Area E Deletions: 0.09 acres
Area F Additions: 0.48 acres
Area F Deletions: 0.08 acres

0 125 250 500
Feet

The major issues that require consideration for management in the Urban Areas include the following, in order of priority, as excerpted from Section 1.5.7 of the City of San Diego MSCP Subarea Plan (1997):

- Intense land uses and activities adjacent to and in covered species habitat;
- Dumping, litter, and vandalism;
- Itinerant living quarters;
- Utility, facility, and road repair, construction, and maintenance activities;
- Exotic (non-native) and invasive plants and animals; and
- Urban runoff and water quality.

Vernal Pool Lawsuit

Under the FESA, an ITP is required when non-federal activities would result in "take" of a threatened or endangered species. An ITP can be issued as a Biological Opinion under FESA Section 7 in conjunction with a 404 permit or under Section 10(A), which requires that a HCP accompany any applications for a federal ITP. Take authorization for federally listed species covered in the HCP shall generally be effective upon approval of the HCP.

In October 2006, Judge Brewster issued a Decision and Injunction [Case no. 98-CV-2234-B(JMA)] in a lawsuit filed by the Southwest Center for Biological Diversity against the USFWS over the issuance of an ITP under Section 10 of the FESA to the City of San Diego based upon the MSCP. The lawsuit was limited to the seven vernal pool species, including two crustacean species, San Diego fairy shrimp (*Branchinecta sandiegonensis*) and Riverside fairy shrimp (*Streptocephalus woottoni*), and five plant species, Otay mesa mint (*Pogogyne nudiuscula*), California Orcutt grass (*Orcuttia californica*), San Diego button celery (*Eryngium aristulatum* var. *parishii*), San Diego mesa mint (*Pogogyne abramsii)*, and spreading navarretia (*Navarretia fossalis*).

All parties entered into mediation in 2007, which continued through 2009, when it ended in an impasse. During the mediation, it was determined that a Vernal Pool HCP should be prepared for the comprehensive protection of vernal pool resources. The City was awarded an FESA Section 6 grant in 2009 for the preparation of a vernal pool HCP. In April 2010, the City entered into a Planning Agreement with the USFWS for the preparation of the vernal pool HCP. A draft vernal pool HCP is currently being prepared by the City in coordination with the Wildlife Agencies.

In April 2010, the City relinquished federal coverage of the seven vernal pool species. In 2011, Judge Brewster vacated the 2006 ruling since the relevant portions (i.e., vernal pool species) of the City's ITP were no longer in effect. This partial relinquishment and cancellation of the ITP only applies to federal coverage of the seven vernal pool species; the remainder of the City's MSCP ITP was not affected. The City is still responsible for the management of vernal pool resources, including the seven vernal pool species, owned and/or conserved through the City's permitting process. State coverage of the seven vernal pool species remains in effect.

Environmentally Sensitive Land Regulations

The purpose of the Environmentally Sensitive Lands (ESL) Regulations is to "protect, preserve, and, where damaged, restore the *environmentally sensitive lands* of San Diego and the viability of the species supported by those lands. These regulations are intended to assure that *development* occurs in a manner that protects the overall quality of the resources and the natural and topographic character of the area, encourages a sensitive form of *development*, retains biodiversity and interconnected habitats, maximizes physical and visual public access to and along the shoreline, and reduces hazards due to *flooding* in specific areas while minimizing the need for construction of *flood* control facilities. These regulations are intended to protect the public health, safety, and welfare while employing regulations that are consistent with sound resources conservation principles and the rights of private property owners" (City of San Diego 2014a).

The ESL defines sensitive biological resources as those lands included within the MHPA as identified in the City of San Diego's MSCP Subarea Plan and other lands outside the MHPA that contain wetlands; Tier I, II, IIIA, or IIIB vegetation communities; habitat for rare, endangered, or threatened species; or narrow endemic species. Future development proposed in accordance with the CPUs will be required to comply with all applicable ESL regulations.

In Encanto Neighborhoods, the ESL regulations apply to steep hillsides with a slope of at least 25 percent, sensitive biological resources, lands within the City's MHPA, and flood hazard areas. The ESL regulations prohibit disturbance of natural resources wherever they are located within private as well as public property (City of San Diego, 2015b).

In Southeastern San Diego, the ESL regulations apply to Chollas Creek.

Vernal Pool Habitat Conservation Plan

The City is in the process of developing a Vernal Pool Habitat Conservation Plan (VPHCP) to implement a comprehensive planning approach to vernal pool species and habitat preservation. The intent is to provide an effective framework to protect, enhance, and restore vernal pool resources within the City of San Diego's jurisdiction, while improving and streamlining the environmental permitting process for impacts to threatened and endangered vernal pool species.

A preliminary draft VPHCP was published in March 2015; the plan has yet to be adopted. It is anticipated that the Draft VPHCP and associated environmental document will go out for public review in late fall 2015. In conjunction with the draft VPHCP document, a draft VPHCP interactive map was made available to the public. The map shows "Baseline Conservation" areas (defined as MHPA boundaries plus conserved lands and approved projects) and "VPHCP Conservation" areas, which includes all areas in Baseline Conservation plus additional selected lands (located outside of MHPA and conserved lands). The VPHCP would expand the City's MHPA to conserve additional lands with vernal pools resources. The vernal pool management and monitoring program will apply within the existing and expanded MHPA.

The SESD and Encanto Neighborhoods CPU areas are part of the draft VPHCP and three pools are mapped within Emerald Hills Canyon open space.. This area is owned by the City of San Diego and is included as "Baseline Conservation" in the draft VPHCP. There are no additional

locations with vernal pools resources located in either Encanto Neighborhoods or Southeastern San Diego.

Historical Resources Regulations

The purpose of the City's Historical Resources Regulations (HRR) (LDC Sections 143.0201 through 143.0280) is to protect, preserve, and, where damaged, restore the historical resources of San Diego. Historical resources include historical buildings, historical structures or historical objects, important archaeological sites, historical districts, historical landscapes, tribal cultural resources, and traditional cultural properties (TCPs). These regulations are intended to protect historical resources quality, and to protect the educational, cultural, economic, and general welfare of the public, while maintaining sound historical preservation principles and the rights of property owners.

As discussed in Section 5.7 of this EIR, Historical Resources, several known historical resources exist within the CPU areas. Southeastern San Diego features several registered San Diego landmarks and two registered historic districts, the Sherman Heights Historic District and Grant Hill Historic District. Notably, Villa Montezuma in the Sherman Heights District is listed in the National Register of Historic Places. Encanto Neighborhoods contains two locally designated historic structures. The SESD CPU also contains an archaeologically sensitive area containing tribal cultural resources that is important to the local Kumeyaay community.

Brush Management Requirements

The City's Brush Management Requirements (LDC Section §142.0412) are intended to minimize wildland fire hazards through prevention activities and programs. These regulations are intended to limit hazardous wildland fire situations by requiring 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.

Planned District Ordinances: Southeastern San Diego and Mt. Hope

The Southeastern San Diego Planned District and Mt Hope Planned District are two of the Planned District Ordinances (PDO) within the LDC. PDOs provide tailored zoning, used in conjunction with the LDC, for specified areas of the City. The City proposes to rescind these two planned district ordinances and replace it with citywide zoning as part of the community plan update process (City of San Diego, 2007).

National Avenue Master Plan (Southeastern San Diego)

The National Avenue Master Plan, for the segment of National Avenue extending eastward approximately 1.8 miles from Interstate 5 to 43rd Street, has been undertaken alongside the Community Plan update. The National Avenue Master Plan points the way for the corridor to evolve to become a multi-modal environment that attracts infill development, facilitates walking, biking and transit, and otherwise advances the City's goals and policies to revitalize this urbanized area in an innovative and sustainable manner. The National Avenue Master Plan's policies and actions are reflected in the Community Plan.

Commercial/Imperial Corridor Master Plan (Southeastern San Diego)

The Commercial/Imperial Corridor Master Plan (2013) area is located in Southeastern San Diego and encompasses a 1.5 mile stretch along Commercial Street and Imperial Avenue extending from Interstate 5 in the west to State Route 15 in the east. The corridor traverses several neighborhoods, including Sherman Heights, Logan Heights, Grant Hill, and Stockton.

The Master Plan articulates a set of guiding principles that emerged from the community outreach process, coupled with policy recommendations that provide further detailed statements for achieving the community vision. These recommendations provide clear steps to implementation through the SESD Community Plan and other implementing plans. The guiding principles (City of San Diego, 2013a) are organized into four categories:

Community Character

- Create an inclusive community that supports a diversity of ethnicities, income level, ages, businesses, and architectural styles.
- Celebrate the corridor's historic roots as a working-class, African-American, and Hispanic community.
- Improve community health by facilitating safe walking and biking routes, promoting good air quality, reducing noise impacts, providing access to healthy foods, and expanding park and recreation opportunities.

Land Use

- Develop a mix of employment, residential, live/work, retail, restaurant, public gathering space, and cultural uses and a variety of amenities and services to support a balanced and vibrant community. Encourage transit oriented development around trolley stops.
- Reinforce Imperial Avenue's identity as a mixed-use corridor, with vibrant ground-level uses in several stretches. Explore feasibility of transit-oriented uses around trolley stops along Commercial Street.
- Accommodate a range of household types and a variety of affordability levels.
- Develop an urban park system comprised of parks and open spaces with a range of functions and sizes.

Mobility

- Create a multi-modal circulation system that supports the safe and efficient movement of pedestrians, bicyclists, transit, and vehicles.
- Retain and enhance street parking opportunities.

Economic Development

- Support opportunities for arts, cultural, educational, and job training for children, teenagers, and adult community members.
- Support job opportunities in light industrial, commercial, and new start-up sectors.

The Plan designates eight types of land uses along the corridor adapted from the General Plan to allow a greater mix of uses in the corridor, preserve some industrial jobs, and ensure that development is sensitive in terms of heights and densities to the existing character. (City of San Diego, 2013a).

Sherman Heights Revitalization Program Area (Southeastern San Diego)

The Sherman Heights Revitalization Action Program identifies strategies and projects to revitalize the historic community of Sherman Heights in Southeastern San Diego. Key recommendations include development of an urban plaza around the intersection of Commercial and 25th streets, streetscape improvements, such as lighting and landscaping, façade improvements, traffic calming, community services, housing rehabilitation, and neighborhood policing/defensible space strategies (City of San Diego, 2013a).

Grant Hill Revitalization Program Area (Southeastern San Diego)

The Grant Hill Revitalization Action Program describes implementation actions to revitalize the historic Grant Hill neighborhood in Southeastern San Diego. Specific strategies include traffic calming on heavy-use streets such as Imperial Avenue and streetscape improvements on Imperial Avenue, and 25th, 28th and 30th streets. In addition, the program recommends increasing densities and allowing mixed use development around the trolley stops (City of San Diego, 2013a).

Euclid Gateway Master Plan (Encanto Neighborhoods)

The Euclid Gateway Master Plan was initiated for the segment of Euclid Avenue extending from State Route 94 south to Guymon Street in Encanto Neighborhoods. A major purpose of the Euclid Gateway Master Plan is to recommend an appropriate mix of land uses and densities, and balance the needs of all modes of travel along the corridor, resulting in a welcoming roadway that enhances connectivity to residential areas, schools, parks, recreation, shopping and other commercial activities. The Euclid Gateway Master Plan is intended to develop a "gateway" into the transit-oriented development center at Euclid Avenue and Market Street, supporting higher-density infill development and advancing the City's efforts to revitalize this urban area in an innovative and sustainable manner.

Euclid + Market Land Use and Mobility Plan (Encanto Neighborhoods)

The Euclid + Market Land Use and Mobility Plan (EMLUMP) was prepared to guide future land use and mobility decisions in the vicinity of Euclid Avenue and Market Street. The study area covers 228 acres within the Chollas View, Lincoln Park, Emerald Hills, and Valencia Park neighborhoods, which are part of the Encanto Neighborhoods CPU area. The Plan (City of San Diego, 2013b) articulates a set of goals, policies, and objectives to support the creation of a socially and economically vibrant transit-oriented urban village characterized by:

- A sustainable mix of uses and new development that provides quality jobs, housing, and retail for the community;
- A comprehensive and interconnected mobility system that is served by convenient trolley and bus service, "complete streets," and multi-use trails;

- A robust complement of community facilities that serve the community's educational, cultural, and health needs and celebrate its rich ethnic diversity; and
- A comprehensive and integrated system of parks, trails, and open spaces structured around an attractively designed and ecologically restored Chollas Creek.

The Plan's land use goals are to achieve a mix of land uses that accommodates the development of a diverse mix of high quality housing; compatible employment-generating uses; retail and service uses that support community needs; attractive parks and open spaces; a high aesthetic standard; and an integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways. The EMLUP designates eight types of land uses in the study area to achieve these goals: Residential–Low Medium, Residential–Medium, Residential–Medium High, Neighborhood Commercial, Community Commercial, Community Village, Business Park, and Parks (City of San Diego, 2013b).

Pedestrian Master Planning Effort

The Pedestrian Master Planning Effort is intended to create a safe, accessible, connected and walkable pedestrian environment that enhances neighborhood quality and promotes walking as a practical and attractive means of transportation in a cost-effective manner. The Pedestrian Master Planning Effort highlights how a denser urban form, shorter blocks, and a mix of uses support increased pedestrian activity, resulting in environmental and health benefits. The Planning Effort also encourages the coordination of land use and transportation planning to enhance walkability. By identifying and prioritizing pedestrian projects based on technical analysis and community input, the Planning Effort strives to enhance neighborhood quality and mobility options.

Chollas Creek Enhancement Program

Chollas Creek is a natural drainage system that traverses inner-city neighborhoods within the Greater Mid-City (City Heights, Eastern), Encanto Neighborhoods, Southeastern San Diego, and Barrio Logan communities, from its headwaters in La Mesa and Lemon Grove to San Diego Bay. The creek drains a 16,273-acre watershed, and is a principal tributary to San Diego Bay. Much of the creek has poor water quality due to runoff from urban uses and other pollution that drains into the creek. Urban development in the Las Chollas Creek watershed has resulted in channelization of segments of the creek and floodplain encroachment. When portions of the creek were channelized to control flows, including segments in the CPU areas, there was a loss of native vegetation and associated wetland habitats (City of San Diego, 2002).

The City is implementing a phased restoration program to replace segments of the concrete channel with natural vegetation. The Chollas Creek Enhancement Program, adopted in 2002, involves habitat restoration and water quality monitoring components aimed at reducing water pollution and improving riparian habitats. The Program also aims to create an open space system that lends identity to this area and provides a safe recreational and natural resource for the region.

Implementing the program includes habitat restoration, channel reconstruction, trails, landscaping buffers, interpretive program, and maintenance. (City of San Diego, n.d.a).

Airport Land Use Compatibility Plan (ALUCP)

The CPU areas lie within the San Diego International Airport Influence Area (AIA) and are therefore subject to the Airport Land Use Compatibility Plan (ALUCP). The current ALUCP was adopted in 2014 and divides the AIA into Review Areas 1 and 2. The differences in impacts within these two areas require different policies and procedures (ALUC, 2014). The CPU areas contain sections in both Review Areas 1 and 2.

Review Area 1 is defined by the combination of the 60 dB CNEL noise contour, the outer boundary of all safety zones, and the airspace Threshold Siting Surfaces (TSSs). All policies and standards apply within Review Area 1. Review Area 2 is defined by the combination of the airspace protection and overflight boundaries beyond Review Area 1. Only airspace protection and overflight policies and standards apply within Review Area 2 (ALUC, 2014).

The ALUCP contains policies that limit residential uses in areas experiencing noise above 60 dB CNEL by placing conditions on residential uses within the 60 decibels (dB) community noise equivalent level (CNEL) contour. Residential uses in such areas may require sound attenuation to reduce interior noise levels to 45 dB. Future land uses should minimize the public's exposure to excessive noise and safety hazards within the airport influence area. To accomplish this, the following issues should be considered: noise, over flight, safety, and airspace protection concerns for each airport over a 20-year horizon. Since the ALUC does not have land use authority, the City implements the compatibility plan through land use plans, development regulations, and zoning regulations.

LAND USE ASSUMPTIONS

The adopted and proposed land use scenarios and assumptions were used to anticipate development that could occur in the future. The analysis superimposed a reasonably expected buildout within both communities into the Series 12 year 2035 regional forecast. The purpose of the analysis is to anticipate the amount of housing units, commercial and industrial floor area, overall acreage of uses, household population, and employees that could exist by estimating reasonably expected development capacity in both communities. The analysis was conducted at the parcel level using Global Information Systems (GIS) as a standardized base to reliably calculate the degree of change from the assumptions listed in Table 5.1-11 through 5.1-14 below.

Areas Where No Land Use Change is Expected

Areas identified as single and multi-family were considered developed. Single-family residential and low intensity multi-family residential developments off of the main transit corridors are stable and essentially built-out with few vacant lots. In addition, public facilities and recently built project sites are assumed to be areas of no land use change over the life of the community plan. Table 5.1-11 illustrates No Change sites below.

Table 5.1-11: No Land Use Change Sites

Encanto Neighborhoods
The Jacobs Center 80,000 SF corporate office and public meeting space venue
Existing Public Facilities – public and charter schools; public parks, public utility facilities; fire stations
Existing development with a residential density (dwelling units per acre) that meets or exceeds the proposed/adopted maximum residential density
Holy Cross Cemetery
Existing residential projects built since 2003
Residential Condominiums
Single-family residential on parcels designated for single-family use
Stand alone places of worship
Existing and Community Plan-designated Open Space
Southeastern San Diego
Sherman Heights and Grant Hill Park Historic Districts
Existing Public Facilities – public and charter schools; public parks, public utility facilities; Police and Fire Stations
Existing development with a residential density (du/ac) that meets or exceeds the proposed/adopted maximum residential density
All Cemeteries
Existing residential projects built since 2003
Residential Condominiums
All single-family residential
Stand alone places of worship
Existing Open Space

Change Areas

The commercially designated corridors have the greatest potential for re-use and additional development. In addition, many 'no change' assumptions are applied in these areas to keep the community character and diversity of the built environment. Current development trends favor residential development with a minimum of ground floor retail or office. Most industrially designated sites contain industrial uses with little room to expand with the exception of the vacant parcels within the Valencia Business Park that have been planned and entitled for industrially designated uses. Vacant lots throughout the study area are also assumed to develop at the maximum intensity.

Development Projects Considered in the Assumptions

Development projects that have been planned or are in construction at the time of assumptions development would be areas considered as no land use changes. Table 5.1-12 includes the projects that were assumed developed in the future assumptions:

Table 5.1-12: Projects Considered Developed in Future Assumptions

Project	*Location*
Encanto Neighborhoods	
Walgreens	NW Corner of Euclid Avenue and Market Street
Trolley Residential 52-unit affordable housing	SW Corner of Market Street and Euclid Avenue
Valencia Business Park	Market Street east of Euclid Avenue
Family Health Center Clinic	SE Corner of 47th Street and Market Street
Southeastern San Diego	
Walmart Neighborhood Grocery – Old Farmers Market	21st Street and Imperial Avenue
Jackie Robinson YMCA	Interstate-805 and Imperial Avenue
Comm 22 mixed use development	22nd Street and Commercial Street

Density and Intensity Assumptions

For planning purposes, certain land use intensity and density assumptions were made in preparing the CPUs. These assumptions were used to determine the number of expected residential dwelling units and household population, and expected non-residential square feet of floor area. The methodologies described below were also used as the basis for determining density and intensity-based impacts addressed in this PEIR.

For the CPUs, the land use categories define a range of residential densities and non-residential intensities, expressed as dwelling units per acre (du/ac) and floor area ratio (FAR), respectively. Dwelling units per acre refers to the number of housing units divided by the residential acres. FAR refers to the building square footage divided by the site area measured in square feet. Future allowable residential densities would be calculated based on approved dwelling unit ranges identified in the Land Use Elements of each CPU. As the CPUs represent a long range plan and it is not possible to exactly predict the future intensity of build-out for the CPUs horizon year, it was necessary to make practical assumptions of intensity within the given ranges for each land use category.

Commercial & Industrial

Floor area ratio (FAR) assumptions are used for commercial and industrial land uses, and are shown in Table 5.1-13. The analysis assumed the maximum FAR of 2.0 for industrial uses. Standalone commercial uses were analyzed at a FAR of 0.50 since it was assumed that future commercial uses would have surface parking. The analysis includes calculations for parcels with current commercial or industrial uses that could support additional floor area based on the FAR assumption and parcel size.

Table 5.1-13: FAR for Commercial and Industrial Uses

Land Use	*Floor Area Ratio*
Industrial	2.00
Office (4-5 stories)	1.50
Office (3 stories)	0.75
Retail (stand alone)	0.50
Retail (mixed-use)	0.25
Fast Food Restaurants	0.20

As part of this mixed-use scenario, maximum allowable residential density is applied to all parcels along the major transit corridors including Market Street, Imperial Avenue, National Avenue, 25th Street, 32nd identified for change as well as to specific 'no change' parcels where the existing retail component of potential future mixed use already exists.

Mixed Commercial

Community Commercial and Neighborhood Commercial assumes a FAR of 1.0 which was split evenly between office 0.50 FAR and retail 0.50 FAR to represent a higher level of future intensity, as shown in Table 5.1-12. Along the major transit corridors identified for change, residential densities were considered at their maximum buildout.

Mixed-Use Commercial-Residential

The analysis assumed mixed-use with commercial and residential in Community Village and Neighborhood Commercial (residential permitted) areas. FAR assumptions shown in Table 5.1-12 above were used for the commercial floor area. In the areas identified for change, residential densities were considered at their maximum buildout.

Residential

The land use designation maximum density per range was used for residential areas of change and overall total dwelling (housing) units, as shown in Table 5.1-14.

Table 5.1-14: Density of Residential Uses

Land Use	*Dwelling unit per Acre*
Community Village	44
Residential Medium	29
Residential Low	14
Community Commercial	29
Community Commercial	44
Neighborhood Commercial	29
Neighborhood Commercial	44

Impact Analysis

SIGNIFICANCE CRITERIA

Based on the City's Significance Determination Thresholds, which have been adapted for the purpose of this EIR, impacts to land use would be significant if the SESD and Encanto Neighborhoods CPUs would result in:

- A conflict with the environmental goals, objectives, or guidelines of the general plan, community plan, or other applicable land use plans.
- A conflict with the purpose and intent of the Historical Resources Regulations and the ESL Regulations;
- A conflict with the provision of the City's Multiple Species Conservation Program (MSCP) Subarea Plan or approved local, regional, or state habitat conservation plan.
- Exposure of people to noise levels which exceed the City's Noise Ordinance or are incompatible with the Noise Compatibility Guidelines (Table NE-3) in the Noise Element of the General Plan. This impact will be discussed in Section 5.4: Noise.
- Land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP).

METHODOLOGY AND ASSUMPTIONS

Potential impacts resulting from implementation of the CPUs were evaluated based on relevant information from the City of San Diego General Plan, the existing SESD Community Plan, the Sherman Heights and Grant Hill Program Areas, the City of San Diego Land Development Code, SANDAG's Regional Comprehensive Plan, SANDAG'S 2050 Regional Transportation Plan, Chollas Creek Enhancement Program, the City's Brush Management Program, the City's MSCP Subarea Plan, and the Airport Land Use Compatibility Plan (ALUCP). Based on a review of relevant maps, land use designations, and policies, this PEIR presents the potential for land use impacts to occur within the CPU areas. Consistency with the City's MSCP is addressed in Section 5.5 (Biological Resources), and compatibility with the City's Noise Ordinance is addressed in Section 5.4 (Noise), therefore these impacts are not evaluated further in this section.

Programmatic impacts are discussed in broad, qualitative terms. This assessment does not satisfy the need for project-level CEQA analysis for individual projects. Individual projects under the Plan may require a project-level analysis at the time they are proposed based on the details of these projects and the existing conditions at the time such projects are pursued.

IMPACTS

Impact 5.1-1 Implementation of the CPUs would conflict with the environmental goals, objectives or guidelines of the general plan, community plan, or other applicable land use plan (*No Impact*)

General Plan

The CPUs are intended to further express and refine General Plan goals and policies within the CPU areas through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide implementation programs and mechanisms, such as zoning. The two documents are meant to work together to establish the framework for growth and development in the CPU areas.

Both CPUs contain 10 elements, consistent with the adopted General Plan, each providing community-specific goals and recommendations. As discussed in detail below, these goals and recommendations are consistent with the environmental goals, objectives, and guidelines stated in the General Plan. The CPUs would be consistent with the General Plan's City of Villages Strategy, which was designed to sustain the long-term environmental health of the City and its many communities. As with the General Plan, the CPUs place an emphasis on directing population growth into mixed-use activity centers that are pedestrian-friendly and linked to an improved regional transit system.

The Land Use Elements of the CPUs incorporate the City of Villages Strategy by designating two transit-oriented (village) centers:

- the Southeastern Village District in Southeastern San Diego~~, and~~;
- the combined Euclid and Market Village and Imperial Avenue Village Districts in the Encanto Neighborhoods.

Each CPU has a set of village-specific land use policies intended to concentrate development along key corridors in close proximity to high frequency mass transit (trolley stops). Multiple policies in the CPUs promote mixed uses and walkability along corridors by requiring or encouraging ground floor commercial spaces and by detailing street-level design elements that activate storefronts and create an attractive public realm. The CPUs use two designations "Active Frontage Required" and "Active Frontage Permitted" to promote pedestrian-oriented development along appropriate streets. These designations work in conjunction with the CPUs' land use frameworks to define activities and capacities. The CPUs also contain standards and incentives to support transit-oriented development, such as parking reductions and density transfers. The CPU land use frameworks would be implemented through the rezone, which will replace the existing Southeastern San Diego Planned District Ordinance (SESDPDO) and the Mt. Hope Planned District Ordinance (MHPDO). The proposed zoning districts are consistent with the CPU land use plans and goals, and would thus ensure that all future development conform to CPU direction and policy.

The City of Villages strategy also embraces a commitment to environmental justice, which includes ensuring compatible industrial and residential uses and promoting equal access to healthy food, parks and green spaces, and health care and social services. The CPUs specifically

address environmental justice, laying out policies and measures that protect public health in all communities by requiring noise mitigation, landscaping, and screening walls; enforcing the City's existing codes; encouraging the development of easily accessible, healthy grocery stores, as well as community gardens, urban gardening, and farmers' markets; designating new park and recreations areas; and locating health and social services close to transit. By designating parcels for "Community Mixed Use" within ¼-mile of trolley stops, the CPUs ensure that residential, commercial, and civic uses are integrated and accessible to all. In addition, the CPUs land use classifications specifically call for grocery stores to be located within "Community Mixed Use" parcels. Active transportation and physical activity is another important factor of community health, which is addressed in the CPUs' Mobility and Recreation Element. The State and federal agencies are also responsible for protecting community health through enforcing air quality rules as well as rules concerning uses, handling, storage, and transportation of hazardous materials.

The purpose of the General Plan Mobility element is to improve mobility through a development of a balanced, multi-modal transportation network that minimizes environmental impacts. The General Plan emphasizes the key relationship between its Land Use and Mobility Elements, striving to integrate land use and transportation planning decisions to foster sustainable development patterns. The CPUs contain recommendations for walkability, active transportation, multi-modal access, public transit, and parking management to support the goals of the General Plan's Mobility Element. Specific policies include promoting complete streets, supporting a continuous network of safe bicycle routes, integrating transit within employment areas, improving streetscapes and safety, implementing Intelligent Transportation Systems (ITS), and encouraging Transportation Demand Management (TDM). The CPUs further the goal of integrating land use and transportation planning decisions by locating higher-density, compact, mixed-use development close to trolley stops, fostering active transportation and increased transit ridership. In addition, potential traffic impacts in the two designated village areas will be addressed through a Community Plan Implementation Overlay Zone (CPIOZ) Type A, which will evaluate whether new projects require traffic improvements based on trip generation rates.

The General Plan Urban Design 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 CPU Urban Design Elements support and implement the General Plan vision relative to urban design at the community-scale by including specific goals, design guidelines and policies for the CPU areas including designing buildings to complement their natural landscape and follow the city's topography, creating well-defined open spaces, capitalizing on existing natural amenities such as Cholas Creek, providing high quality street-facing building exteriors to create a visually appealing streetscape that fosters walkability, and incorporating green building practices. The CPUs also concentrate growth in transit-oriented villages to preserve San Diego's open space systems.

Consistent with the General Plan Public Facilities, Services, and Safety Element, the CPUs also include goals to provide and maintain infrastructure and public services for future growth without diminishing services to existing development. Specific policies regarding water, wastewater, and storm water management, are all included within the CPUs.

The General Plan Recreation Element provides citywide guidance for the preservation, protection, acquisition, development, and enhancement of public recreation opportunities and facilities

throughout the City for all users. The CPU Recreation Elements include community-specific policies addressing park and recreation guidelines, preservation, and accessibility~~.~~:

- The SESD CPU promotes the creation of an interconnected park and open space system integrated into the neighborhood and accessible to residents.
- The Encanto Neighborhoods CPU has provisions for open space lands.

Both highlight the importance of Chollas Creek as an open space system and designate new park and open space areas along the Creek (around 45th and Imperial Avenue in Southeastern San Diego and between 47th and 50th Street in Encanto Neighborhoods).

The Conservation Elements of both CPUs builds on the General Plan Conservation Element with policies tailored to conditions in Southeastern San Diego and Encanto Neighborhoods. The Conservation Elements address open space and habitat protection, and also contain policies on how to meet the sustainability goals of the General Plan in areas that have been identified as suitable for development. The CPU Conservation Elements are responsive to state legislation calling for greenhouse gas emissions reductions to be achieved in part through coordinated land use and transportation planning, and more sustainable development practices. The CPUs contain specific policies for reducing energy and water consumption, implementing Best Management Practices to preserve resources and LID practices to manage stormwater, and planting or maintaining trees to reduce air pollutants. In addition, both CPUs reflect the General Plan's most recent amendment by incorporating policies that promote community gardens and urban agriculture.

The General Plan Historic Preservation Element is intended to preserve, protect, restore, and rehabilitate historical and cultural resources throughout the City. The Historic Preservation Element in the CPUs includes specific policies addressing the history and cultural resources unique to SESD and Encanto Neighborhoods in order to encourage appreciation of each community's history and culture. Consistent with the General Plan, these polices including identifying and preserving historical resources and providing educational opportunities and incentives related to historic preservation. Each CPU has an additional Arts and Culture Element to strengthen each community's identity as a local cultural and arts center.

In summary, the CPUs provide community-specific goals and recommendations intended to support and implement the General Plan environmental goals, objectives, and guidelines policies; therefore, there would be no impact.

SANDAG's Regional Comprehensive Plan

The CPUs incorporate the RCP's Smart Growth strategy through the designation of high-density mixed-use "villages" along transit corridors. These villages provide for the coordination of land use and transportation planning to create compact, connected pedestrian-friendly activity centers. Complementing the RCP's regional approach to smart growth, the CPUs provide local incentives to implement transit-oriented development at the community level through parking reductions, density transfers, and FAR bonuses for publicly-accessible open space. In addition, the CPUs further the RCP's housing goals by promoting green building techniques and addressing environmental justice. Finally, the CPUs implement the RCP's "healthy environment" goals by protecting and enhancing natural habitats in the two communities. There would be no impact.

SANDAG's 2050 Regional Transportation Plan

SANDAG's 2050 RTP and its Sustainable Community Strategy (SCS) guide the San Diego region toward a more sustainable future by integrating land use, housing, and transportation planning to create communities that are more sustainable, walkable, transit-oriented and compact. As previously discussed and consistent with the RTP and SCS, the CPU land use designations would allow for a concentrated mix of high density residential, retail, and office and industrial uses around transit centers and along major transportation corridors that would help to maximize use of transit and to reduce long commutes. In addition, potential traffic impacts would be mitigated in the two designated villages areas through the CPIOZ Type A. The CPUs contain urban design and mobility guidelines and policies to foster the development of compact, mixed use, pedestrian-oriented communities within ¼ mile of trolley stops. The RTP also emphasizes the need to address environmental justice, which is addressed in the CPUs. Therefore, there would be no impact.

Chollas Creek Enhancement Program

The intent of the Chollas Creek Enhancement Program is to foster the restoration and rehabilitation of the Creek's remaining wetlands. Proposed project implementation would not have significant impacts on the Chollas Creek Enhancement Program, as policies contained within the Recreation and Conservation Elements of the CPUs promote the protection and enhancement of Las Chollas Creek consistent with the Chollas Creek Enhancement Program. Both CPUs designate new park and open space areas along the Chollas Creek and contain policies to minimize environmental impacts on the Creek (ex: polluted urban runoff). The CPUs call for removing concrete channels in the Creek and invasive species that impede habitat restoration. The CPUs also suggest preparing a comprehensive study for the designation of Chollas Creek as a Regional Park and preparation of a Master Plan for the Creek if designated. The CPUs implement the environmental recommendations of the Chollas Creek Enhancement Program; therefore, there would be no impact.

Pedestrian Master Planning Effort

The intent of the Pedestrian Master Planning Effort is to enhance safety, accessibility, connectivity, and walkability in San Diego neighborhoods by facilitating pedestrian improvement projects and encouraging a dense, compact urban form with a mix of uses. The CPUs support the Pedestrian Master Planning Effort's land use recommendations by placing an emphasis on directing population growth into mixed-use activity centers that are pedestrian-friendly and linked to an improved regional transit system. This is implemented in the CPUs through the designation of two of transit-oriented (village) centers. By locating higher-density mixed-use development close to trolley stops, the CPUs promote the integration of transportation and land use planning and increase walkability. As previously stated, the CPUs contain multiple policies to promote mixed uses and walkability along corridors through land use frameworks and "Active Frontage" requirements. Active transportation and community health are addressed extensively in the CPUs' Mobility and Recreation Elements. As such, there would be no impact.

CPU Policies that Reduce the Impact

The following CPU policies implement environmental goals of the plans discussed above.

Land Use Element (Southeastern San Diego)

P-LU-1 Provide a variety of land use types to maintain the existing balance of land uses (refer to General Plan Policy LU-H.7)

P-LU-51 Reduce the effect of commercial activity noise through site planning and integrating noise attenuation measures in new buildings to reduce interior sound levels. (Refer to General Plan Policies NE-E-1 through NE-E6.)

Mobility Element (Southeastern San Diego)

P-MO-8 Implement multi-use trails recommended in the Chollas Creek Enhancement Program.

P-MO-10 Provide multi-modal access through the integration of transit within employment areas and the creation of safe and direct bicycle and pedestrian connections (refer to General Plan Policies UD-D.1 through D.3).

P-MO-14 Work with MTS and SANDAG to implement transit priority measures to improve transit travel times.

P-MO-15 Work with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan, and to incorporate additional transit services and facilities such as a new BRT station along the I-805 corridor connected to the 47th Street Trolley Station, including new rail, pedestrian, and bicycle connections between Southeastern San Diego and Encanto Neighborhoods.

P-MO-22 Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements.

P-MO-28 Encourage employers to coordinate with SANDAG to provide commuter transportation programs.

Urban Design Element (Southeastern San Diego)

P-UD-2 Design buildings so that they contribute to a positive neighborhood character, provide diverse living, working and shopping environments, and relate to the community. Designs should be sensitive to scale, form and quality while respecting the context of well established streets, landmarks, and areas that give a community a sense of place and history (refer to General Plan Policies UD-A.5; UD-A.7).

- Development height should be roughly proportional to street width, except where different heights are desired to reflect the importance of key streets within the Village District area or to preserve desired lower-scale character within the Historic Districts.

P-UD-64 Require all development in the Sherman Heights & Grant Hill Park Historic Districts to follow the guidelines and recommendations of the Sherman Heights & Grant Hill Park Historic Districts Design Criteria and Guidelines.

P-UD-86 Develop safe and convenient connections between neighborhood schools, parks, and libraries, and regional trails and parks (e.g. Balboa Park). This includes:

- Enhancing north-south linkages, especially 28th Street, to schools, parks and the Logan Heights Library.
- Identifying and marking 25th Street as the community's Bay-to-Park link and connector to Barrio Logan and Golden Hill.
- Developing a street trail on 32nd Street as part of the Chollas Creek Enhancement & Implementation Program.
- Building more paths, steps, bridges and trails connecting the Chollas Creek to surrounding neighborhoods.
- Developing paths to and through Mount Hope Cemetery to connect Market Street with Imperial Avenue and Mount Hope with Mountain View.

Public Facilities, Services and Safety Element (Southeastern San Diego)

P-PF-1 Reduce incidence of criminal activity within Southeastern San Diego. Also see General Plan section PF-E related to policy service and Urban Design section UD-A for Crime Prevention through Environmental Design.

- Continue Neighborhood Watch Programs.
- Maintain a close relationship with neighborhood organizations and have a continuing exchange of information with patrol officers.
- Promote the development of Community Alert Programs where they do not presently exist.
- Maintain a community relations program between police and residents.
- Ensure that development projects provide adequate lighting, visibility for surveillance, and gradations between public and private spatial territories.

P-PF-10 Implement water improvements programs so there are systematic improvements and gradual replacement of water and sewer facilities throughout the community. Also see General Plan PF-F.6 PF-G.2, PF-H.3, and PF-I.1.

- Support capital improvements to the system where replacement lines are needed and encourage the systematic improvement of water and sewer lines in the community.
- Continue the routine maintenance of the water and sewer facilities within the community.
- Collaborate with neighborhood organizations and other entities when funding and siting improvements to coordinate timing and replacement of infrastructure.

- Upgrade infrastructure for water and sewer facilities and institute a program to clean the storm drain system prior to the rainy season.
- Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching San Diego Bay and Chollas Creek.

Recreation Element (Southeastern San Diego)

P-RE-6 Retain and promote safety in parks by incorporating the City's Crime Prevention through Environmental Design (CPTED) measures (see General Plan Policy UD-A.17) in existing parks and future park design.

P-RE-7 Implement recommendations contained in the Commercial/Imperial Corridor Master Plan and Chollas Creek Enhancement Program that serve the park needs of the community.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-1 Implement applicable General Plan sustainable development and resource management goals and policies as discussed in its Conservation Element Sections CE-A, I, and CE.L.3. (See also Urban Design Element.)

P-CS-3 Reduce project level greenhouse gas emissions to acceptable levels through project design, application of site-specific mitigation measures, and/or adherence to standardized measures outlined in the City's adopted citywide Climate Action Plan.

P-CS-14 Implement the recommendations contained in the Chollas Creek Enhancement Program such as emphasizing natural settings and encouraging wildlife, while restoring and enhancing wetland/riparian and upland transitional habitat with native soils and vegetation and removing concrete channels in Chollas Creek, where feasible, to create a more natural function and appearance, and establishing trails and other passive recreation amenities.

P-CS-27 Implement applicable General Plan water resources management and water quality goals and policies as discussed in the Conservation Element Sections CE-D.1-D.5 and Urban Design Element.

P-CS-31 Implement the General Plan air quality policies found in the Conservation Element Section F through land use organization, economic development policies, and landscape policies.

Land Use Element (Encanto Neighborhoods)

P-LU-1 Provide a variety of land use types to maintain the existing balance of land uses (refer to General Plan Policy LU-H.7)

P-LU-4 Provide public spaces within the Villages to implement the General Plan Urban Design Element requirements for Mixed-Use villages (Refer to General Plan Policies UD-C.1, UD-C.5 and UD-E.1).

P-LU-15 Encourage the redevelopment of MTS-owned properties with appropriate development consistent with the community plan and zoning and the SANDAG Smart Growth policies for mixed-use, transit oriented development near public transit corridors and trolley stations.

P-LU-41 Provide multi-modal access through the integration of transit within employment areas and the creation of safe and direct bicycle and pedestrian connections (refer to General Plan Policies UD-D.1 through D.3).

P-LU-50 Improve the connections between the community's many parks and open spaces, such as through implementation of the Chollas Creek Enhancement Program, with new trail corridors and improving signage, safety, and trails in the canyons. (See also the Recreation Element.)

Mobility Element (Encanto Neighborhoods)

P-MO-8 Implement multi-use trails recommended in the Chollas Creek Enhancement Program.

P-MO-14 Work with MTS and SANDAG to implement transit priority measures to improve transit travel times.

P-MO-15 Work with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan, and to incorporate additional transit services and facilities such as a new BRT station along the I-805 corridor connected to the 47th Street Trolley Station, including new rail, pedestrian, and bicycle connections between Southeastern San Diego and Encanto Neighborhoods.

P-MO-22 Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements.

P-MO-28 Encourage employers to coordinate with SANDAG to provide commuter transportation programs.

Urban Design Element (Encanto Neighborhoods)

P-UD-2 Design buildings so that they contribute to a positive neighborhood character, provide diverse living, working and shopping environments, and relate to the community. Designs should be sensitive to scale, form and quality while respecting the context of well established streets, landmarks, and areas that give a community a sense of place and history (refer to General Plan Policies UD-A.5; UD-A.7).

Public Facilities, Services, and Safety Element (Encanto Neighborhoods)

P-PF-1 Reduce incidence of criminal activity within Encanto Neighborhoods. Also see General Plan section PF-E related to police service and Urban Design section UD-A for crime prevention through design.

P-PF-13 Implement water improvements programs so there are systematic improvements and gradual replacement of water and sewer facilities throughout the community. (Also see General Plan PF-F.6 PF-G.2, PF-H.3, and PF-I.1.)

- Support capital improvements to the system where replacement lines are needed and encourage the systematic improvement of water and sewer lines in the community.
- Continue routine maintenance of the water and sewer facilities within the community.
- Collaborate with other departments when funding and siting improvements to coordinate timing and replacement of infrastructure.
- Upgrade infrastructure for water and sewer facilities and institute a program to clean the storm drain system prior to the rainy season.
- Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching San Diego Bay and Chollas Creek. (See also Urban Runoff Management in the Conservation and Sustainability Element.)

Recreation Element (Encanto Neighborhoods)

P-RE-7 Implement recommendations contained in the Euclid + Market Land use and Mobility Plan and the Chollas Creek Enhancement Program that serve park needs.

P-RE-26 Implement recommendations contained in the Chollas Creek Enhancement Program and the Euclid + Market Land Use and Mobility Plan.

Conservation Element (Encanto Neighborhoods)

P-CS-1 Implement applicable General Plan sustainable development and resource management goals and policies as discussed in its Conservation Element Sections CE-A, I, and CE.L.3. (See also Urban Design Element.)

P-CS-3 Reduce project level greenhouse gas emissions to acceptable levels through project design, application of site-specific mitigation measures, or adherence to standardized measures outlined in the City's adopted Citywide Climate Action Plan.

P-CS-22 Implement the recommendations contained in the Chollas Creek Enhancement Program such as emphasizing natural settings and encouraging wildlife, while restoring and enhancing wetland/riparian and upland transitional habitat with native soils and vegetation and removing concrete channels in Chollas Creek to create a more natural function and appearance, where feasible, and establishing trails and other passive recreation amenities.

P-CS-28 Implement applicable General Plan water resources management and water quality goals and policies as discussed in the Conservation Element Sections CE-D.1-D.5 and Urban Design Element.

P-CS-39 Implement the General Plan air quality policies found in the Conservation Element Section F through land use organization, economic development policies, and landscape policies.

Mitigation Framework

There is no impact; therefore, no mitigation is required.

Impact 5.1-2 Implementation of the CPUs could conflict with the purpose and intent of the ESL Regulations and the Historical Resources Regulations (*Less than Significant with Mitigation*)

Environmentally Sensitive Land Regulations

~~Within the Encanto Neighborhoods CPU area, ESLs include steep hillsides, sensitive biological resources, lands within the City's MHPA, and flood hazard areas. Within the SESD CPU area, ESL regulations apply to Chollas Creek.~~ Any development within the CPU area that would encroach into ESL resources would be subject to the development restrictions of the ESL Regulations (Land Development Code, Section 143.0101 et. seq.).

- Within the Encanto Neighborhoods CPU area, ESLs include steep hillsides, sensitive biological resources, lands within the City's MHPA, and flood hazard areas.
- Within the SESD CPU area, ESL regulations apply to Chollas Creek.

The ESL Regulations do not allow development of any parcel entirely within the MHPA to exceed 25 percent of the parcel, with 75 percent required to remain as open space. Additionally, development would be directed toward the least biologically sensitive portion of the parcel. All MHPA lands within the Encanto Neighborhoods CPU area are within City-owned open space. Any development proposed adjacent to the MHPA would be required to implement the City's MHPA Land Use Adjacency Guidelines.

The Steep Hillside Guidelines of the ESL Regulations also state that development of steep hillsides outside of the MHPA is only allowed when necessary to achieve a maximum development area of 25 percent of the premises. For areas outside of the MHPA, the ESL does not limit development encroachment into sensitive biological resources, with the exception of wetlands and listed non-covered species habitat and narrow endemics. However, impacts would be evaluated and mitigation, provided in conformance with the City's Biology Guidelines. Non-covered species or species listed or proposed for listing by federal or state governments as rare, endangered, or threatened. These may not be considered adequately conserved under the MSCP/MHPA and under CEQA may require additional species specific mitigation. Sections 143.0145 and 143.0146 of the ESL Regulations contain updated development regulations for projects within Special Flood Hazard Areas (SFHAs). All future projects located within the 100-year flood hazard area as identified in a project-specific drainage study, would be subject to the CPIOZ, which would ensure discretionary review of all future development within this area.

The development footprint of the CPU would encroach into sensitive ESL areas. Future public and private development proposals would be required to comply with the ESL Regulations. Additionally, all subsequent discretionary projects would be subject to review in accordance with

CEQA. At which time, appropriate site-specific mitigation in accordance with the Mitigation Framework LU-2 and BIO-1 through BIO-3 would be identified for impacts to sensitive biological resources covered under the ESL regulations. For other resource areas covered under the ESL regulations, such as steep hillsides and floodplains, future projects would be designed to ensure compliance with the supplemental regulations and any other regulatory requirements to ensure that no impacts would occur. The CPU also includes several policies which aim to reduce impacts to sensitive and other resources covered under the ESL regulations, described belowwhich address sensitive biological resources. Future projects would be required to comply with the above regulations, policies, and mitigation. Therefore, at the program-level the CPU would not be in conflict with the purpose and intent of the ESL regulations and potential impacts would be below a level of significance.

Historical Resources Regulations

The Historical Resources Regulations (Section 143.0213(a) of the LDC) apply when historical resources are present. As defined by the HRR, historical resources include: historical buildings, historical structures or historical objects, important archaeological sites, historical districts, historical landscapes, and traditional cultural properties. The CPU areas contain known historic resources, including resources listed in the NRHP and the San Diego Historical Resources Register, and two San Diego Register Historic Districts. Additionally, there is potential for archaeological resources in the CPU areas, most likely along Chollas Canyon and other waterways, where archaeological sites have previously been documented in the CPU areas.

The Land Use, Urban Design, and Historic Preservation Elements of the CPUs contain numerous policies to promote the preservation and renovation of existing historical structures, as well as to identify and designate new historical buildings for protection and restoration.

Implementation in Southeastern San Diego

Though the CPUs do not propose specific development, future buildout consistent with the CPUs has the potential to impact significant historical resources at the project level. Direct impacts may include alteration or demolition of historic buildings, as well as impacts to archaeological sites from grading, excavation and other ground-disturbing activities tied to construction. It should be noted, however, that as part of Southeastern San Diego CPU implementation, a Sherman Heights and Grant Hill Park Historic Districts CPIOZ Type A is proposed. The boundaries of the Sherman Heights and Grant Hill Park Historic Districts and the CPIOZ Type A are coterminous. Within the Sherman Heights and Grant Hill Park Historic Districts CPIOZ, the Sherman Heights and Grant Hill Park Historic Districts Design Criteria and Guidelines (Guidelines) would be applied, in addition to the City's Historic Resource Regulations. Projects consistent with the CPU, base zone regulations, and the supplementation regulations for CPIOZ Type A can be processed ministerially and would not be subject to further environmental review under CEQA. Development proposals that do not comply with the CPIOZ Type A supplemental regulations would be subject to discretionary review in accordance with the Mitigation Framework for Historical Resources, contained in Section 5.7: Historical Resources.

Given the presence of historical resources distributed throughout the Southeastern San Diego CPU area, implementation of the CPU has the potential to result in significant impacts to historical resources. The CPU includes several policies aimed to reduce impacts to historical

resources within the CPU area as well as development regulations required for projects within areas covered by CPIOZ Type A which address historical resources. Additionally, incorporation of the Mitigation Framework for historical resources contained in Section 5.7: Historical Resources would reduce the potential for significant impacts at the project-level.

CPU Policies that Reduce the Impact

Environmentally Sensitive Lands Regulations

Land Use Element (Southeastern San Diego)

P-LU-33 Evaluate remnant cemetery properties for opportunities for additional open space and parks.

Recreation Element (Southeastern San Diego)

P-RE-10 Preserve, protect, and restore canyons and hillsides as important visual amenities and limit public use to designated trails.

P-RE-11 Provide signs at strategic open space overlooks and trail entryway locations that interpret the biological and scenic value of the open space systems.

P-RE-12 Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving Southeastern San Diego.

P-RE-19 Protect and enhance the natural resources of open space lands by re-vegetating with native plants and using open wood fences adjacent to very sensitive areas for additional protection while still allowing viewing opportunities.

P-RE-20 Provide recognizable access points (trailheads) to the trail system as shown on Figure 7-3: Open Space and Trail System. Place a kiosk at trailheads that has a map of how the canyon interfaces with Southeastern San Diego, and interpretive signs on the biological and scenic value of the open space systems.

P-RE-23 Prepare a comprehensive study to analyze the Chollas Creek open space system's distinctive natural, cultural, and historic resources of a regional nature for consideration of its designation as a Regional Park. If it is designated, prepare a Chollas Creek Regional Park Master Plan.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-13 Preserve and protect open space by preventing incompatible uses, such as off-road activities and off leash dog areas.

P-CS-14 Implement the recommendations contained in the Chollas Creek Enhancement Program such as emphasizing natural settings and encouraging wildlife, while restoring and enhancing wetland/riparian and upland transitional habitat with native soils and vegetation and removing concrete channels in Chollas Creek, where feasible, to create a more natural function and appearance, and establishing trails and other passive recreation amenities.

P-CS-15 Remove invasive species from Chollas Creek and restore habitat.

P-CS-52 Minimize or avoid impacts to canyons and other environmentally sensitive lands relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands if feasible. (Also see the General Plan Conservation Element Policy CE-B.1.d.)

P-CS-53 Implement the requirements of the City of San Diego's ESL Regulations and Biology Guidelines for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources.

Land Use Element (Encanto Neighborhoods)

P-LU-51 Facilitate creation of new parks and open spaces in non-traditional forms, such as encouraging publicly accessible but privately maintained open space as part of new development. (See also the Recreation Element.)

P-LU-52 Create a land use framework that preserves and enhances creek corridors as open space and active transportation corridors while limiting potential flooding hazards.

P-LU-56 Evaluate remnant cemetery land for opportunities for additional open space and parks.

Urban Design Element (Encanto Neighborhoods)

P-UD-95 The area's natural base of hillsides, canyons, ravines, streams, and vegetation is an important set of assets that should be protected in new development. Site plans should utilize existing topography and preserve existing vegetation, ravines, watercourses and topographic features.

Recreation Element (Encanto Neighborhoods)

P-RE-10 Preserve, protect, and restore canyons and hillsides as important visual amenities and limit public use to designated trails.

P-RE-11 Provide signs at strategic open space overlooks and trail entryway locations that interpret the biological and scenic value of the open space systems.

P-RE-12 Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving Encanto Neighborhoods.

P-RE-19 Protect and enhance the natural resources of open space lands by re-vegetating with native plants and using open wood fences adjacent to very sensitive areas for additional protection while still allowing viewing opportunities.

P-RE-21 Provide recognizable access points (trailheads) to the trail system as shown on Figure 7-3: Open Space and Trail System. Place a kiosk at trailheads that has a map of how

the canyon interfaces with Encanto Neighborhoods, and interpretive signs on the biological and scenic value of the open space system.

P-RE-24 Prepare a comprehensive plan for the management and preservation of City-fee owned canyons within the Multiple Habitat Planning Area (MHPA).

P-RE-25 Prepare a comprehensive study analyzing Chollas Creek's outstanding, distinctive natural, cultural or historic resources of a regional nature for consideration of designation as a Regional Park. If it is designated, prepare a Chollas Creek Regional Park Master Plan.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-12 Implement applicable General Plan Biological and Multiple Species Conservation Plan (MSCP Subarea Plan) goals and policies as discussed in the Conservation Element Sections CE-G.1- G.5 and CE-H.1-H.9 to reduce the impacts on biological resources, open space (including the City's MHPA), land form, or other environmentally sensitive areas.

P-CS-13 Minimize or avoid impacts to canyons and other environmentally sensitive lands relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands if feasible. (Also see the General Plan Conservation Element Policy CE-B.1.d.)

P-CS-14 Implement the requirements of the City of San Diego's ESL regulations, MSCP Subarea Plan, and Biology Guidelines for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources.

P-CS-15 Require that hillside development complement the natural character including minimizing disturbance to topography and biological resources.

P-CS-16 Plan development to minimize grading related to the topography and natural features.

P-CS-17 Preserve open space areas through covenant of easements, open space designation, or dedication to the City of San Diego.

P-CS-18 Revegetate graded areas and areas of invasive vegetation with native vegetation to restore biological diversity and minimize erosion and soil instability.

P-CS-19 Implement the Environmentally Sensitive Lands regulations for biological resources and steep slopes and the MSCP policies and guidelines through the project review process.

P-CS-20 Foster local stewardship and develop positive neighborhood awareness of the open space preserve areas with environmental education programs through local schools, Homeowner's Associations (HOAs), community groups, and other public forums

that address the local ecosystem and habitat preservation. Incorporate hands-on learning via neighborhood hikes, or other initiatives that present information in a manner that will increase interest in the natural environment.

P-CS-22 Implement the recommendations contained in the Chollas Creek Enhancement Program such as emphasizing natural settings and encouraging wildlife, while restoring and enhancing wetland/riparian and upland transitional habitat with native soils and vegetation and removing concrete channels in Chollas Creek to create a more natural function and appearance, where feasible, and establishing trails and other passive recreation amenities.

P-CS-23 Remove invasive species from Las Chollas Creek and restore habitat.

P-CS-24 Preserve and protect open space by preventing incompatible uses, such as off-road activities, frisbee golf, off leash dog areas, and equestrian use.

Historical Resources

Land Use Element (Southeastern San Diego)

P-LU-4 Refer to the Sherman Heights Historic District and Grant Hill Historic District for development and rehabilitation guidelines.

P-LU-12 Balance new development with the rehabilitation of high-quality older residential development.

P-LU-15 Encourage preservation and renovation of culturally and historically significant residential units and provide incentives to retrofit or remodel units in a sustainable manner.

P-LU-16 Preserve existing single-family homes that provide affordable housing and contribute to Southeastern San Diego's unique character in particular in the Sherman Heights and Grant Hill Historic Districts.

P-LU-17 Rehabilitate existing residential units that contribute to the historic district's character and fabric. Encourage adaptive reuse of historically or architecturally interesting buildings in cases where the new use would be compatible with the structure itself and the surrounding area.

Urban Design Element (Southeastern San Diego)

P-UD-64 Require all development in the Sherman Heights & Grant Hill Park Historic Districts to follow the guidelines and recommendations of the Sherman Heights & Grant Hill Park Historic Districts Design Criteria and Guidelines.

P-UD-66 Encourage the restoration and maintenance of older structures that may not be historically designated but nonetheless contribute to the unique character and flavor of Southeastern San Diego.

Historic Preservation Element (Southeastern San Diego)

P-HP-1 Conduct a Historic Resources Reconnaissance Survey to identify architecturally and historically significant buildings and potential historic districts.

P-HP-2 Identify, designate, preserve and restore historical buildings in Southeastern San Diego and encourage their adaptive reuse in a manner consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

P-HP-6 Conduct subsurface investigations at the project level to identify potentially significant archaeological resources in Southeastern San Diego.

P-HP-7 Protect and preserve significant archaeological resources. Refer significant sites to the Historical Resources Board for designation.

P-HP-8 Conduct project specific Native American consultation early in the development review process to ensure adequate data recovery and mitigation for adverse impacts on significant archaeological and Native American sites. Refer potentially significant historical and cultural resources to the Historical Resources Board for designation.

P-HP-12 Include measures during new construction to monitor and recover buried deposits from the historic period and address significant research questions related to prehistory.

Land Use Element (Encanto Neighborhoods)

P-LU-23 Encourage infill residential developments within existing neighborhoods to be compatibly designed with neighborhood character and form.

P-LU-26 Encourage preservation and renovation of housing stock that may become culturally and historically significant during the planning period (See also the Historic Preservation Element).

P-LU-32 Encourage preservation and renovation of culturally and historically significant residential units and provide incentives to retrofit or remodel units in a sustainable manner.

Historic Preservation Element (Encanto Neighborhoods)

P-HP-1 Conduct a Historic Resources Reconnaissance Survey to identify architecturally and historically significant buildings and potential historic districts.

P-HP-2 Identify, designate, preserve and restore historical buildings in Encanto Neighborhoods and encourage their adaptive reuse in a manner consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

P-HP-4 Conduct subsurface investigations at the project level to identify potentially significant archaeological resources in Encanto Neighborhoods.

P-HP-5 Protect and preserve significant archaeological resources. Refer significant sites to the Historical Resources Board for designation.

P-HP-6 Conduct project-specific Native American consultation early in the development review process to ensure adequate data recovery and mitigation for adverse impacts to significant archaeological and Native American sites. Refer potentially significant historical and cultural resources to the Historical Resources Board for designation.

P-HP-10 Include measures during new construction to monitor and recover buried deposits from the historic period and address significant research questions related to prehistory.

Brush Management Regulations

Public Facilities, Services and Safety Element (Southeastern San Diego)

P-PF-22 Ensure the City's Brush Management Program and Regulations is implemented on a continuous basis to reduce the threat of fire to homes near canyons and other open space areas

Public Facilities, Services, and Safety Element (Encanto Neighborhoods)

P-PF-24 Ensure the City's Brush Management Program and Regulations is implemented on a continuous basis to reduce the threat of fire to homes near canyons and other open space areas.

Mitigation Framework

Environmentally Sensitive Lands

MM-LU-1a Future development project types that are consistent with the CPU, base zone regulations can be processed ministerially and would not be subject to further environmental review under CEQA. Future development proposals subject to discretionary review shall be reviewed in accordance with Mitigation Framework LU-2 and BIO 1-3 in Section 5.5, Biological Resources.

Historic Resources

MM-LU-1b Future development project types that are consistent with the CPU, base zone regulations, and the supplemental regulations for CPIOZ Type A and can demonstrate that there are no historical resources (Built Environment) present on the project site can be processed ministerially and would not be subject to further environmental review under CEQA. Development proposals that do not comply with the CPIOZ Type A supplemental regulations shall be subject to discretionary review in accordance with the Mitigation Framework MM-HIST-1 in Section 5.7 Historical Resources.

Brush Management Regulations

Impacts would be less than significant; therefore, no mitigation is required.

Significance after Mitigation

Potential impacts to environmentally sensitive lands and historical resources associated with future development would be significant. However, future projects would be required to comply with ESL and Historical Resources Regulations, the CPU policies, Mitigation Framework, and the City's Biology and Historical Resources Guidelines.

Additionally, all future projects would require subsequent environmental review and compliance with established development regulations, guidelines, and Mitigation Framework which would serve to reduce impacts to below a level of significant at the program-level. Therefore, the program-level environmental impacts related to CPU conflicts with the ESL and HRR regulations would be mitigated to below a level of significance.

Impact 5.1-3 Implementation of the CPUs could result in a conflict with the provision of the City's Multiple Species Conservation Program (MSCP) Subarea Plan and the MHPA or approved local, regional, or state habitat conservation plan (*Less than Significant with Mitigation*)

MHPA in Southeastern San Diego

The MHPA is not mapped within the SESD CPU area; therefore, no edge effects are anticipated to occur in the SESD CPU area.

MHPA in Encanto Neighborhoods

The MHPA is mapped within the Encanto Neighborhoods CPU and the plan contains specific policies that require future projects to implement the ESL Regulations, the City's Biology Guidelines, and the MSCP Subarea Plan, including the MHPA Land Use Adjacency Guidelines to reduce impacts on biological resources, open space, land form, or other environmentally sensitive areas (P-CS-12. P-CS-14, P-CS-19). As discussed below, future development located within or adjacent to the MHPA has the potential to conflict with the MSCP Subarea. Potential impacts to vegetation communities, sensitive species, and wildlife corridors as they relate to the MSCP are addressed in Section 5.5, Biological Resources.

As designated in the Subarea Plan, the MHPA is the permanent preserve area for habitat conservation. The CPU Land Use Plan is consistent with the designated MHPA preserve area. As discussed above, a MHPA boundary line correction was processed in order to remove existing development (i.e., single family homes) from the MHPA and to expand the existing MHPA boundary to be coterminous with the existing City-owned parcel boundaries and include additional biological resources. All of the proposed MHPA land in Encanto Neighborhoods is designated as Open Space in the CPU (see Figures 5.5-7 and 5.5-8 in Section 5.5 Biological Resources). The CPU defines Open Space as areas "free from development or developed with very low-intensity uses that respect natural environmental characteristics" and includes many policies to protect, preserve, and enhance Open Space areas. These include re-vegetating open space lands with native plants, requiring stormwater and urban runoff to be filtered before entering these areas, providing recognizable access points to trail systems, and preparing a comprehensive plan for the preservation of canyons within the MHPA. The CPU land use plans would be implemented through the rezone, consistent with CPU goals and policies. These policies reflect

the priorities established in the City's MSCP Subarea Plan for managing and protecting MHPA lands. Therefore, these areas are not expected to be directly impacted by development.

As discussed above, if adopted, the Vernal Pool Habitat Conservation Plan (VPHCP) would expand the City's existing MHPA to conserve additional lands with vernal pool resources. The existing vernal pools within the Encanto Neighborhoods CPU are currently conserved and being managed by the City Park and Recreation Department, Open Space Division. No additional vernal pool conservation lands have been mapped within the Encanto Neighborhoods and SESD CPU areas. Therefore, the CPU would be consistent with the draft VPHCP.

MHPA Land Use Adjacency Guidelines

The MHPA has been designed to maximize conservation of sensitive biological resources, including sensitive species. When land is developed within or adjacent to the MHPA, there is a potential for secondary impacts that may degrade the habitat value or disrupt animals within the preserve area. To address these concerns, the MSCP includes a set of MHPA Land Use Adjacency Guidelines that are to be evaluated and implemented at the project-level.

Indirect effects can occur wherever development and human activity is adjacent to natural areas. These effects include increased runoff, trampling and removal of plant cover due to hiking, biking and other human activities, increased presence of toxins, increased nighttime light levels, and redirection or blockage of wildlife movement, increased levels of non-native and invasive plants. These indirect effects could reduce the quality of the MHPA. The MHPA Land Use Adjacency Guidelines require certain measures to be incorporated in the design of projects adjacent to the MHPA to reduce indirect impacts, however, not to below a level of significance at the program level.

Potential indirect impacts would be evaluated at the project-level for consistency with the MHPA Land Use Adjacency Guidelines. Implementation of the CPU would introduce land uses adjacent to MHPA which would potentially result in a significant impact at the program-level.

CPU Policies that Reduce the Impact

The CPUs present the following goals and policies related to the protection of biological resources in the Recreation and Conservation Elements:

Recreation Element (Encanto Neighborhoods)

P-RE-12 Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving Encanto Neighborhoods.

P-RE-24 Prepare a comprehensive plan for the management and preservation of City-fee owned canyons within the Multi-Habitat Planning Area (MHPA).

P-RE-25 Prepare a comprehensive study analyzing Chollas Creek's outstanding, distinctive natural, cultural or historic resources of a regional nature for consideration of designation as a Regional Park.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-12 Implement applicable General Plan Biological and Multiple Species Conservation Plan (MSCP Subarea Plan) goals and policies as discussed in the Conservation Element Sections CE-G.1- G.5 and CE-H.1-H.9 to reduce the impacts on biological resources, open space (including the City's MHPA), land form, or other environmentally sensitive areas.

P-CS-13 Minimize or avoid impacts to canyons and other environmentally sensitive lands relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands if feasible. (Also see the General Plan Conservation Element Policy CE-B.1.d.)

P-CS-14 Implement the requirements of the City of San Diego's ESL Regulations, MSCP Subarea Plan, and Biology Guidelines for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources.

P-CS-19 Implement the ESL Regulations for biological resources and steep slopes and the MSCP policies and guidelines through the project review process.

Significance of Impacts

Impacts on MHPA lands within Encanto Neighborhoods CPU area would be significant, and mitigation is required.

Mitigation Framework

MHPA Land Use Adjacency Guidelines

MHPA adjacency impacts would be addressed at the project-level. Where applicable for discretionary projects, standard City MSCP Land Use Adjacency Guideline Mitigation measures would be applied to projects that propose development in or adjacent to the MHPA. Other ministerial projects within or adjacent to the MHPA would incorporate features into the project and/or permit conditions that demonstrate compliance with the MHPA Land Use Adjacency Guidelines. To ensure avoidance or reduction of potential MHPA impacts resulting from new development within or adjacent to the MHPA, the following Mitigation Framework measures shall be required for all future projects as part of the subsequent environmental review and development permit processing:

MM-LU-2 All subsequent development projects implemented in accordance with the CPU that are within or adjacent to designated MHPA areas shall comply with the Land Use Adjacency Guidelines of the MSCP in terms of land use, drainage, access, toxic substances in runoff, lighting, noise, invasive plant species, grading, and brush management requirements. Mitigation measures include, but are not limited to: sufficient buffers and design features, barriers (rocks, boulders, signage, fencing, and appropriate vegetation) where necessary, lighting directed away from the MHPA, and berms or walls adjacent to commercial or industrial areas and any other use that may introduce construction noise or noise from

future development that could impact or interfere with wildlife utilization of the MHPA. The project biologist for each proposed project would identify specific mitigation measures needed to reduce impacts to below a level of significance. Subsequent environmental review would be required to determine the significance of impacts from land use adjacency and compliance with the Land Use Adjacency Guidelines of the MSCP. Prior to approval of any subsequent development project in an area adjacent to a designated MHPA, the City of San Diego shall identify specific conditions of approval in order to avoid or to reduce potential impacts to adjacent the MHPA. Specific requirements shall include:

Specific requirements shall include:

- **Drainage –** All new and proposed parking lots and developed areas in and adjacent to the MHPA shall be designed so they do not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials prior to release by incorporating the use of filtration devices, planted swales and/or planted detention/desiltation basins, or other approved permanent methods that are designed to minimize negative impacts, such as excessive water and toxins into the ecosystems of the MHPA.

- **Toxics/Project Staging Areas/Equipment Storage –** Projects that use chemicals or generate by-products such as pesticides, herbicides, and animal waste, and other substances that are potentially toxic or impactive to native habitats/flora/fauna (including water) shall incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. No trash, oil, parking, or other construction/development-related material/activities shall be allowed outside any approved construction limits. Provide a note in/on the CD's that states: *"All construction related activity that may have potential for leakage or intrusion shall be monitored by the Qualified Biologist/Owners Representative or Resident Engineer to ensure there is no impact to the MHPA."*

- **Lighting –** Lighting within or adjacent to the MHPA shall be directed away/shielded from the MHPA and be subject to City Outdoor Lighting Regulations per LDC Section 142.0740.D. Overhead lighting shall be shielded and either have a fixed downward-aiming position or have a locking feature to fix the light in the downward position. Additionally, overhead lighting adjacent to the MHPA shall be placed on a timer to turn off from 11 pm to sunrise unless determined by t the City of San Diego that overhead lighting is necessary for public safety.

- **Barriers** – New development within or adjacent to the MHPA shall be required to provide barriers (e.g., non-invasive vegetation; rocks/boulders; 6-foot high, vinyl-coated chain link or equivalent fences/walls; and/or signage) along the MHPA boundaries to direct public access to appropriate locations,

reduce domestic animal predation, protect wildlife in the preserve, and provide adequate noise reduction where needed.

- **Invasives** – No invasive non-native plant species shall be introduced into areas within or adjacent to the MHPA.

- **Brush Management** – New development adjacent to the MHPA shall be set back from the MHPA to provide required Brush Management Zone 1 area on the building pad outside of the MHPA. Zone 2 may be located within the MHPA provided the Zone 2 management will be the responsibility of an HOA or other private entity except where narrow wildlife corridors require it to be located outside of the MHPA. Brush management zones will not be greater in size than 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 and vegetation clearing shall be prohibited within native coastal sage scrub and chaparral habitats from March 1 - August 15 except where the City ADD/MMC has documented the thinning would be consist with the City's MSCP Subarea Plan. Existing and approved projects are subject to current requirements of Municipal Code Section 142.0412.

- **Noise** - New development adjacent to the MHPA must follow the protocol established under MM-BIO-1 with regard to Mitigation for Short-term Impacts on Sensitive Species from Project Construction.

Significance after Mitigation

Compliance with established development standards and regulations, along with implementation of the mitigation measure detailed in MM-LU-2 would serve to reduce impacts on MHPA lands at the program level to below a level of significance.

Impact 5.1-4 Implementation of the CPUs would potentially result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (*No Impact*)

For the SESD and Encanto Neighborhoods CPUs to be considered consistent with the adopted and the draft ALUCP for San Diego International Airport (SDIA), they each must do both of the following:

1. They must not have any direct conflicts with the ALUCP for SDIA; and,

2. They must contain criteria and/or provisions for evaluation of proposed land use development situated within the boundaries of the ALUCP for SDIA.

Direct conflicts would occur with respect to CPU land use designations, intensities or densities if the ALUC determines that future projects are incompatible when in proximity to an airport. If conflicts exist, the elimination of these conflicts may require reducing or shifting allowable residential densities or non-residential intensities to different locations around the airport or

other areas of the City to ensure consistency with the ALUCP policies and criteria. Only future proposed land uses are affected; the ALUC has no authority over existing land uses even if those uses do not conform to the adopted compatibility policies and criteria. The second requirement addresses criteria for evaluating other compatibility factors such as noise insulation, notification, and avigation easement requirements.

The City will submit both community plan updates, prior to adoption, to the ALUC for a consistency determination as required by state law. If upon review the ALUC determines an inconsistency does exist, the City will take the appropriate steps to address the inconsistencies or overrule the ALUC determination. The above process is intended to address inconsistencies in the Community Plan prior to adoption. However, there is a mechanism for the City to adopt the Community Plan if it is inconsistent with ALUCP. Under state law, the City Council may overrule the ALUC determination by a two-thirds vote if it makes specific findings that the proposed action is consistent with the purposes of protecting public health, safety, and welfare, minimizing the public's exposure to excessive noise, and minimizing safety hazards within areas surrounding the airport.

The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. For example, the General Plan Noise Element contains land use-noise compatibility guidelines and related policies for noise insulation and the Land Use Element contains policies addressing structure heights for uses in areas where proposed development could be an airspace obstruction or hazard and avigation easements. Discretionary review of public and private projects will evaluate whether proposed projects implement specified land use, density/intensity, design guidelines, ALUCPs, and other General Plan and community plan policies to ensure that they do not adversely affect the General Plan and community plans.

The CPUs contain specific policies for evaluating airport land use compatibility and ensuring consistency with the adopted ALUCP. Both CPUs require land use decisions to take into account ALUCP noise contours and new developments within the AIA to be consistent with ALUCP standards. As discussed in Impact 5.1-3, both CPU areas are located entirely outside of the 65 CNEL noise contour of the SDIA (see Figure 5.4-3 in Section 5.4 Noise). However, the northeast edge of Southeastern San Diego and a small section of Encanto Neighborhoods are within the 60 dBA CNEL aircraft noise contour. Consistent with ALUCP Noise Compatibility Standards, the CPUs require noise reduction for future residential uses above the 60 dBA CNEL aircraft noise contour to create an interior noise level of 45 dBA CNEL. The CPUs also require that residential uses above the 60 dBA CNEL aircraft noise contour provide an avigation easement to the airport operator for SDIA. Additionally, the Encanto Neighborhoods CPU contains policies to restrict building intensity in certain areas as per ALUCP requirements and to reduce aircraft noise through various tactics.

As such, the CPUs would not result in land uses that are incompatible with the adopted ALUCP; therefore there would be no impact.

Plan Policies that Reduce the Impact

Land Use Element (Southeastern San Diego)

P-LU-34 Review development applications within the Airport Influence Area for consistency with the adopted ALUCP.

P-LU-48 Utilize the Community Plan and the Airport Land Use Compatibility Plan noise contours when making land use planning decisions.

P-LU-50 Ensure that future residential uses above the 60 dBA CNEL aircraft noise contour include noise attenuation measures to create an interior noise level of 45 dBA CNEL and provide an avigation easement to the airport operator for SDIA.

Land Use Element (Encanto Neighborhoods)

P-LU-58 Restrict building intensities underneath the approach path to San Diego International Airport (SDIA) consistent with the Airport Land Use Compatibility Plan (ALUCP.)

P-LU-59 Review development applications within the Airport Influence Area for consistency with the adopted ALUCP.

P-LU-73 Utilize the Community Plan and the Airport Land Use Compatibility Plan noise contours when making land use planning decisions.

P-LU-75 Reduce the effect of non-aircraft and aircraft noise through the following techniques:

- Incorporate forced-air ventilation systems to allow windows and doors to be closed;
- Use double-paned or sound rated windows;
- Incorporate sound insulating exterior walls and roofs;
- Use attic vents to minimize sound intrusion into structures.

Note: berms and sound walls are ineffective--they merely reflect sound and push it further away. The only reason to use these would be if noise-sensitive uses are already located next to a roadway and need protection.

P-LU-76 Ensure that future residential uses above the 60 dBA CNEL aircraft noise contour include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL.

Mitigation Framework

Impacts are less than significant; therefore, no mitigation is required.

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5.2 Transportation

Environmental Setting

This section summarizes the physical and operational conditions of the Southeastern San Diego and Encanto Neighborhoods communities' mobility system, which is included as a part of the City of San Diego's Community Plan Update process. This section also identifies the related potential environmental impacts that would occur as a result of implementation of the Southeastern San Diego (SESD) and Encanto Neighborhoods CPUs. Information presented in the discussion and subsequent analysis was drawn from the Traffic Impact Study performed by Chen Ryan Associates, Inc. and provided in Appendix B of this Program EIR.

PHYSICAL SETTING

The Southeastern San Diego and Encanto Neighborhoods communities' mobility network is comprised of diverse elements, including roadway and freeway systems, public transit, light rail, and bicycle and pedestrian infrastructure. Each of these elements is summarized below.

Streets

Regional accessibility to the Southeastern San Diego and Encanto Neighborhoods communities is provided primarily by regional freeways (I-5, I-15, I-805, and SR-94) via interchanges with arterial streets. Other sources of regional access are provided via the San Diego Trolley (LRT) Orange Line, with two stations located within the Southeastern San Diego community (25th Street and 32nd Street), and three stations located within the Encanto Neighborhoods community (47th Street, Euclid Avenue, and 62nd Street). Sub-regional accessibility is provided by arterial streets, such as Market Street, Imperial Avenue, National Avenue, 25th Street, 28th Street, 32nd Street, 43rd Street, 47th Street, and Euclid Avenue. Inter-community streets such as Cesar Chaves Parkway, Ocean View Boulevard, 38th Street, Valencia Parkway, and 61st Street provide connectivity between the residential areas, commercial areas, and industrial areas, as well as connecting to the arterial streets discussed above. Figure 5.2-1 displays the existing street system for the Southeastern San Diego community and Figure 5.2-2 displays the existing street system for the Encanto Neighborhoods community.

Freeways

Interstate 5 (I-5) is a major north-south regional facility and provides access between the International Border with Mexico, cities in San Diego region, and Orange and Los Angeles counties to the north. I-5 has eight mixed-flow/general purpose lanes (four in each direction), and one or two auxiliary lanes. Local access is provided via interchanges at 17th Street, 19th Street,

28th Street, National Avenue, and Boston Avenue. The California Department of Transportation (Caltrans) maintains and operates I-5. In 2011, I-5 accommodated 155,000 to 208,000 average daily trips (ADT) along the segments adjacent to Southeastern San Diego. Trucks comprise about four to five percent of the total traffic on I-5.

Interstate 15 (I-15) is a major north-south regional facility and provides access between the I-5 near Southeastern San Diego and locations north of San Diego, including Riverside County and beyond. I-15 has between four and eight lanes mixed-flow/general purpose lanes, and one auxiliary lane. Local access is provided via interchanges at Market Street and Ocean View Boulevard. The California Department of Transportation (Caltrans) maintains and operates I-15. In 2011, I-15 accommodated between 48,000 and 115,000 average daily trips (ADT) along the segments adjacent to Southeastern San Diego. Trucks comprise about five percent of the total traffic on I-15.

Interstate 805 (I-805) is a major north-south regional facility and provides access between the International Border with Mexico and Sorrento Valley. I-805 has eight lanes mixed-flow/general purpose lanes, and one or two auxiliary lanes. Local access is provided via interchanges at Market Street, Imperial Avenue and 43rd Street. The California Department of Transportation (Caltrans) maintains and operates I-805. In 2011, I-805 accommodated between 196,000 and 225,000 average daily trips (ADT) along the segments adjacent to Southeastern San Diego. Trucks comprise about five 5 to 6 percent of the total traffic on I-805.

State Route 94 (SR-94) is a major east-west regional facility and provides access between downtown San Diego and the unincorporated community of Boulevard. SR-94 has between eight lanes mixed-flow/general purpose lanes, and one or two auxiliary lanes. Local access is provided via interchanges at 25th Street, 28th Street, Broadway, and Home Avenue. The California Department of Transportation (Caltrans) maintains and operates SR-94. In 2011, SR-94 accommodated between 124,000 and 172,000 average daily trips (ADT) along the segments adjacent to Southeastern San Diego. Trucks comprise about three to four percent of the total traffic on SR-94.

Figure 5.2-1: Southeastern San Diego Existing Roadway Network

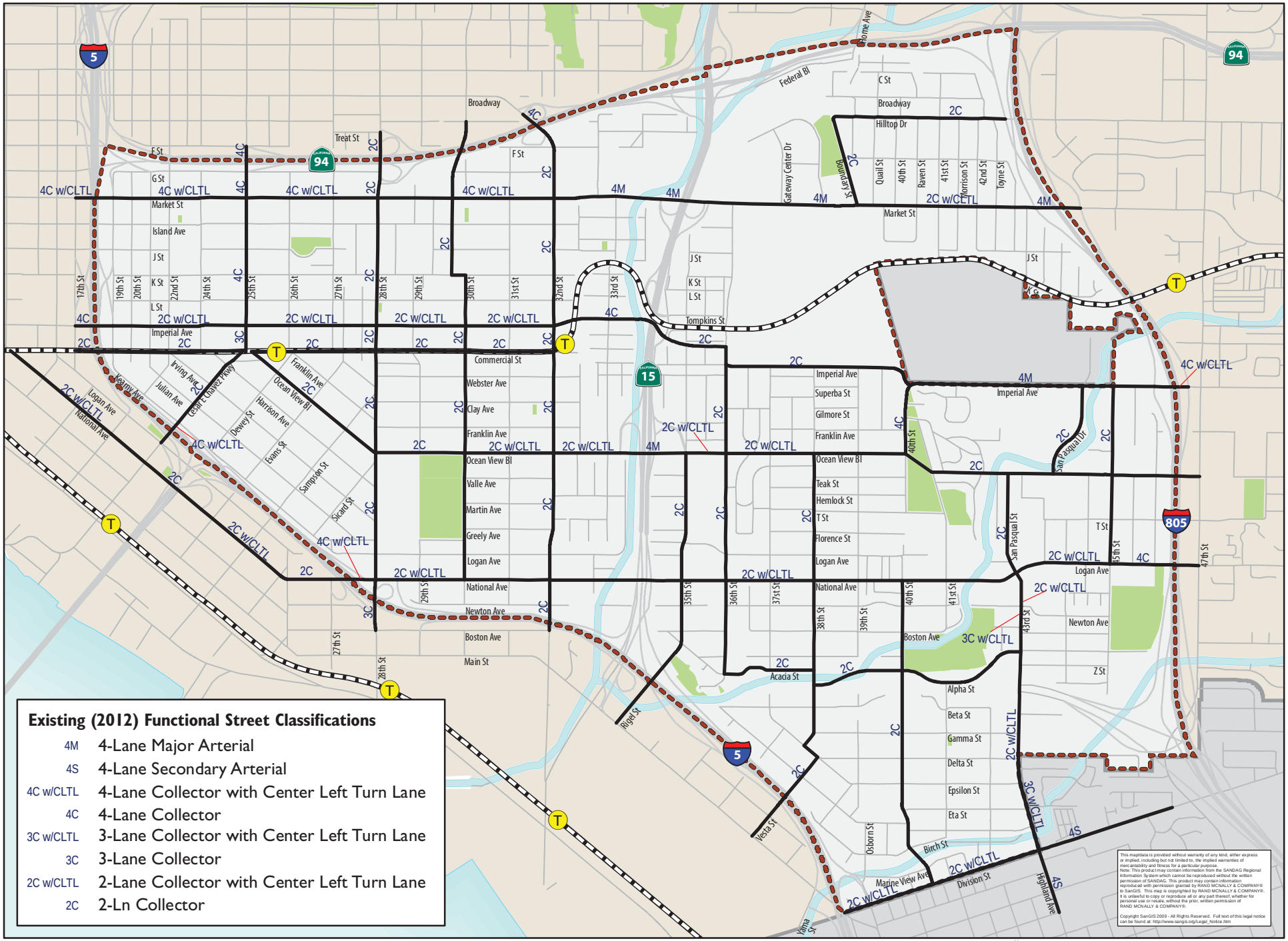
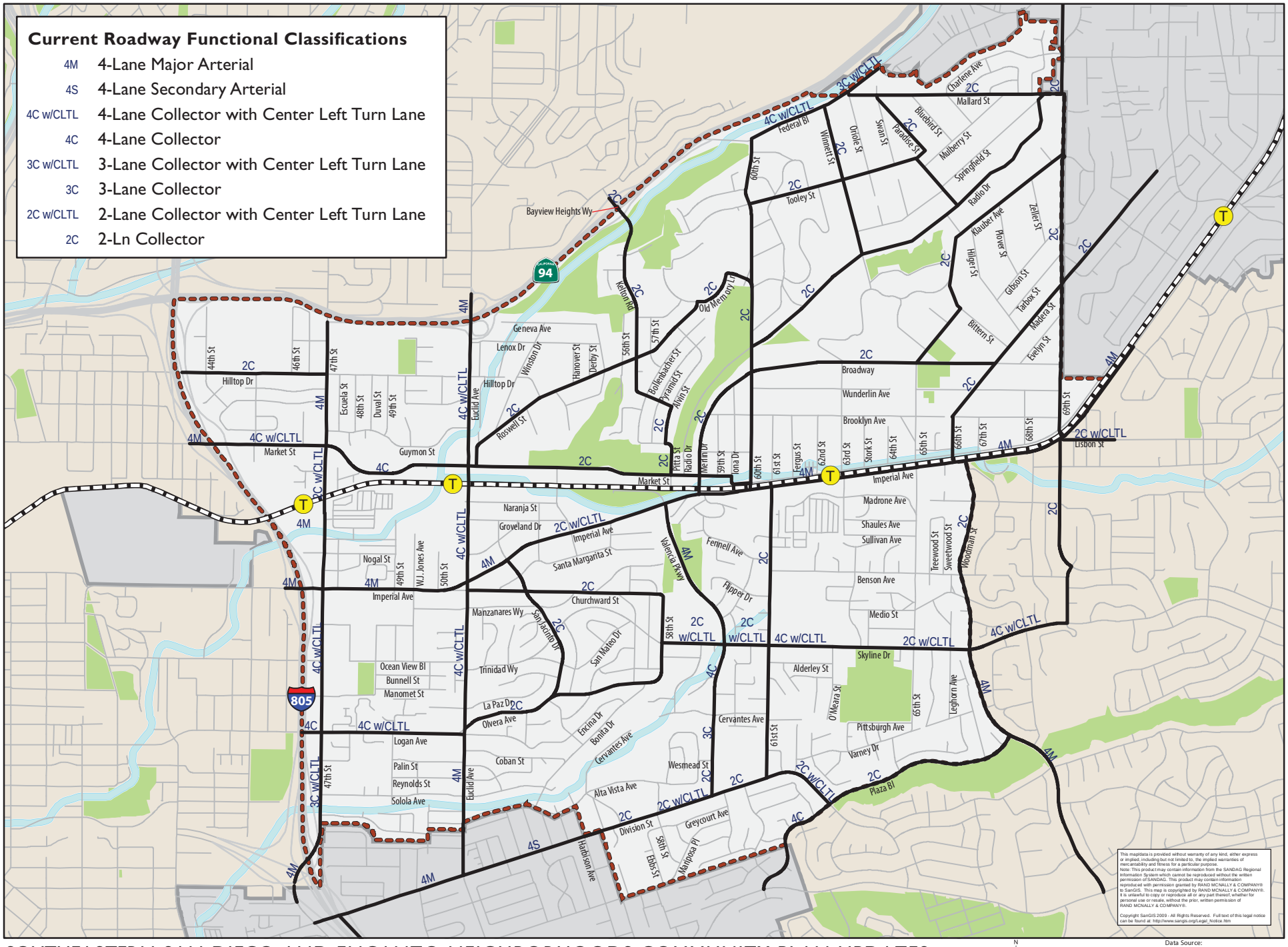

Existing (2012) Functional Street Classifications
4M 4-Lane Major Arterial
4S 4-Lane Secondary Arterial
4C w/CLTL 4-Lane Collector with Center Left Turn Lane
4C 4-Lane Collector
3C w/CLTL 3-Lane Collector with Center Left Turn Lane
3C 3-Lane Collector
2C w/CLTL 2-Lane Collector with Center Left Turn Lane
2C 2-Ln Collector
Broadway
Market St
Island Ave
Imperial Ave
Commercial St
Webster Ave
Clay Ave
Franklin Ave
Ocean View Bl
Valle Ave
Martin Ave
Greely Ave
Logan Ave
National Ave
Newton Ave
Boston Ave
Main St
Tompkins St
Superba St
Gilmore St
Teak St
Hemlock St
T St
Florence St
Acacia St
Alpha St
Beta St
Gamma St
Delta St
Epsilon St
Eta St
Hilltop Dr
Federal Bl
Treat St
Marine View Ave
Division St
Birch St
Logan Ave
Newton Ave
Imperial Ave
Ocean View Bl
Franklin Ave
Logan Ave
National Ave
Boston Ave
Main St
Acacia

Figure 5.2-2: Encanto Neighborhoods Existing Roadway Network



Arterials

North/South Streets

Cesar Chavez Parkway (Southeastern San Diego) provides a direct connection between Barrio Logan and the 25th Street & Commercial Street Trolley Station in Southeastern San Diego. It runs diagonally from Barrio Logan to Southeastern San Diego, terminating in the east at a 5-legged intersection with 25th Street, Commercial Street, and Ocean View Boulevard. Cesar Chavez Parkway is 2-lane roadway between Commercial Street and the I-5 NB Ramps, and a 4-lane roadway between the I-5 NB Ramps and SR-75 On-Ramps/Logan Avenue. Both segments have a posted speed limit of 25 mph with parallel on-street parking, sidewalks and no bicycle facility or bus routes along these segments.

25th Street (Southeastern San Diego) runs from Golden Hill in the north to Commercial Street in the south. This roadway is 4-lanes from SR-94 to Imperial Avenue, and 3-lanes from Imperial Avenue to Commercial Street. It currently has a posted speed limit of 30 mph, sidewalks and the Route 3 bus service that runs from Market Street to Commercial Street. Most of 25th Street has on-street parallel parking.

28th Street (Southeastern San Diego) runs from Golden Hill in the north to Barrio Logan in the south. This roadway has 2-lanes from SR-94 to National Avenue, and 3-lanes (2 NB & 1 SB) along the segment south of National Avenue. It currently has a posted speed limit of 30 mph, sidewalks, and a Class III Bike Route from SR-94 to Ocean View Boulevard. There is no transit service along 28th Street. This roadway segment has on-street parallel parking on both sides of the street.

30th Street (Southeastern San Diego) runs from Golden Hill in the north to Barrio Logan in the south. This roadway has 2-lanes and a current posted speed limit of 25 mph. There are sidewalks along this roadway segment, and no bicycle facilities or transit service. 30th Street has parallel on-street parallel parking on both sides of the street.

Broadway/32nd Street (Southeastern San Diego) runs from SR-94 WB Ramps to the EB Ramps. This segment is 4-lanes with parallel parking on both sides of the street and no sidewalks, bicycle facility or transit service. The posted speed limit is 30 mph.

32nd Street (Southeastern San Diego) runs from Golden Hill to Barrio Logan through Southeastern San Diego. It has 2-lanes and a posted speed limit of 30 mph. There is parallel on-street parking, sidewalks, and no bicycle facility or transit service.

35th Street/Rigel Street (Southeastern San Diego) runs from Ocean View Boulevard to I-5 in the south, where it becomes Rigel Street in Barrio Logan. This roadway is 2-lanes with parallel parking on both sides, sidewalks and no bicycle facilities or transit service. Its posted speed limit is 25 mph.

36th Street (Southeastern San Diego) runs from Imperial Avenue south to Acacia Street near the Chollas Creek and I-5. It is a 2-lane roadway with a posted speed limit of 25 mph and parallel parking on both sides of the street. 36th Street has sidewalks, but no bicycle facility or transit service.

38th Street (Southeastern San Diego) runs from Ocean View Boulevard south to Acacia Street. It provides a north-south connection across the Chollas Creek. This roadway has 2-lanes and a posted speed limit of 25 mph. There is parallel parking on both sides of the street, as well as sidewalk. There is no bicycle facility or transit service along this roadway.

Vesta Street (Southeastern San Diego) runs from Acacia Street to Main Street in Barrio Logan with an underpass at I-5. It is a 2-lane roadway with a posted speed limit of 25 mph. There is currently parallel parking on both sides of the street and sidewalks. There is also a Class III Bike Route along this segment, but no transit service.

40th Street (Southeastern San Diego) runs from Imperial Avenue to Division Street at the Southeastern San Diego border with National City, with a gap between T Street and Logan Avenue. The segment from Imperial Avenue to Ocean View Boulevard is 4-lanes with parking and sidewalks on both sides of the street. The segment from Ocean View Boulevard to National Avenue to Division Street is a 2-lane roadway with parking and sidewalks. Both study segments have a posted speed limit of 25 mph. There are no bicycle facilities or transit services along this roadway.

Boundary Street (Southeastern San Diego) is a 2-lane roadway that runs from Hilltop Drive to Market Street to the east of the Costco shopping center. The posted speed limit is 25 mph and parallel parking is provided along with sidewalks. There are no bicycle facilities or transit services along this roadway segment.

San Pasqual Street (Southeastern San Diego) is a 2-lane roadway that runs from Ocean View Boulevard to Logan Avenue along the Chollas Creek. The roadway has a posted speed limit of 25 mph. This roadway has parking on both sides of the street as well as sidewalks, but no bicycle facility or transit service. There is however a recently built soft-surface trail near this roadway that provides for recreation and leisure, and access to Chollas Creek.

43rd Street (Southeastern San Diego) from Logan Avenue south to Division Street at the Southeastern San Diego border with National City. The roadway varies from 2-lanes with a center-left-turn lane, to 3-lanes with a center-left-turn-lane. This study roadway has a posted speed limit of 30 mph. A relatively short portion of this study roadway does not allow parking. There are sidewalks along the roadway, as well as transit service provided by Route 955. There are no bicycle facilities along this study roadway.

Highland Avenue (Southeastern San Diego) is located in National City and provides the continuation of 43rd Street from Southeastern San Diego. It is a 4-lane roadway with a center-left-turn-lane and on-street parallel parking. This study segment has sidewalks, but no bicycle facility or transit service. The posted speed limit is 35 mph.

45th Street (Southeastern San Diego) is a 2-lane roadway with a 30 mph posted speed limit. There are missing sidewalks along the eastside (northbound) of this roadway between Imperial Avenue and Benfield Court. Bicycle facilities and transit service are not provided. The portion of this roadway that is part of the Circulation Element runs between Imperial Avenue and Logan Avenue.

47th Street (Encanto Neighborhoods) runs between SR-94 and Division Street within the study area. This roadway is a 4-lane roadway from SR-94 to Market Street, 2-lane from Market Street to Imperial Avenue, 4-lane from Imperial Avenue to Logan Avenue, 3-lane from Logan Avenue to the I-805 NB Ramps, and 4-lane from I-805 NB Ramps to Division Street. Posted speed limits range from 30 mph to 40 mph. Parallel parking is allowed on both side of this roadway within the study area. There are sidewalks along the majority of this roadway with missing sidewalks along the north/west side between Logan Avenue and Division Street. There is no bicycle facility currently located along this roadway. Transit services are provided by Route 13 between SR-94 and Market Street and Routes 3 and 955 between Imperial Avenue and Logan Avenue. The 47th Street Trolley Station serving the Orange Line is located just west of 47th Street.

Euclid Avenue (Encanto Neighborhoods) runs between SR-94 and Division Street within the study area. This roadway is a 4-lane roadway with a posted speed limit of 35 mph. There are sidewalks along the majority of this facility, as well as Class II bike lanes from Imperial Avenue to Cervantes Avenue. Transit services are available along Euclid Avenue via a combination of Routes 3, 13, 916/917, 955 and 960. The Euclid Avenue Trolley Station serving the Orange Line is located just west of Euclid Avenue at Market Street.

51st Street (Encanto Neighborhoods) runs from Roswell Street to Market Street as a 2-lane roadway with on-street parking and sidewalk. There are no bicycle facilities along this roadway. The posted speed limit is 25 mph. Transit services are available via Route 916/917.

San Jacinto Drive (Encanto Neighborhoods) runs from Imperial Avenue to Olvera Avenue as a 2-lane roadway with on-street parking and sidewalk. There are no transit service or bicycle facilities along this roadway. The posted speed limit is 25 mph.

Bayview Heights Drive (Encanto Neighborhoods) runs from SR-94 WB Ramps to SR-94 EB Ramps as a continuation of Kelton Road. This roadway is a 2-lane roadway with missing sidewalk on the eastern side of the road. There are no transit services, on-street parking, or bicycle facilities along this roadway. The posted speed limit is 30 mph.

Kelton Road (Encanto Neighborhoods) runs from Bayview Heights Way/SR-94 EB Ramps to Alvin Street as a 2-lane roadway with on-street parking and sidewalk along the majority of the

roadway. There are no transit service or bicycle facilities along this roadway. The posted speed limit is 30 mph.

Alvin Street (Encanto Neighborhoods) runs from Kelton Road to Pitta Street as a 2-lane roadway with on-street parking and sidewalk. There are no transit service or bicycle facilities along this roadway. The posted speed limit is 25 mph.

Pitta Street (Encanto Neighborhoods) runs from Alvin Street to Market Street as a 2-lane roadway with parallel on-street parking along the eastern side of the roadway and missing sidewalk along a section of this roadway. There are no bicycle facilities along this roadway. The posted speed limit is 25 mph. Transit services are available via Route 916/917.

Merlin Drive (Encanto Neighborhoods) runs from Broadway to Imperial Avenue as a 2-lane roadway with on-street parking and a posted speed limit of 25 mph. Sidewalks are missing on both sides along a portion of this roadway. There are no transit service or bicycle facilities along this roadway.

Valencia Parkway (Encanto Neighborhoods) runs from Imperial Avenue in the north to Division Street in the south. This roadway is a 4-lane roadway from Imperial Avenue to Cervantes Avenue, 3-lane from Cervantes Avenue to Wesmead Street, and 2-lane from Wesmead Street to Division Street. Posted speed limits range from 25 mph to 40 mph. On-street parking as well as sidewalks are available on the majority of this roadway, although sidewalks are missing along a relatively short section of this roadway. No transit services are available along this facility, however Class II bike lanes and Class III bike routes exist along Valencia Parkway, between Imperial Avenue and Skyline Drive.

60th Street runs (Encanto Neighborhoods) from Federal Boulevard to Imperial Avenue as a 2-lane roadway with on-street parking and a posted speed limit of 35 mph. Sidewalks are missing on both sides along a portion of this roadway. There are no transit service or bicycle facilities along this roadway.

61st Street (Encanto Neighborhoods) runs from Imperial Avenue to Division Street as a 2-lane roadway with on-street parking and a posted speed limit of 30 mph. Sidewalks are missing on both sides along a portion of this roadway. There are no transit service or bicycle facilities along this roadway.

Winnett Street (Encanto Neighborhoods) runs from Federal Boulevard to Radio Drive as a 2-lane roadway with on-street parking and a posted speed limit of 25 mph. Sidewalks are missing on both sides along a portion of this roadway. There are no transit service or bicycle facilities along this roadway.

Paradise Street (Encanto Neighborhoods) runs from Mallard Street to Radio Drive as a 2-lane roadway with on-street parking and a posted speed limit of 25 mph. Sidewalks are missing on both sides along a portion of this roadway. There are no transit service or bicycle facilities along this roadway.

Madera Street (Encanto Neighborhoods) runs from Massachusetts Avenue in Lemon Grove to Akins Avenue as a 2-lane roadway with on-street parking and a posted speed limit of 25 mph. Sidewalks are missing on the west side of this roadway between Massachusetts Avenue and 69th Street, as well as along the east side between 69th Street and Akins Avenue. There are no bicycle facilities along this roadway. Transit services are available via Route 916/917.

Woodman Street (Encanto Neighborhoods) runs from Imperial Avenue in the north to Paradise Valley Road in the south. This roadway is a 2-lane roadway from Imperial Avenue to Skyline Drive and a 4-lane roadway from Skyline Drive to Paradise Valley Road. Posted speed limits range from 35 mph to 40 mph. On-street parking as well as sidewalks are available on the majority of this roadway, although sidewalks are missing along a relatively short section of this roadway. Class II bike lanes are available on a short portion between Skyline Drive and Plaza Boulevard. Transit services are provided via Route 961.

69th Street (Encanto Neighborhoods) runs from San Miguel Avenue to Skyline Drive as a 2-lane roadway with on-street parking and a posted speed limit of 25 mph. A short segment of the 69th Street, between Evelyn Street and Broadway Avenue, is an unpaved and not accessible to vehicles. Sidewalks are missing along the majority of this roadway with the exception of the segment between Imperial Avenue and Skyline Drive. There are no bicycle facilities or transit services along this roadway.

East/West Streets

Mallard Street (Encanto Neighborhoods) is a 2-lane roadway with a 30 mph posted speed limit between Federal Boulevard and 69th Street. Parallel parking, as well as sidewalks are available along the majority of the roadway. There are no bicycle facilities or transit services on Mallard Street.

Federal Boulevard (Encanto Neighborhoods) runs from SR-94 Ramps in the west to MacArthur Drive in the east within the study area. This roadway varies from a 4-lane roadway with a center left-turn lane to a 3-lanes roadway with a center left-turn lane. Posted speed limits range from 40 to 45 mph. On-street parking and sidewalks are available along a majority of this study roadway. There are no transit services along Federal Boulevard, however Class II bike lanes are available between 60th Street and MacArthur Drive.

Tooley Street (Encanto Neighborhoods) is a 2-lane roadway with a 25 mph posted speed limit between 60th Street and Paradise Street. Parallel parking, as well as sidewalks are available along the majority of the roadway. There are no bicycle facilities or transit services on Tooley Street.

Hilltop Drive (Southeastern San Diego & Encanto Neighborhoods) is a 2-lane roadway with a 25 mph posted speed limit. There is parallel parking along this study roadway, as well as sidewalks. There are no bicycle facilities or transit services on Hilltop Drive. The roadway runs between Boundary Street and I-805.

Roswell Street (Encanto Neighborhoods) runs from 51st Street to Old Memory Lane as a 2-lane roadway with on-street parking and a posted speed limit of 30 mph. Sidewalks are available on

both sides of this roadway as well as transit services via Route 916/917. There is no bicycle facility along Roswell Street.

Old Memory Lane (Encanto Neighborhoods) runs from Roswell Street to 60th Street as a 2-lane roadway with a posted speed limit of 25 mph. Parallel parking, as well as sidewalks are available along this facility. There are no transit service or bicycle facilities along this roadway.

Radio Drive (Encanto Neighborhoods) runs from 60th Street to Mallard Street as a 2-lane roadway with no on-street parking and a posted speed limit of 25 mph. Sidewalks are missing on both sides along a portion of this roadway. There are no transit service or bicycle facilities along this roadway.

Klauber Avenue (Encanto Neighborhoods) runs from Broadway to 69th Street as a 2-lane roadway with on-street parking and a posted speed limit of 25 mph. Sidewalks are missing on both sides along a portion of this roadway. There are no transit service or bicycle facilities along this roadway.

Broadway (Encanto Neighborhoods) runs from 60th Street to Madera Street as a 2-lane roadway with on-street parking and a posted speed limit of 30 mph. Sidewalks are available along the majority of this roadway, as well as transit services via Route 916/917. There are no bicycle facilities along Broadway.

Market Street (Southeastern San Diego & Encanto Neighborhoods) runs the entire length of Southeastern San Diego, from 17th Street to I-805. This roadway is 4 lanes with a center-left-turn-lane, with the exception of a short segment (less than half of a mile) between Boundary Street and Denby Street which generally has 2 travel lanes with a center-left-turn-lane. Market Street has a posted speed limit of 30 mph. There are sidewalks along the entire length of this roadway and bicycle facilities along a portion, between 32nd Street and I-805. There is also transit service provided by the Route 3 and Route 5. Within Encanto Neighborhoods, this roadway is a 4-lane roadway from I-805 to Euclid Avenue and a 2-lane roadway from Euclid Avenue to 60th Street. East of Iona Drive, Market Street change to Akins Avenue. Parallel on-street parking are available along the majority of the roadway. Sidewalks are available along the majority of this roadway with the exception of a relatively small segment between Euclid Avenue and 60th Street. Transit services are available along sections Market Street via Routes 5, 13, and 916/917. The Orange Line Trolley runs parallel to Market Street and provides convenient access via the nearby 47th Street Trolley Station, Euclid Avenue Trolley Station, and the 62nd Street/Encanto Trolley Station. Class II bike lanes on the I-805 overpass and Class III bike routes from I-805 NB Ramps to Euclid Avenue are located on Market Street. The posted speed limits vary between 25 mph and 35 mph.

Imperial Avenue (Southeastern San Diego & Encanto Neighborhoods) runs the entire length of Southeastern San Diego, from 17th Street to I-805. This roadway varies from 4-lanes with and without a median, to 2-lanes with and without a median. Posted speeds range from 30 to 40 mph. There is on-street parking and sidewalks along a majority of this study roadway, although not all. Bus transit service is provided by the Route 4. A portion of Imperial Avenue, between 40th Street and 45th Street, generally has bicycle lanes, and while sharrows are marked between the I-805 NB Ramps and San Jacinto Drive. Imperial Avenue runs the entire length of Encanto Neighborhoods, from I-805 to Viewcrest Drive as a 4-lane roadway with posted speed limits range 40 to 50 mph.

There is on-street parking and sidewalks along a majority of this study roadway. Bus transit service is provided via Routes 4 and 955. Class II bike lanes and Class III (sharrows) bike routes exist along the majority of Imperial Avenue within the study area.

Commercial Street (Southeastern San Diego) runs from 17th Street to 32nd Street. This roadway is a 2-lane roadway with a 25 mph posted speed limit. The Orange Line and bus Route 3 run along Commercial Street. There is parking along the entire study segment with sidewalks, but no bicycle facility.

Lisbon Street (Skyline) runs from Imperial Avenue to 71st Street as a 2-lane roadway with no on-street parking and a posted speed limit of 35 mph. Sidewalks are available along this roadway, as well as transit services via Route 4. There is no bicycle facility along Lisbon Street within the study area.

Churchward Street/58th Street (Encanto Neighborhoods) runs from Euclid Avenue to Skyline Drive as a 2-lane roadway with on-street parking, sidewalks on both side, and a posted speed limit of 25 mph. There are no bicycle facilities or transit services along Churchward Street/58th Street.

Olvera Avenue/58th Street (Encanto Neighborhoods) runs from Euclid Avenue to Skyline Drive as a 2-lane roadway with on-street parking and a posted speed limit of 30 mph. There are sidewalks along the majority of Olvera Avenue with the exception of a small portion along the south side. Transit services are available via Route 11. There is no bicycle facility along Olevera Avenue/58th Street.

Skyline Drive (Encanto Neighborhoods) runs from 58th Street in the west to 69th Street in the east. Skyline Drive varies between a 4-lane road with center left-turn lane and a 2-lane road with center left-turn lane. The posted speed limit is 35 mph along Skyline Drive within the study area. There are Class II bike lanes located from Valencia Parkway to 69th Street. Transit services are provided via Route 11.

Ocean View Boulevard (Southeastern San Diego & Encanto Neighborhoods) runs from 25th Street to 47th Street. This roadway varies from 2-lanes to 4-lanes, and has a posted speed limit of 30 mph. There is on-street parking and sidewalks along the entire length of this study roadway, as well as Class III Bike Route along a majority of the study segment. The Route 3 runs along this segment of Ocean View Boulevard.

National Avenue (Southeastern San Diego & Encanto Neighborhoods) runs north-south through Barrio Logan, from Commercial Street to the I-5 SB Off-ramp at 27th Street, then runs east-west through Southeastern San Diego from I-5 to 43rd Street. This roadway varies from 2-lanes with center-left-turn-lane to 4-lanes, and has a posted speed limit of 30 mph. There is on-street parking and sidewalks along the majority of this study roadway, as well as transit service provided by Route 11. There is no bicycle facility along this study segment.

Logan Avenue (Southeastern San Diego & Encanto Neighborhoods) within the SESD CPU area runs from 43rd Street to 47th Street. This roadway varies from 2-lanes to 4-lanes, and has a posted speed limit of 30 to 35 mph. There is on-street parking along the entire length of this study roadway, as well as sidewalks, with the exception of a section between 43rd Street and 47th Street. The Route 11 runs along this segment of Logan Avenue. There is no bicycle facility along this roadway. Within Encanto Neighborhoods, Logan Avenue runs from 45th Street to Euclid Avenue Street as a 4-lane roadway with a posted speed limit of 35 mph. There is on-street parking along the entire length of this study roadway, as well as sidewalks. Transit services are available via Route 3, 11, and 955. There is no bicycle facility along this roadway.

Acacia Street (Southeastern San Diego) runs from 36th Street to 38th Street as a 2-lane roadway with on-street parking and sidewalks. There are no bicycle facilities or transit service along this roadway. The posted speed limit is 25 mph.

Alpha Street (Southeastern San Diego) runs from 38th Street to 43rd Street as a 2-lane roadway with on-street parking and sidewalks. There are no bicycle facilities or transit service along this roadway. The posted speed limit is 25 mph.

Division Street (National City) runs from Palm Avenue in the west to 61st Street in the east. Division Street varies from a 4-lane roadway to a 2-lane roadway with a center left-turn lane. The posted speed limits range from 30 to 35 mph. There is on-street parking as well as sidewalk along the majority of Division Street. Transit services are available via Route 967. There is no bicycle facility along Division Street.

Plaza Boulevard (E/W – National City) runs from Paradise Valley Road to Woodman Street. The roadway varies from 2-lanes to 4-lanes with posted speed limits between 30 and 40 mph. On-street parking and sidewalks are available on both sides of the road. There are no bicycle facilities or transit services along Plaza Boulevard.

Transit

Transit opportunities in Southeastern San Diego and Encanto Neighborhoods are provided by the Metropolitan Transit System (MTS) with both bus and Light Rail Trolley services. Figure 5.2-3 displays existing transit service and facilities within Southeastern San Diego and Figure 5.2-4 displays the existing transit service and facilities within Encanto Neighborhoods, including bus transit stops and routes, as well as the light rail trolley line and stations. Nearly all of Southeastern San Diego is within ¼ mile of a transit stop except for the area south of the Chollas Creek South Branch (Acacia Street / Alpha Street) and the single-family residential area in the northeast corner of the community, although some of this area is covered by a transit stop outside of the community planning boundary. Nearly all of Encanto Neighborhoods is within a quarter-mile of a transit stop except for the single-family residential areas in the northeast and southeast corners of the community. Each of these is described as follows.

Bus Service

There are currently 11 bus routes with a total of 320 bus transit stops serving the Southeastern San Diego and Encanto Neighborhoods communities.

Route 3 runs from the UCSD Medical Center in Hillcrest, southerly to Downtown San Diego, then easterly Sherman Heights, Logan Heights, Mountain View, then terminates at the Euclid Avenue Trolley Station in the community of Encanto Neighborhoods. Route 3 currently runs between 4:49 AM and 12:10 AM on weekdays; 5:26 AM and 12:10 AM on Saturdays; and 5:36 AM and 8:06 PM on Sundays. Route 3 runs at 15-minute headways during its peak and midday period, and 30-minute or 1 hour headways during off-peak periods, including all day on Sundays and holidays.

Route 4 runs from the 12th and Imperial Transit Center in downtown San Diego to Paradise Valley Road in the community of Paradise Hills. This route runs along Imperial Avenue over the entire length of Southeastern San Diego and Encanto Neighborhoods, serving the 32nd & Commercial Trolley Station, the Euclid Avenue Trolley Station and the Encanto/62nd Trolley Station. Route 4 currently runs between 4:46 AM and 11:47 PM on weekdays; 5:46 AM and 11:15 PM on Saturdays; and 5:46 AM and 8:50 PM on Sundays. Route 4 runs at 30-minute headways during the weekdays and on Saturdays, and most of Sundays.

Route 5 runs from 10th and Broadway in downtown San Diego to the Euclid Avenue Trolley Station in Encanto Neighborhoods. The Route 5 runs along Market Street between downtown San Diego and Encanto Neighborhoods through the Southeastern San Diego neighborhoods of Sherman Heights, Stockton, Mount Hope and Chollas View. Route 5 currently runs between 4:49 AM and 11:24 PM on weekdays; 5:20 AM and 9:39 PM on Saturdays; and 5:50 AM and 8:40 PM on Sundays. Route 5 runs at 15-minute headways during its weekday peak and midday period, and 30-minute headways during the remaining hours of service.

Route 11 runs from San Diego State University in the College Community to downtown San Diego, then to Paradise Valley Road in the community of Paradise Hills. Within the community of Southeastern San Diego, Route 11 runs along National Avenue and Logan Avenue through the neighborhoods of Logan Heights and Mountain View. Route 11 currently runs between 4:29 AM and 11:38 PM on weekdays; 4:40 AM and 11:38 PM on Saturdays; and 5:21 AM and 9:42 PM on Sundays. Route 11 runs at 15-minute headways during its weekday peak period, and 30-minute headways during the remaining hours of service.

Route 13 runs from Kaiser Hospital in the community of Grantville, southerly to City Heights and the Euclid Avenue Trolley Station in Encanto Neighborhoods, then terminates at the 24th Street Trolley Station in National City. Within the community of Encanto Neighborhoods, Route 13 runs along 47th Street, Market Street, and Euclid Avenue through the neighborhoods of Chollas View and Lincoln Park. Route 13 currently runs between 4:46 AM and 12:07 AM on weekdays; 5:09 AM and 11:37 PM on Saturdays; and 5:49 AM and 9:11 PM on Sundays. Route 13 runs at 15-minute headways during its weekday peak period, and 30-minute headways during the remaining hours of service.

Route 60 is an express route that runs from the Euclid Avenue Trolley Station to the Transit Center at University Town Center via I-15, Kearny Mesa and I-805. Route 60 currently runs

northbound only in the AM from 5:08AM to 7:08AM at 15-minute headways and southbound only in the PM from 3:26PM to 5:58PM at 30-minute headways. Route 60 does not operate on weekends or holidays. This route was implemented by MTS in June 2014; therefore, no annual ridership information is currently available.

Route 916/917 – Route 916/917 runs in a two-way loop from the Euclid Avenue Trolley Station, to the College Grove Shopping Center, then Lemon Grove, along Massachusetts Avenue, back to the Euclid Avenue Trolley Station. The route serves the communities of Encanto Neighborhoods, City Heights, Eastern, College and the City of Lemon Grove. Route 916/917 currently runs between 5:20 AM and 10:35 PM on weekdays; 6:20 AM and 9:35 PM on Saturdays; and does not operate on Sundays. Route 916/917 runs at 30-minute headways along the western half of the loop (Euclid Avenue Trolley Station via 54th Street to the College Grove Shopping Center) during its weekday morning and afternoon peak periods, and 1-hour headways during the remaining hours of service. Along the eastern half of the loop (Euclid Avenue Trolley Station via Massachusetts Avenue to the College Grove Shopping Center), Route 916/917 runs at 1-hour headways.

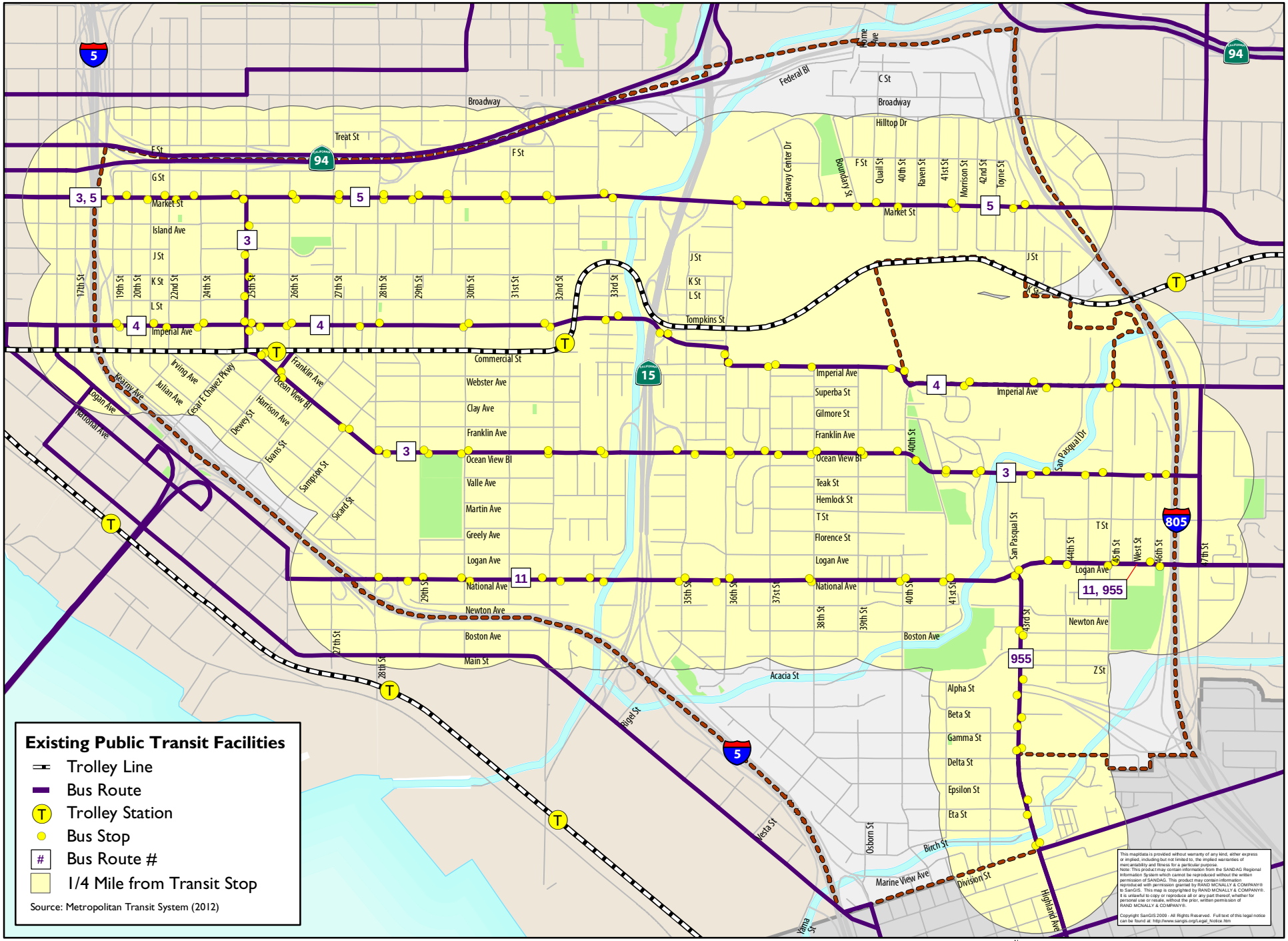
Route 955 – Route 955 runs from San Diego State University in the College Community to the 8th Street Trolley Station in National City. Within the community of Southeastern San Diego, Route 955 runs along Logan Avenue and 43rd Avenue, providing service to the Euclid Avenue Trolley Station. Route 955 currently runs between 4:55 AM and 11:40 PM on weekdays; 5:34 AM and 11:40 PM on Saturdays; and 5:58 AM and 9:41 PM on Sundays. Route 955 runs at 15-minute headways during its weekday peak and midday period, 20-minute headway on Saturday, and 30-minute headways during the remaining hours of service.

Route 960 (switched to Route 60 in June of 2014) runs from the University Town Center shopping center in University City, through the communities of Kearny Mesa and City Heights, to the Euclid Avenue Trolley Station in Encanto Neighborhoods. Route 960 runs along Interstates 15 and 805 between Nobel Drive and Market Street. Route 960 currently provides weekday morning (northbound only) and afternoon (southbound only) peak period service, between 5:09 AM and 7:45 AM, and between 3:20 PM and 6:52 PM. There is no Route 960 weekend service. Route 960 runs at 15-20 minute headways during the morning peak period service and at 30-minute headways during the afternoon peak period service. Route 960 was terminated by MTS in June 2014 and has been replaced by Route 60, described below.

Route 961 runs from the Encanto/62nd Street Trolley Station to the 24th Street Trolley Station (serviced by the Blue Line) in National City. Route 961 runs along Woodman Drive, to the Plaza Bonita shopping center to the 24th Street Trolley Station. Route 961 currently provides weekday service between 5:02 AM and 9:31 PM at 15 to 30-minute headways. Saturday service runs from 7:00 AM to 8:13 PM, while Sunday service runs from 7:00 AM to 7:45 PM, it does not provide service to the Encanto/62nd Street Station. Route 961 runs at 1-hour headways on the weekends.

Route 967 runs from the 24th Street Trolley Station (services by the Blue Line) in National City along Division Street into Encanto Neighborhoods and back in National City. Route 967 currently provides weekday service between 5:21 AM and 9:34 PM at 1-hour headways. Saturday service runs from 7:26 AM to 7:19 PM at 2-hour headways. Route 967 does not operate on Sundays.

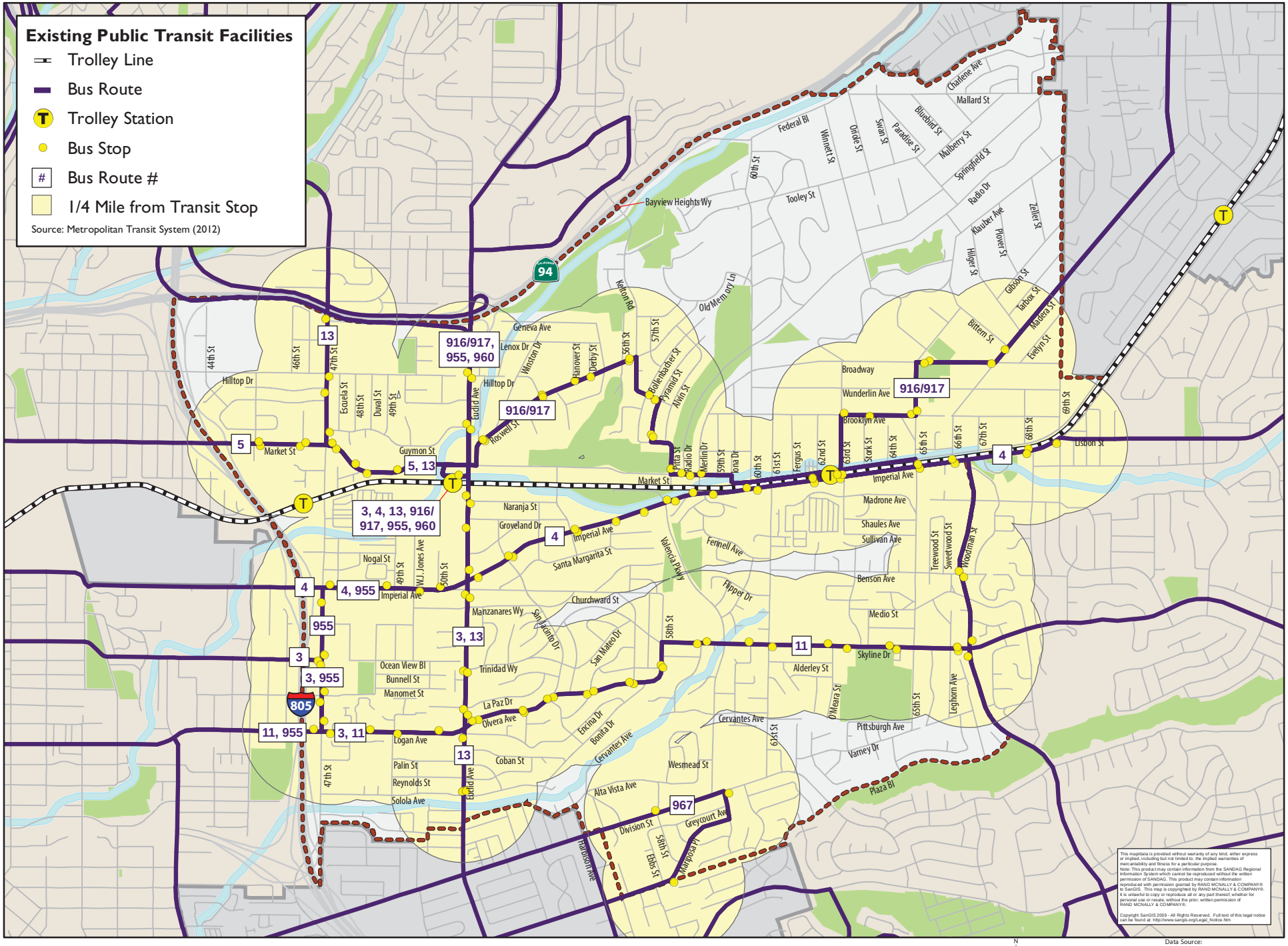
Figure 5.2-3: Southeastern San Diego Existing Public Transit Facilities



SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Data Source:
City of San Diego, 2012; SanGIS Regional Data Warehouse, 2012;
Dyett & Bhatia, 2012

Figure 5.2-4: Encanto Neighborhoods Existing Public Transit Facilities


Existing Public Transit Facilities
Trolley Line
Bus Route
Trolley Station
Bus Stop
Bus Route #
1/4 Mile from Transit Stop
Source: Metropolitan Transit System (2012)
916/917, 955, 960
916/917
5, 13
3, 4, 13, 916/ 917, 955, 960
4, 955
955
3, 955
11, 955
3, 11
967
Bayview Heights Wy
Federal Bl
Charlene Ave
Mallard St
Bluebird St
Mulberry St
Springfield St
Radio Dr
Zeller St
Plover St
Klauber Ave
Hilliger St
Gibson St
Tahoe St
Madera St
Evelyn St
Bittern St
Tooley St
Winnett St
Oriole St
Swan St
Paradise St
60th St
Old Memory Ln
Nelson Rd
Geneva Ave
Lenox Dr
Winston Dr
Hanover St
Derby St
56th St
57th St
Bollenbacher St
Pyramid St
Alvin St
Hilltop Dr
Euclid Ave
Roswell St
Guymon St
Market St
Naranja St
Groveland Dr
Imperial Ave
Santa Margarita St
Valencia Pkwy
Fennell Ave
Nogal St
W.J. Jones Ave
49th St
50th St
Manzanares Wy
San Jacinto Dr
Churchward St
Ocean View Bl
Bunnell St
Manomet St
Trinidad Wy
La Paz Dr
Olvera Ave
Logan Ave
Coban St
Palin St
Reynolds St
Solola Ave
47th St
Encina Dr
Bonita Dr
San Mateo Dr
Cervantes Ave
Wesmead St
Alta Vista Ave
Division St
Greycourt Ave
Harbison Ave
Ebbs St
Mariposa Pl
58th St
Alderley St
Skyline Dr
Benson Ave
Medio St
Flipper Dr
Broadway
Wunderlin Ave
Brooklyn Ave
Madrone Ave
Shaules Ave
Sullivan Ave
Treewood St
Sweetwood St
Woodman St
Lisbon St
Pittsburgh Ave
Varney Dr
Plaza Bl
Cervantes Ave
D'Meara St
Legborn Ave
65th St
63rd St
64th St
65th St
66th St
67th St
68th St
69th St
62nd St
61st St
59th St
Merlin Dr
Pitta St
Radio Dr
Iona Dr
Fergus St
Stork St
Imperial Ave
Escuela St
48th St
Duval St
49th St
44th St
46th St
47th St
Hilltop Dr
Market St
Guymon St
Naranja St
Groveland Dr
Nogal St
Manzanares Wy
Churchward St
Trinidad Wy
Ocean View Bl
Bunnell St
Manomet St
Logan Ave
Palin St
Reynolds St
Solola Ave
Coban St
Olvera Ave
La Paz Dr
Encina Dr
Bonita Dr
Cervantes Ave
Wesmead St
Alta Vista Ave
Division St
Greycourt Ave
Harbison Ave
Ebbs St
Mariposa Pl
Alderley St
Skyline Dr
Benson Ave
Medio St
Flipper Dr
Broadway
Wunderlin Ave
Brooklyn Ave
Madrone Ave
Shaules Ave
Sullivan Ave
Pittsburgh Ave
Varney Dr
Plaza Bl
Cervantes Ave
Imperial Ave
Market St
Lisbon St
Bittern St
Evelyn St
Madera St
Tahoe St
Gibson St
Hilliger St
Klauber Ave
Plover St
Zeller St
Radio Dr
Springfield St
Mulberry St
Bluebird St
Paradise St
Swan St
Oriole St
Winnett St
Federal Bl
Charlene Ave
Mallard St
Old Memory Ln
Nelson Rd
Geneva Ave
Lenox Dr
Winston Dr
Hanover St
Derby St
56th St
57th St
Bollenbacher St
Pyramid St
Alvin St
Hilltop Dr
Euclid Ave
Roswell St
Guymon St
Market St
Naranja St
Groveland Dr
Imperial Ave
Santa Margarita St
Valencia Pkwy
Fennell Ave
Nogal St
W.J. Jones Ave
49th St
50th St
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San Jacinto Dr
Churchward St
Ocean View Bl
Bunnell St
Manomet St
Trinidad Wy
La Paz Dr
Olvera Ave
Logan Ave
Coban St
Palin St
Reynolds St
Solola Ave
47th St
Encina Dr
Bonita Dr
San Mateo Dr
Cervantes Ave
Wesmead St
Alta Vista Ave
Division St
Greycourt Ave
Harbison Ave
Ebbs St
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Sullivan Ave
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Sweetwood St
Woodman St
Lisbon St
Pittsburgh Ave
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69th St
62nd St
61st St
59th St
Merlin Dr
Pitta St
Radio Dr
Iona Dr
Fergus St
Stork St
Imperial Ave
Escuela St
48th St
Duval St
49th St
44th St
46th St
47th St
Hilltop Dr
Bayview Heights Wy
Tooley St
60th St
Old Memory Ln
Nelson Rd
Geneva Ave
Lenox Dr
Winston Dr
Hanover St
Derby St
56th St
57th St
Bollenbacher St
Pyramid St
Alvin St
Hilltop Dr
Euclid Ave
Roswell St
Guymon St
Market St
Naranja St
Groveland Dr
Nogal St
Manzanares Wy
Churchward St
Trinidad Wy
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Solola Ave
Coban St
Olvera Ave
La Paz Dr
Encina Dr
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Wesmead St
Alta Vista Ave
Division St
Greycourt Ave
Harbison Ave
Ebbs St
Mariposa Pl
Alderley St
Skyline Dr
Benson Ave
Medio St
Flipper Dr
Broadway
Wunderlin Ave
Brooklyn Ave
Madrone Ave
Shaules Ave
Sullivan Ave
Pittsburgh Ave
Varney Dr
Plaza Bl
Cervantes Ave
Imperial Ave
Market St
Lisbon St
Bittern St
Evelyn St
Madera St
Tahoe St
Gibson St
Hilliger St
Klauber Ave
Plover St
Zeller St
Radio Dr
Springfield St
Mulberry St
Bluebird St
Paradise St
Swan St
Oriole St
Winnett St
Federal Bl
Charlene Ave
Mallard

Light Rail Trolley Service

Southeastern San Diego is served by the San Diego Trolley (LRT) Orange Line, with two stations located at 25th Street / Commercial Street and 32nd Street / Commercial Street within Southeastern San Diego, and three stations located at 47th Street, Euclid Avenue, and 62nd Street within Encanto Neighborhoods.

The **Orange Line** is the second trolley line to be built in the San Diego Trolley system with service beginning in 1986. It initially operated between downtown San Diego and Euclid Avenue, and underwent two major extensions, to Spring Street in La Mesa, then to the Santee Town Center. The Orange Line covers 20.7 miles with 15-minute service Mondays to Saturdays and most of the day on Sundays, and 30-minute service during the late-evenings, and weekend mornings. It serves a total of 23 stations.

Bicycles and Pedestrians

Bicycle Facilities

Bicycle facilities are an integral component of the Southeastern San Diego and Encanto Neighborhoods transportation system. Adequate bicycle facilities encourage active transportation, enhance recreational opportunities, and help attract visitors. Bikeways not only provide local opportunities for cyclists, but also offer regional connections. This section of the report discusses existing bicycle facilities, activity levels, LOS analysis results, and safety analyses within the Southeastern San Diego and Encanto Neighborhoods communities.

The bicycling goals as expressed in the City's 2008 General Plan Mobility Element include the following:

- A city where bicycling is a viable travel choice, particularly for trips of less than five miles.
- A safe and comprehensive local and regional bikeway network.
- Environmental quality, public health, recreation and mobility benefits through increased bicycling.

Existing bicycle facilities are classified based on a standard typology as follows:

- Class I Bikeway (Bike Path) provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized.
- Class II Bikeway (Bike Lane) provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally five feet wide. Vehicle parking and vehicle/pedestrian cross-flow are permitted.
- Class III Bike Route provides for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles.

Southeastern San Diego

Figure 5.2-5 displays the location of existing bicycle facilities within the Southeastern San Diego community, while Table 5.2-1 summarizes the mileage of existing bicycle facilities.

Table 5.2-1: Mileage of Existing Bicycle Facility Within - Southeastern San Diego

Facility Type	*Mileage*	*Percent of Total Bicycle Facility*	*Percent of Total Roadway*
Class I Multi-Use Path	0.6 miles	7.1%	0.7%
Class II Bicycle Lane	2.0 miles	25.9%	2.3%
Class III Bicycle Route	5.3 miles	67.0%	6.0%
Total	**7.9 miles**	**100%**	**9.0%**

Source: SANDAG; Chen Ryan Associates; June 2015

As shown, there are currently about 7.9 miles of bicycle facilities within Southeastern San Diego, with over half being comprised of Class III Bike Route, which provides cyclists with the lowest level of separation from vehicular travel.

Only 9.0% of Southeastern San Diego roadways have bicycle facilities, indicating low levels of "complete streets" and the lack of a strong, inter-connected bicycle network in this community. Across the City of San Diego, 12.6% of roadways have bicycle facilities.

Encanto Neighborhoods

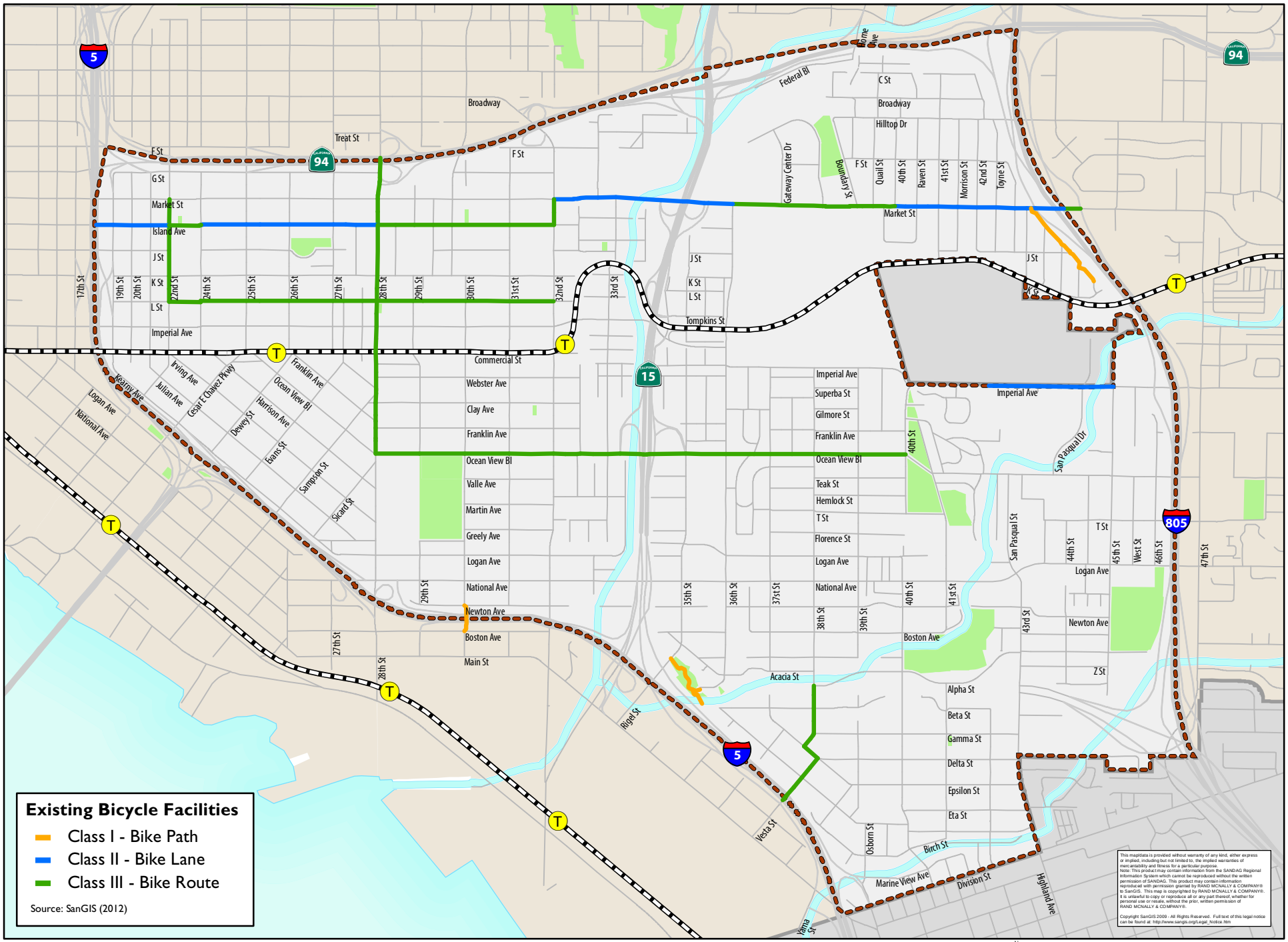
Figure 5.2-6 displays the location of existing bicycle facilities within the Encanto Neighborhoods community, while Table 5.2-2 summarizes the mileage of existing bicycle facilities.

Table 5.2-2: Mileage of Existing Bicycle Facility Within Encanto Neighborhoods

Facility Type	*Mileage*	*Percent of Total Bicycle Facility*	*Percent of Total Roadway*
Class I Multi-Use Path	0.4 miles	5.6%	0.4%
Class II Bicycle Lane	4.4 miles	61.1%	4.4%
Class III Bicycle Route	2.4 miles	33.3%	2.4%
Total	**7.2 miles**	**100%**	**7.2%**

Source: SANDAG; Chen Ryan Associates; June 2015

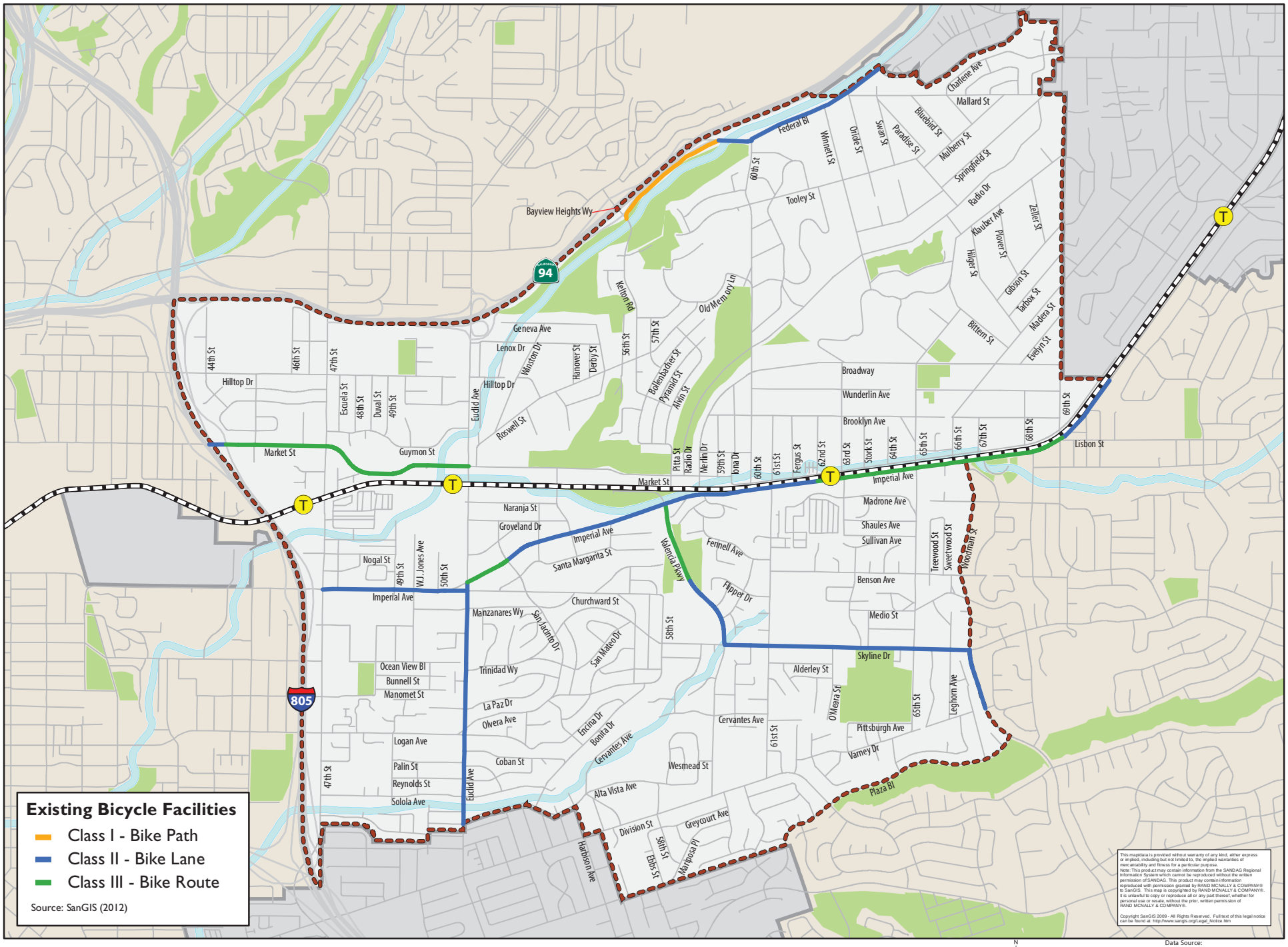
Figure 5.2-5: Southeastern San Diego Existing Bicycle Network



SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Data Source:
City of San Diego, 2012; SanGIS Regional Data Warehouse, 2012;
Dyett & Bhatia, 2012

Figure 5.2-6: Encanto Neighborhoods Existing Bicycle Network



SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Data Source:
City of San Diego, 2012; SanGIS Regional Data Warehouse, 2012;
Dyett & Bhatia, 2012

Figure 5.2-7: Southeastern San Diego Pedestrian Facilities

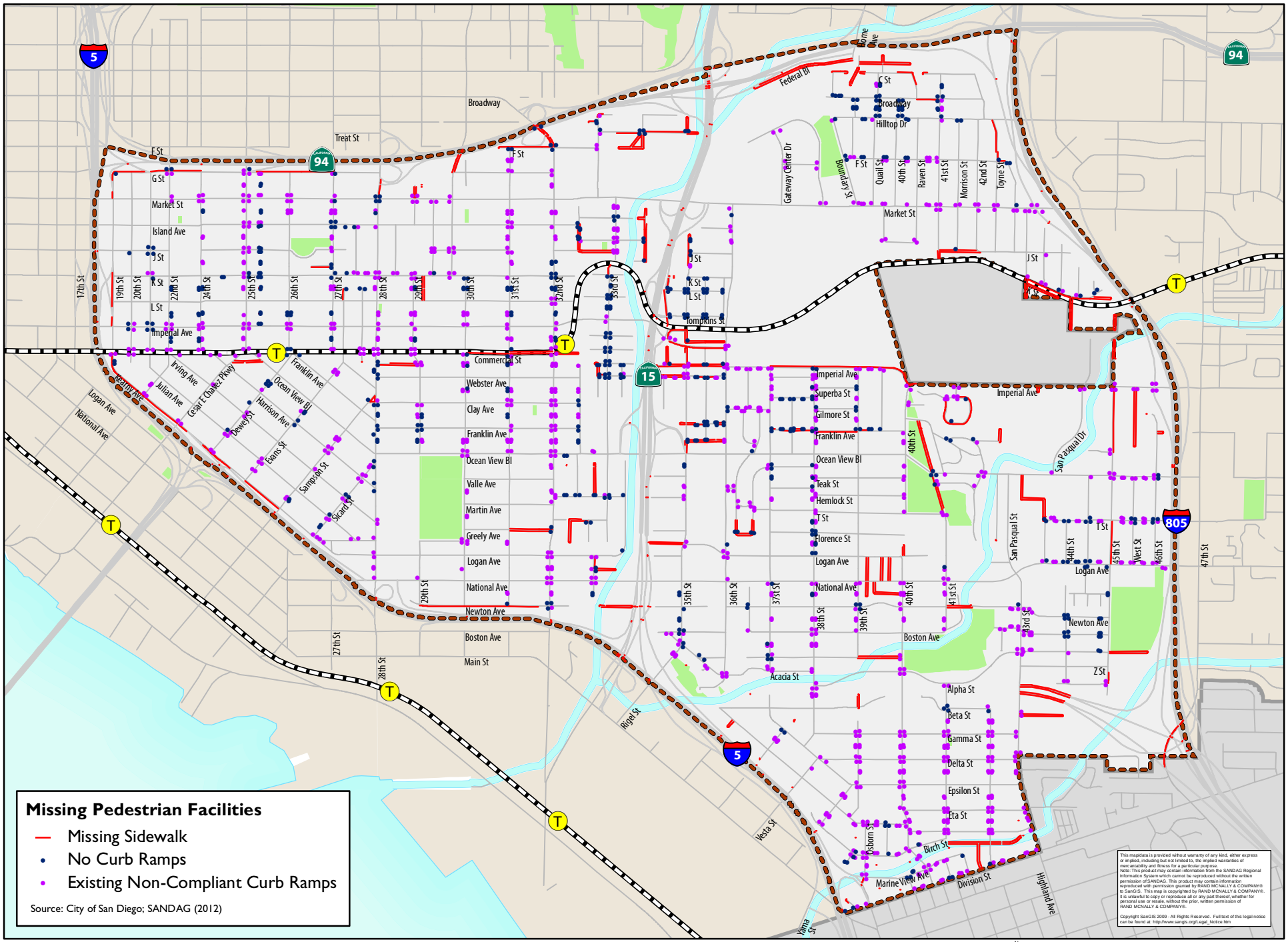
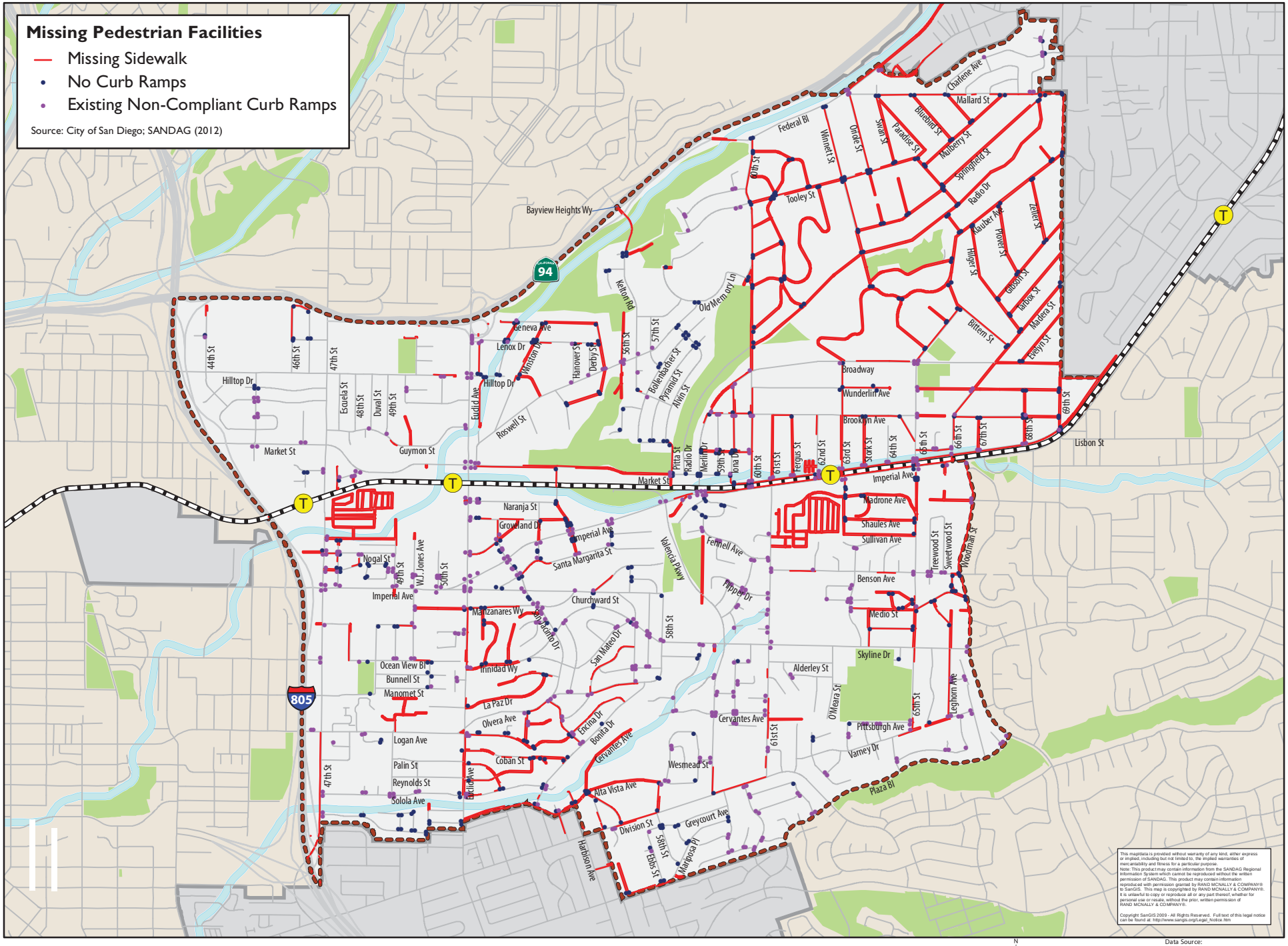

Missing Pedestrian Facilities
Missing Sidewalk
No Curb Ramps
Existing Non-Compliant Curb Ramps
Source: City of San Diego; SANDAG (2012)
Broadway
Treat St
F St
G St
Market St
Island Ave
J St
K St
L St
Imperial Ave
Commercial St
Webster Ave
Clay Ave
Franklin Ave
Ocean View Bl
Valle Ave
Martin Ave
Greely Ave
Logan Ave
National Ave
Newton Ave
Boston Ave
Main St
Tompkins St
Gateway Center Dr
Federal Bl
Hilltop Dr
Quail St
40th St
Raven St
41st St
Morrison St
42nd St
Toyne St
Superba St
Gilmore St
Teak St
Hemlock St
Florence St
San Pasqual Dr
Acacia St
Alpha St
Beta St
Gamma St
Delta St
Epsilon St
Eta St
Birch St
Marine View Ave
Division St
Highland Ave
Vesta St
Osborn St
Rigel St
Harbor Dr
Pacific Hwy
Kettner Blvd
Sassafras St
Cedar St
Ash St
Date St
Elm St
Fir St
Grape St
Hawthorn St
Ivy St
Juniper St
Kalmia St
Laurel St
Maple St
Nutmeg St
Olive St
Palm St
Redwood St
Spruce St
Upas St
Vine St
Walnut St
Willow St
Yarrow St
Cesar E Chavez Pkwy
Irving Ave
Julian Ave
Logan Ave
National Ave
Dewey St
Harrison Ave
Evans St
Sampson St
Sicard St
Franklin Ave
Ocean View Bl
17th St
19th St
20th St
22nd St
24th St
25th St
26th St
27th St
28th St
29th St
30th St
31st St
32nd St
33rd St
35th St
36th St
37th St
38th St
39th St
40th St
41st St
43rd St
44th St
45th St
46th St
47th St
West St
T St
Z St
Logan Ave
Newton Ave
Boston Ave
Imperial Ave
Market St
J St
K St
L St
Tompkins St
Commercial St
Webster Ave
Clay Ave
Franklin Ave
Ocean View Bl
Valle Ave
Martin Ave
Greely Ave
Logan Ave
National Ave
Newton Ave
Boston Ave
Main St

Figure 5.2-8: Encanto Neighborhoods Pedestrian Facilities



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Data Source:
City of San Diego, 2012; SanGIS Regional Data Warehouse, 2012;
Dyett & Bhatia, 2012

As shown, there are currently about 7.2 miles of bicycle facilities within Encanto Neighborhoods, with about 33% being comprised of Class III Bike Route, which provides cyclists with the lowest level of separation from vehicular travel.

Only 7.2% of Encanto Neighborhoods roadways have bicycle facilities, indicating low levels of "complete streets" and the lack of a strong, inter-connected bicycle network in this community. Across the City of San Diego, 12.6% of roadways have bicycle facilities.

Pedestrian Facilities

Pedestrian facilities include sidewalks, curb ramps, and other amenities such as street trees for shading. The City of San Diego's 1997 ADA Transition Plan seeks to help create better accessibility and connectivity throughout San Diego by making all sidewalks and pedestrian ramps ADA compliant.

Southeastern San Diego

Figure 5.2-7 illustrates study roadway segments with missing sidewalks, missing pedestrian ramps and non-ADA compliant pedestrian ramps within the Southeastern San Diego community. Current inventories indicate that there are approximately 569 missing curb ramps in Southeastern San Diego, 953 non-ADA compliant curb ramps, and an estimated 87,269 lineal feet of missing sidewalk, reflecting an inventory of both sides of the roadway right-of-way.

The four interstate freeways and state routes form barriers to pedestrian travel between Southeastern San Diego and its surrounding communities of Golden Hill, Barrio Logan, Encanto Neighborhoods, and National City.

Encanto Neighborhoods

Figure 5.2-8 illustrates study roadway segments with missing sidewalks, missing pedestrian ramps and non-ADA compliant pedestrian ramps within the Encanto Neighborhoods community. Current inventories indicate that there are approximately 478 missing curb ramps in Encanto Neighborhoods, 492 non-ADA compliant curb ramps, and an estimated 376,719 linear feet of missing sidewalk, reflecting an inventory of both sides of the roadway right-of-way.

Two freeways, I-805 and SR-94, form barriers to pedestrian travel between Encanto Neighborhoods and the surrounding communities of City Heights and Southeastern San Diego.

Airports, Passenger Rail, and Goods Movement

Airport

The closest airport serving Southeastern San Diego is the San Diego International Airport (Lindbergh Field). Airport planning is guided by the Destination Lindbergh Plan and the San Diego International Airport (SDIA) Master Plan.

Passenger Rail

Heavy rail commuter train service, provided by the North County Transit District (called the Coaster) and Amtrak connect downtown San Diego to locations outside the county. Although there is no heavy passenger rail service directly within Southeastern San Diego and Encanto

Neighborhoods, the Coaster and Amtrak services are accessible to Southeastern San Diego and Encanto Neighborhoods residents via the Orange Line Trolley.

More than 20 Coaster trains run on weekdays, with additional service on the weekends. The Coaster provides connections to numerous other transit routes, including bus routes, the Sprinter, San Diego Trolley, Amtrak and Metro Transit (to Orange and LA Counties via the Oceanside Transit Center).

The main Amtrak route serving San Diego is the Pacific Surfliner which provides service between the major coastal cities in California. The Pacific Surfliner stops at Union Station in Los Angeles, which functions as a transfer point to rail services across the country. The main Amtrak station within the City of San Diego is Santa Fe Depot (located downtown); however, on weekends and holidays the Pacific Surfliner service also stops at the Old Town Transit Center.

Goods Movement

The efficient movement of goods is essential for meeting basic consumer demands and requires interaction among various modes of travel. The San Diego region is supported by intermodal goods movement infrastructure consisting of roadways, railways, maritime facilities, and airport facilities. Southeastern San Diego and Encanto Neighborhoods are located in close proximity to several regionally significant goods movement facilities, including Lindbergh Field, maritime facilities, coastal and inland freight railways, and several regional freeways.

The goods movement goal as expressed in the *City's 2008 General Plan Mobility Element* includes the following:

- Safe and efficient movement of goods with minimum negative impacts.

The following sections describe the various goods movement facilities within the study communities by facility type.

Trucking

Most goods in the San Diego region are transported via trucks along highways and roadways. While the City of San Diego does not have a system of designated truck routes, truck access to Southeastern San Diego is provided by major freeways, including specifically I-5, I-15, I-805 and SR-94. Within Southeastern San Diego, industrial and commercial destinations are generally concentrated along Commercial Street. Within Encanto Neighborhoods, industrial and commercial destinations are generally concentrated along Market Street.

Local streets provide access to delivery destinations as well as the transition of freight to rail and ocean transport.

Air Freight

In addition to the transport of freight on roadways, cargo may also move through Southeastern San Diego via air freight transport companies such as FedEx, DHL Express and UPS. San Diego International Airport serves as the primary regional airport for freight transported via air. Major

cargo airlines serving Lindbergh field include FedEx, DHL Express, and UPS. These and other movers of freight may receive and distribute cargo via maritime operations, rail, or trucks.

Rail

Two companies operate freight rail service within San Diego County. The Burlington Northern Santa Fe Railway Company (BNSF) operates freight rail service along the same right-of-way as Amtrak and the Coaster passenger services. BNSF transports freight to points north and east of San Diego County, such as Los Angeles and Arizona. According to the *LOSSAN Corridor Strategic Assessment, January 2010* freight rail frequencies within this corridor are expected to double (from 4 trains a day to 8) over the next 20 years.

The San Diego and Imperial Valley Railroad (SDIY) also operates short-haul freight service in San Diego County along the Orange Line trolley corridor through Southeastern San Diego and Encanto Neighborhoods during the early morning hours. This service provides an important connection between the Class I BNSF and freight rail service in Mexico. The railroad's main commodities are petroleum products, agricultural products, and wood pulp. The SDIY hauled around 6,500 carloads in 2008. It also suggests potential for conflict between freight trains and community members who live on or near Commercial Street. The SDIY carried almost 6,000 cars in 2010.

Maritime

There are currently no port cargo facilities located within Southeastern San Diego or Encanto Neighborhoods, although cargo is transported near the study community, via the modes summarized above, to and from the port cargo facilities located at the nearby 10th Avenue Marine Terminal and at the National City Marine Terminal.

REGULATORY SETTING

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

Federal Regulations

Department of Transportation Act of 1966

Section 4(f) of the Department of Transportation Act of 1966 specifies that a transportation project requiring the use of publicly owned parks, recreation areas, historic sites (including those owned privately), wildlife and waterfowl refuges, and many other types of resources can be approved only if there is no feasible and prudent alternate to using that land and if the project is planned to minimize harm to the property.

General procedures are as follows:

A specific finding is required. Section 4(f) lands may be used for federal aid highways only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Each project proposal must include a Section 4(f) avoidance alternative (Caltrans 2011).

Surface Transportation Assistance Act (STAA)

In 1982, the federal government passed the STAA. This act requires states to allow larger trucks on the "national network," which is composed of the interstate system plus the non-interstate federal-aid primary system. "Larger trucks" includes (1) doubles with 28.5 foot trailers, (2) singles with 48-foot semi-trailers and unlimited kingpin-to-rear axle distance, (3) unlimited length for both vehicle combinations, and (4) widths up to 102 inches. I-5 and SR-78 are defined as STAA routes.

State Regulations

California Department of Transportation (Caltrans)

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

California Transportation Commission (CTC)

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

Assembly Bill (AB) 32

With AB 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is coordinating the response to comply with AB 32.

In 2007, CARB adopted a list of early action programs that could be put in place by January 1, 2010. In 2008, CARB defined its 1990 baseline level of emissions, and by 2011 it completed its major rule making for reducing GHG emissions. Rules on emissions, as well as market-based mechanisms like the proposed cap and trade program, took effect in 2012.

On December 11, 2008, CARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of Senate Bill (SB) 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

AB 1358 – California Complete Streets Act of 2008

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

SB 375

SB 375 has four key components. First, SB 375 requires regional GHG emissions targets. CARB's Regional Targets Advisory Committee will guide the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the state. For Carlsbad, the MPO is SANDAG (see below). These targets, which MPOs may propose themselves, will be updated every eight years in conjunction with the revision schedule for housing and transportation elements.

Second, MPOs will be required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an alternative planning strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans (also prepared by SANDAG as the MPO for San Diego County) be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the CTC. Regional transportation planning agencies (such as SANDAG) are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

The SANDAG region was the first region in the state that adopted a Sustainable Communities Strategies (SCS) and Regional Transportation Plan (RTP) update under SB 375.

Local Regulations

SANDAG Regional Transportation Plan

SANDAG is the regional transportation planning agency in San Diego County. As such, they are responsible for planning and funding transportation projects throughout the region. SANDAG has completed its 2050 RTP. The RTP was adopted on October 28, 2011. The following projects have been identified in the Carlsbad area to improve mobility:

- Peak period bus rapid transit (BRT) on I-5 and along an east-west corridor somewhere near Palomar Airport Road
- Managed lanes on I-5 and SR-78 (including upgrades to the I-5/SR-78 interchange)

City of San Diego General Plan

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

Southeastern San Diego Community Plan Mobility Element

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

Encanto Neighborhoods Community Plan Mobility Element

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

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

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

METHODOLOGY

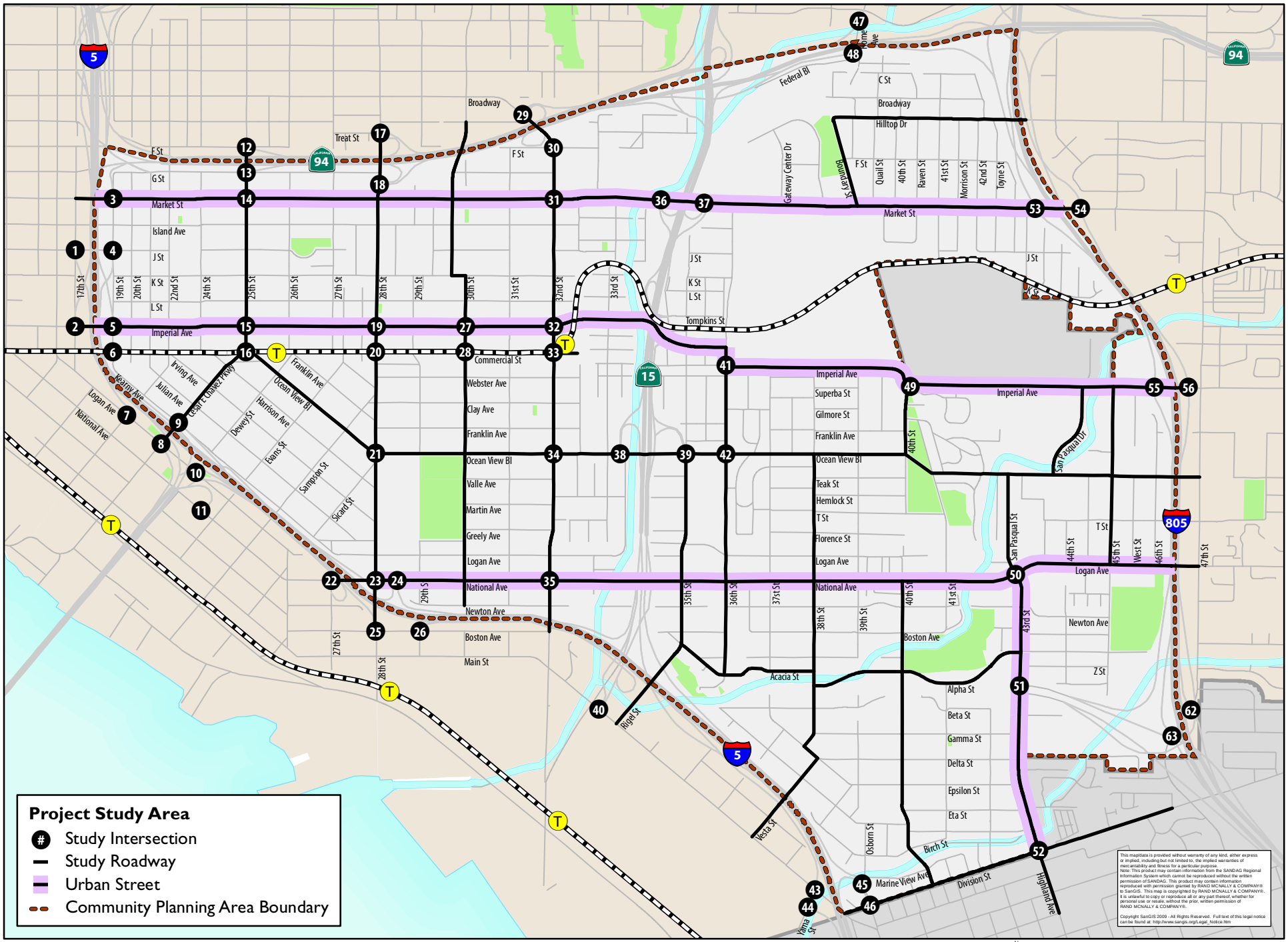
This chapter describes the various methodologies utilized to analyze the mobility network in Southeastern San Diego. Analysis of the vehicular systems – roadways, intersections and freeways – were prepared for this study in accordance with the City of San Diego Traffic Impact Study Guidelines, SANTEC/ITE Guidelines, and the enhanced California Environmental Quality Act (CEQA) project review process.

Selection of the Study Area

This section summarizes the approach to defining study area roadways and intersections.

Freeways and natural barriers are considered as general study area boundaries. The primary study area encompasses the CPU areas and up to one segment and key intersection beyond in order to be consistent with the impact study area desired for California Environmental Quality Act (CEQA) analysis.

Figure 5.2-9: Southeastern San Diego Project Study Intersections



SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

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Data Source:
City of San Diego, 2012; SanGIS Regional Data Warehouse, 2012;
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Figure 5.2-10: Encanto Neighborhoods Project Study Intersections

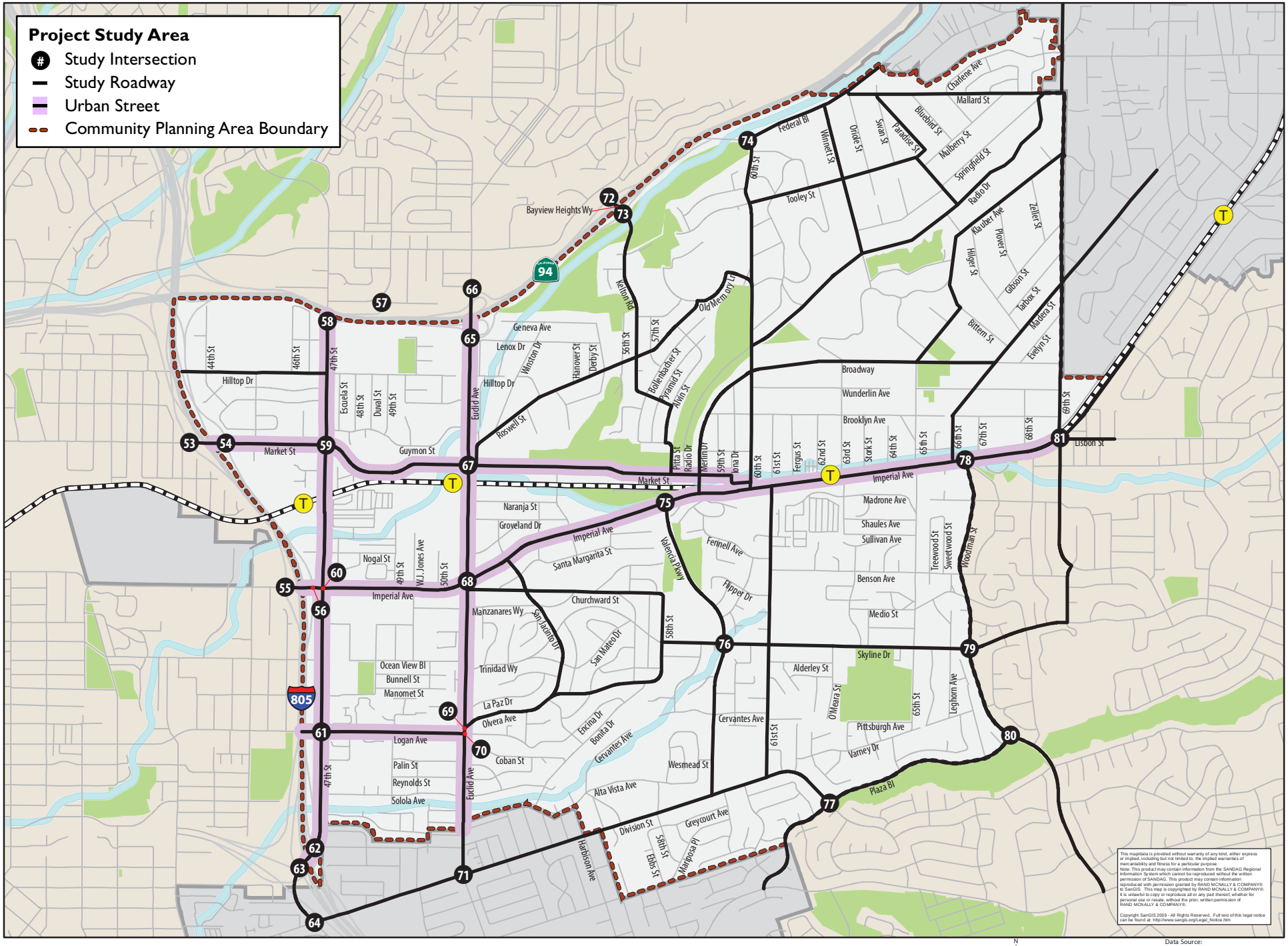

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Figure 5.2-9 and Figure 5.2-10 displays roadway, intersection and Urban Street facilities that comprise the combined study areas for the SESD and Encanto Neighborhoods CPUs, respectively.

Roadway Segments

Study area roadway segments were defined as all currently adopted mobility element roads and one segment beyond CPU area boundaries, where not separated by freeways and natural barriers.

Intersections

Study intersections within Southeastern San Diego include those where both intersecting streets meet one of the following criteria:

- 4-lanes or wider
- 3-lanes and carries over 15,000 average daily traffic
- 2-lanes and carries over 10,000 average daily traffic

Intersections providing freeway access, as well as a number of critical study intersections from other on-going City studies in the community were also included in the study area. These studies include: Commercial/Imperial Corridor Master Plan, Mobility and Land Use Master Plan for National Avenue, Euclid+Market Land Use and Mobility Plan, and Mobility and Land Use Master Plan for Euclid Avenue.

Based on these criteria, 81 study intersections were selected, as displayed in Figure 5.2-9 and Figure 5.2-10. This includes 38 intersections locating within Southeastern San Diego, 22 intersections locating within Encanto Neighborhoods, and 21 intersections locating inside the Southeastern San Diego / Encanto Neighborhoods sphere of influence (outside of the communities).

Level of Service Definition

Vehicular level of service (LOS) is a quantitative measure that represents quality of service for the driver. These conditions are generally described in terms of such factors as speed, travel time, freedom to maneuver, comfort, convenience, and safety. LOS A represents the best operating conditions from a driver's perspective, while LOS F represents the worst. Table 5.2-3 describes generalized definitions of auto LOS A through F.

Table 5.2-3: Vehicular Level of Service Definitions

LOS	*Characteristics*
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections has a volume-to-capacity ratio greater than 1.0.

Source: 2000 Highway Capacity Manual.

Roadway Segment Level of Service Standards and Thresholds

Roadway segment level of service standards and thresholds provide the basis for analysis of arterial roadway segment performance. The analysis of roadway segment level of service is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecasted Average Daily Traffic (ADT) volumes. Table 5.2-4 presents the roadway segment capacity and LOS standards utilized to analyze roadways in this report.

Table 5.2-4: City of San Diego—Roadway Segment Daily Capacity and Level of Service Standards

	Level of Service				
Roadway Functional Classification	*A*	*B*	*C*	*D*	*E*
Expressway (6-lane)	< 30,000	< 42,000	< 60,000	< 70,000	< 80,000
Prime Arterial (6-lane)	< 25,000	< 35,000	< 50,000	< 55,000	< 60,000
Major Arterial (6-lane, divided)	< 20,000	< 28,000	< 40,000	< 45,000	< 50,000
Major Arterial (4-lane, divided)	< 15,000	< 21,000	< 30,000	< 35,000	< 40,000
Secondary Arterial* / Collector (4-lane w/ center left-turn lane)	< 10,000	< 14,000	< 20,000	< 25,000	< 30,000
Collector (3-lane w/ center left-turn lane)	< 7,500	< 10,500	< 15,000	< 19,000	< 22,500
Collector (4-lane w/o center lane)					
Collector (2-lane w/ center left-turn lane)	< 5,000	< 7,000	< 10,000	< 13,000	< 15,000
Collector (2-lane no fronting property)	< 4,000	< 5,500	< 7,500	< 9,000	< 10,000
Collector (2-lane w/ commercial fronting)	< 2,500	< 3,500	< 5,000	< 6,500	< 8,000
Collector (2-lane multi-family)					
Sub-Collector (2-lane single-family)	-	-	< 2,200	-	-

Notes:

Bold numbers indicate the ADT thresholds for acceptable LOS.

*Secondary Arterial is a classification only applies to roadways in the City of National City. It utilizes identical LOS thresholds as a 4-Ln Collector w/center left-turn lane in the City of San Diego.

Source: City of San Diego Traffic Impact Study Manual (1998).

These standards are generally used as long-range planning guidelines to determine the functional classification of roadways. The actual capacity of a roadway facility varies according to its physical and operational attributes. LOS D is considered acceptable for Mobility Element roadway segments in the City of San Diego. Often, a roadway segment that is analyzed to be LOS E or F based on theoretical capacity is found to operate acceptably in practice. In such cases, HCM arterial analysis may be conducted and utilized (or intersection analysis, if arterial analysis is not applicable) to provide a more accurate indication of LOS.

Peak Hour Intersection Level of Service Standards and Thresholds

This section presents the methodologies used to perform peak hour intersection capacity analysis, for both signalized and unsignalized intersections. The following assumptions were utilized in conducting all intersection level of service analyses:

- Pedestrian Calls per Hour: Based on existing pedestrian counts.
- Heavy Vehicle Factor: A 2% heavy vehicle factor was assumed for all study area.
- Peak Hour Factor: Based on existing peak hour counts.

- Signal Timing: Based on existing signal timing plans (as of November 2012).

Signalized Intersection Analysis

The signalized intersection analysis utilized in this study conforms to the operational analysis methodology outlined in *2000 Highway Capacity Manual (HCM), Transportation Research Board Special Report 209*. This method defines LOS in terms of delay, or more specifically, average control delay per vehicle (sec/veh).

The *2000 HCM* methodology sets 1,900 passenger-cars per hour per lane (pcphpl) as the ideal saturation flow rate at signalized intersections, based upon the minimum headway that can be sustained between departing vehicles at a signalized intersection. The service saturation flow rate, which reflects the saturation flow rate specific to the study facility, is determined by adjusting the ideal saturation flow rate for lane width, on-street parking, bus stops, pedestrian volume, traffic composition (or percentage of heavy vehicles), and shared lane movements (e.g. through and right-turn movements sharing the same lane). The level of service criteria used for this technique is described in Table 5.2-5. The computerized analysis of intersection operations was performed utilizing the *Synchro 8.0 (2000 HCM methodology)* traffic analysis software (by Trafficware, 2011).

Table 5.2-5: Signalized Intersection Level of Service –Highway Capacity Manual Operational Analysis Method

Average Control Delay Per Vehicle	*Level of Service (LOS) Characteristics*
≤10.0	*LOS A* occurs when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
10.1 – 20.0	*LOS B* occurs when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
20.1 – 35.0	*LOS C* occurs when progression is favorable or the cycle length is moderate. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
35.1 – 55.0	*LOS D* occurs when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
55.1 – 80.0	*LOS E* occurs when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
>80.0	*LOS F* occurs when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: 2000 Highway Capacity Manual, Transportation Research Board Special Report 209.

Unsignalized Intersection Analysis

Unsignalized intersections, including two-way and all-way stop controlled intersections, were analyzed using the *2000 HCM* unsignalized intersection analysis methodology. The Synchro 8.0 software supports this methodology and was utilized to produce LOS results. The LOS for a two-way stop controlled (TWSC) intersection is determined by the computed or measured control delay and is defined for each minor movement. The LOS for an all-way stop controlled (AWSC) intersection is determined by the computed or measured average control delay of all movements. Table 5.2-6 summarizes the level of service criteria for unsignalized intersections.

Table 5.2-6: Level of Service Criteria for Stop Controlled Unsignalized Intersections

Average Control Delay (sec/veh)	*Level of Service (LOS)*
≤10.0	A
10.1 – 15.0	B
15.1 – 25.0	C
25.1 – 35.0	D
35.1 – 50.0	E
>50.0	F

Source: 2000 Highway Capacity Manual.

The City of San Diego considers LOS D or better during the AM and PM peak hours to be acceptable intersection LOS.

Freeway/State Highway Level of Service Standards and Thresholds

Freeway LOS analysis is based upon procedures developed by Caltrans District 11. The procedure for calculating freeway LOS involves estimating a peak hour volume to capacity (V/C) ratio. Peak hour volumes are estimated from the application of design hour ("K"), directional ("D") and truck ("T") factors to Average Daily Traffic (ADT) volumes. The base capacities were assumed to be 2,350 passenger-cars per hour per main lane (pc/h/ln) and 1,410 pc/h/ln for auxiliary lanes. A 0.95 peak-hour factor (PHF) is utilized for this analysis.

The resulting V/C ratio is then compared to acceptable ranges of V/C values corresponding to the various levels of service for each facility classification, as shown in Table 5.2-7. The corresponding level of service represents an approximation of existing or anticipated future freeway operating conditions in the peak direction of travel during the peak hour.

LOS D or better is used in this study as the threshold for acceptable freeway operations based upon Caltrans and the SANDAG Regional Growth Management Strategy (RGMS) requirements.

Table 5.2-7: Caltrans District 11 Freeway Segment Level of Service Definitions

LOS	*V/C*	*Congestion/Delay*	*Traffic Description*
Used for freeways, expressways and conventional highways			
"A"	<0.41	None	Free flow.
"B"	0.42-0.62	None	Free to stable flow, light to moderate volumes.
"C"	0.63-0.79	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
"D"	0.80-0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver.
"E"	0.93-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor.
Used for conventional highways			
"F"	>1.00	Considerable	Forced or breakdown flow. Delay measured in average travel speed (MPH). Signalized segments experience delays >60.0 seconds/vehicle.
Used for freeways and expressways			
"F0"	1.01–1.25	Considerable (0-1 hour delay)	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go.
"F1"	1.26-1.35	Severe (1-2 hour delay)	Very heavy congestion, very long queues.
"F2"	1.36-1.45	Very severe (2-3 hour delay)	Extremely heavy congestion, longer queues, more numerous breakdown points, longer stop periods.
"F3"	>1.46	Extremely severe (3+ hours of delay)	Gridlock.

Source: SANTEC/ITE Guidelines for TIS in the San Diego Region.

Ramp Metering Analysis

Ramp metering is a means of controlling the volume of traffic entering the freeway, with the goal of improving the traffic operations and flow on the freeway main lanes. Freeway ramp meter analysis estimates the peak hour queues and delays at freeway ramps by comparing existing volumes to the meter rate at the given location.

Meter rates used in the analysis were obtained from Caltrans in November 2012. Ramp metering analyses to calculate delays at the study area freeway on-ramps were conducted based upon procedures outlined in the City of San Diego Traffic Impact Study Manual (1998).

Determination of Significant Impacts

This section outlines the thresholds for determining significant project-related impacts to roadways, intersections, and freeways in the City of San Diego.

Generally, a significant impact is identified when the addition of project traffic results in a level of service dropping from LOS D or better to substandard LOS E or F. Table 5.2-8 summarizes the significant impact thresholds for facilities operating at a substandard level of service with and

without the project. These thresholds, as applied to roadway segments, are based upon an acceptable increase in the (V/C) ratio.

Table 5.2-8: City of San Diego Measures of Significant Project Traffic Impacts

	Allowable Change Due to Impact					
	Freeways		*Roadway Segments*		*Intersections*	*Ramp Metering**
LOS with Project	*V/C*	*Speed (mph)*	*V/C*	*Speed (mph)*	*Delay (sec)*	*Delay (min)*
E	0.01	1.0	0.02	1.0	2.0	2.0
F	0.005	0.5	0.01	0.5	1.0	1.0

Note: * For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

Source: CEQA Significance Determination Thresholds, City of San Diego Development Services Department; January 2007

Existing Conditions

This section describes key intersections, roadway and freeway segments, as well as existing peak hour intersection traffic volumes, and daily roadway and freeway traffic volumes. Level of service analysis results for all study area facilities under Existing Conditions are presented.

Trip Generation

Trip generation analysis was performed to provide an understanding of the vehicle trips generated by land uses under Existing Conditions. Trip generation rates for various land use categories were obtained from the City of San Diego Trip Generation Manual (May 2003). Existing Conditions land uses were provided by City's staff. Table 5.2-9 and Table 5.2-10 display the land use quantity and ADT by land use categories under Existing Conditions for the Southeastern San Diego and Encanto Neighborhoods communities, respectively.

Table 5.2-9: Southeastern San Diego Existing Land Uses

Land Use	*Amount*	*ADT*
Arterial Commercial	849.0 ksf	33,952
Automobile Dealership	0.1 Acres	36
Automobile Parts Sale	5.7 ksf	356
Automobile Repair Shop	42.7 ksf	855
Automobile Tire Store	9.2 ksf	231
Cemetery	123.4 Acres	617
Clinic (Medical Office)	188.5 ksf	9,424
Communications and Utilities	21.9 Acres	-
Community Shopping Center (100,000 SF or more)	698.2 ksf	48,871
Convenience Market Chain (Open Up to 16 Hours Per Day)	40.3 ksf	20,150
Day Care Center	0 child	-
Elementary School	6,454 Students	12,264
Fire/Police Station	27.7 ksf	830
Government Office/Civic Center	52.4 ksf	1,573
Hotel (Low-Rise) (Motel)	91 Rooms	819
Junior High School or Middle School	1,454 Students	2,036
Landscape Open Space (Undeveloped Park)	3.0 Acres	-
Library	23.3 ksf	1,166
Light Industry - General	1,808.2 ksf	27,125
MF Residential less or equal 20 DU/acre	3,963 DU	31,704
MF Residential over 20 DU/acre	5,434 DU	32,604
Neighborhood Shopping Center (30,000 SF or more)	48.1 ksf	5,772
Office (Low-Rise - 1 ksf to 5 ksf)	18.7 ksf	767
Office (Low-Rise - 5 ksf to 10 ksf)	20.9 ksf	710
Office (Low-Rise - 10 ksf to 15 ksf)	26.2 ksf	733
Office (Low-Rise - 50 ksf to 55 ksf)	97.8 ksf	1,957
Open Space Park or Preserve	36.2 Acres	182
Other Health Care	29.8 ksf	1,488
Other Public Services	28.5 ksf	285
Other Recreation - High (Developed Park)	6.0 Acres	299
Other Retail Trade and Strip Commercial	13.8 ksf	553
Other School	36.1 ksf	650
Other Transportation	1.3 Acres	8
Other University or College (Community College)	7,667 Students	12,267
Park - Active	72.2 Acres	3,609

Table 5.2-9: Southeastern San Diego Existing Land Uses

Land Use	*Amount*	*ADT*
Parking Lot - Structure	0.8 Acres	-
Parking Lot - Surface	3.6 Acres	-
Post Office	5.8 ksf	1,170
Public/Community Meeting Room Facility (Other Public Services)	9.9 ksf	297
Religious Facility (without day care)	628.0 ksf	3,137
Restaurant (High Turnover sit-down)	12.5 ksf	1,620
Scrap Yards/Auto Dismantling/Landfill	6.5 Acres	39
Senior High School	0 Students	-
Service Station	8 Station	1,080
Service Station (with food mart and automated carwash)	8 station	1,240
Service Station (with food mart)	12 station	1,800
Single-Family Detached	4,360 DU	39,240
Single-Family Multiple-Units	1,271 DU	11,439
Vacant and Undeveloped Land	64.7 Acres	-
Warehousing	103.2 ksf	517
Wholesale Trade	20.1 ksf	1,405
Total	**-**	**316,877**

Notes:
ksf = Thousand Square Feet.
DU = Dwelling Unit.

Source: City of San Diego, Chen Ryan Associates; June 2015

As shown in Table 5.2-9, under Existing Conditions the Southeastern San Diego community would generate 316,877 daily trips.

Table 5.2-10: Encanto Neighborhoods Existing Land Uses

Land Use	*Amount*	*ADT*
Alternative Correctional Facility	300 Cells	600
Arterial Commercial	236.5 ksf	9,459
Automobile Dealership	0.1 Acres	28
Automobile Repair Shop	8.8 ksf	177
Carwash (Self service)	4 stall	400
Cemetery	44.7 Acres	224
Commercial Recreation	9.0 ksf	269
Communications and Utilities	40.4 Acres	-
Community Shopping Center (100,000 SF or more)	81.0 ksf	5,673
Congregate Care Facility	18 Beds	54
Convenience Market Chain (Open Up to 16 Hours Per Day)	3.2 ksf	1,589
Day Care Center	145 child	725
Elementary School	5,114 Students	9,716
Fast Food (with or without Drive-through)	8.7 ksf	6,116
Fire/Police Station	14.5 ksf	435
Government Office (less or equal to 100,000 SF)	22.1 ksf	662
Government Office/Civic Center	18.5 ksf	556
Industrial Park	26.0 ksf	390
Junior High School or Middle School	1,547 Students	2,166
Landscape Open Space (Undeveloped Park)	0.1 Acres	-
Library	27.6 ksf	1,378
Light Industry - General	418.8 ksf	6,282
MF Residential less or equal 20 DU/acre	1,466 DU	11,728
MF Residential over 20 DU/acre	1,916 DU	11,496
Mobile Home Park	610 DU	3,050
Neighborhood Shopping Center (30,000 SF or more)	62.0 ksf	7,436
Office (Low-Rise - 1 ksf to 5 ksf)	3.3 ksf	134
Office (Low-Rise - 10 ksf to 15 ksf)	11.1 ksf	312
Office (Low-Rise - 60 ksf to 65 ksf)	64.0 ksf	1,216
Office (Low-Rise - 65 ksf to 70 ksf)	71.8 ksf	1,364
Open Space Park or Preserve	201.3 Acres	1,006
Other Health Care	22.6 ksf	1,132
Other Recreation - High (Developed Park)	2.8 Acres	140
Other Retail Trade and Strip Commercial	12.6 ksf	502
Other School	24.3 ksf	437

Table 5.2-10: Encanto Neighborhoods Existing Land Uses

Land Use	*Amount*	*ADT*
Other Transportation	0.9 Acres	6
Park - Active	60.9 Acres	3,047
Parking Lot - Surface	6.6 Acres	-
Public/Community Meeting Room Facility (Other Public Services)	37.8 ksf	1,135
Rail Station/Transit Center	5.3 Acres	1,596
Religious Facility (without day care)	307.6 ksf	1,537
Restaurant (High Turnover sit-down)	4.2 ksf	552
Senior High School	3,283 Students	5,909
Service Station	8 Station	1,080
Service Station (with food mart and automated carwash)	12 station	1,860
Service Station (with food mart)	26 station	3,900
Single-Family Detached	8,054 DU	72,486
Single-Family Multiple-Units	1,174 DU	10,566
Spaced Rural Residential	2 DU	24
Supermarket (Stand-alone)	4.4 ksf	660
Vacant and Undeveloped Land	190.3 Acres	-
Warehousing	1.7 ksf	8
Total	**-**	**191,218**

Notes:
ksf = Thousand Square Feet.
DU = Dwelling Unit.

Source: City of San Diego, Chen Ryan Associates; June 2015

As shown in Table 5.2-10 under Existing Conditions the Encanto Neighborhoods community generates 191,218 daily trips.

Roadway Segment Analysis

Roadway segments analyzed in this report were selected based on criteria discussed in the precious methodology section. Several roadways outside the boundary of Southeastern San Diego were included in this assessment due to their location within the sphere of influence and is required for the environmental studies.

Table 5.2-11 displays existing roadway segment ADT and LOS for Southeastern San Diego and Encanto Neighborhoods. The source and date for each count used to calculate existing LOS is also provided in this table.

As shown in the tables, there are a total of 23 roadway segments within Southeastern San Diego and Encanto Neighborhoods that are operating at LOS E or F, with 11 roadway segments located within Southeastern San Diego, eight roadway segments within Encanto Neighborhoods, two

segments within both Southeastern San Diego and Encanto Neighborhoods, and two segments within the Southeastern San Diego's sphere of influence (both in Barrio Logan), they are as follow:

Southeastern San Diego

39. Ocean View Boulevard, between 32nd Street and I-15 SB Ramps (LOS E);
41. Ocean View Boulevard, between I-15 NB Ramps and 36th Street (LOS E);
49. National Avenue, between 28th Street and I-5 NB Ramps (LOS F);
57. Division Street, between Main Street and Osborn Street (LOS F);
72. 28th Street, between SR-94 WB Ramps and SR-94 EB Ramps (LOS F);
73. 28th Street, between SR-94 EB Ramps and Market Street (LOS F);
74. 28th Street, between Market Street and Imperial Avenue (LOS E);
77. 28th Street, between Ocean View Boulevard and National Avenue (LOS F);
89. 35th Street/Rigel Street, between Ocean View Boulevard and Main Street (LOS E);
99. 43rd Street, between Logan Avenue and Newton Avenue (LOS E); and
101. 43rd Street, between Beta Street and Delta Street (LOS F).

Encanto Neighborhoods

14. Market Street/Akins Avenue, between Euclid Avenue and 60th Street (LOS F);
27. Imperial Avenue, between San Jacinto Drive and Valencia Parkway (LOS F);
62. Division Street, between Harbison Avenue and 58th Street (LOS F);
64. Division Street, between Valencia Parkway and 61st Street (LOS F);
105. Mallard Street, between Federal Boulevard and 69th Street (LOS E);
131. Euclid Avenue, between SR-94 EB Ramps & Market Street (LOS E);
137. Bayview Heights Way, between SR-94 WB Ramps and SR-94 EB Ramps (LOS F); and
152. Woodman Street, Imperial Avenue and Skyline Drive (LOS E).

Southeastern San Diego & Encanto Neighborhoods

10. Market Street, between Boundary Street and I-805 SB Ramps (LOS E); and
23. Imperial Avenue, between I-805 SB Ramps and I-805 NB Ramps (LOS E);

Sphere of Influence

47. National Avenue, between 26th Street and 27th Street/I-5 SB Off-Ramps (LOS F); and
78. 28th Street, between National Avenue and Boston Avenue (LOS E).

Table 5.2-11: Existing Roadway Segment Level of Service Results

No.	*Roadway*	*Segment*	*Count Date*	*Data Source*	*Existing Functional Classification*	*Capacity (LOS E)*	*Average Daily Traffic (ADT)*	*Volume to Capacity Ratio (V/C)*	*LOS (LOS)*	*Community / Jurisdiction*
1	Hilltop Drive	Boundary Street & I-805	3/29/2011	City of SD (MC0207-1)	2-Ln Collector	8,000	2,885	0.36	B	Southeastern San Diego
2	Hilltop Drive	I-805 & 47th Street	3/10/2011	City of SD (MC0208-1)	2-Ln Collector	8,000	4,435	0.55	C	Encanto Neighborhoods
3	Market Street	17th Street & 19th Street	10/9 & 10/10/2012	NDS	4-Ln Collector w/ CLTL	30,000	7,895	0.26	A	Southeastern San Diego
4	Market Street	19th Street & 25th Street	10/9 & 10/10/2012	NDS	4-Ln Collector w/ CLTL	30,000	7,835	0.26	A	Southeastern San Diego
5	Market Street	25th Street & 28th Street	10/9 & 10/10/2012	NDS	4-Ln Collector w/ CLTL	30,000	9,604	0.32	A	Southeastern San Diego
6	Market Street	28th Street & 32nd Street	11/9/2011	City of SD (MC1150-1)	4-Ln Collector w/ CLTL	30,000	10,745	0.36	B	Southeastern San Diego
7	Market Street	32nd Street & I-15 SB Ramps	11/9/2011	City of SD (MC1151-1)	4-Ln Major Arterial	40,000	17,180	0.43	B	Southeastern San Diego
8	Market Street	I-15 SB Ramps & I-15 NB Ramps	10/9 & 10/10/2012	NDS	4-Ln Major Arterial	40,000	22,320	0.56	C	Southeastern San Diego
9	Market Street	I-15 NB Ramps & Boundary Street	1/31/2012	City of SD (MC0036-1)	4-Ln Major Arterial	40,000	22,310	0.56	C	Southeastern San Diego
10	Market Street	Boundary Street & I-805 SB Ramps	7/26/2010	City of SD (MC0620-10)	2-Ln Collector w/ CLTL	15,000	14,460	0.96	**E**	Southeastern San Diego
11	Market Street	I-805 SB Ramps & I-805 NB Ramps	10/9 & 10/10/2012	NDS	4-Ln Major Arterial	40,000	17,543	0.44	B	Southeastern San Diego/ Encanto Neighborhoods
12	Market Street	I-805 NB Ramps & 47th Street	5/24/2011	Euclid+ Market	4-Ln Collector w/CLTL	30,000	14,860	0.5	C	Encanto Neighborhoods

Table 5.2-11: Existing Roadway Segment Level of Service Results

No.	*Roadway*	*Segment*	*Count Date*	*Data Source*	*Existing Functional Classification*	*Capacity (LOS E)*	*Average Daily Traffic (ADT)*	*Volume to Capacity Ratio (V/C)*	*LOS (LOS)*	*Community / Jurisdiction*
13	Market Street	47th Street & Euclid Avenue	5/24/2011	Euclid+ Market	4-Ln Collector	15,000	10,022	0.67	D	Encanto Neighborhoods
14	Market Street/Akins Avenue	Euclid Avenue & 60th Street	5/24/2011	Euclid+ Market	2-Ln Collector	10,000	11,136	1.11	**F**	Encanto Neighborhoods
15	Imperial Avenue	17th Street & 19th Street	5/25/2011	Commercial Imperial Corridor	4-Ln Collector	15,000	6,582	0.44	B	Southeastern San Diego
16	Imperial Avenue	19th Street & 25th Street	5/25/2011	Commercial Imperial Corridor	2-Ln Collector w/ CLTL	15,000	5,196	0.35	B	Southeastern San Diego
17	Imperial Avenue	25th Street & 28th Street	5/25/2011	Commercial Imperial Corridor	2-Ln Collector w/ CLTL	15,000	5,257	0.35	B	Southeastern San Diego
18	Imperial Avenue	28th Street & 30th Street	5/25/2011	Commercial Imperial Corridor	2-Ln Collector w/ CLTL	15,000	5,027	0.34	B	Southeastern San Diego
19	Imperial Avenue	30th Street & 32nd Street	5/25/2011	Commercial Imperial Corridor	2-Ln Collector w/ CLTL	15,000	4,152	0.28	A	Southeastern San Diego
20	Imperial Avenue	32nd Street & 36th Street	5/4/2011	City of SD (MC0262-1)	4-Ln Collector	15,000	6,555	0.44	B	Southeastern San Diego
21	Imperial Avenue	36th Street & 40th Street	10/9 & 10/10/2012	NDS	2-Ln Collector	10,000	7,909	0.79	D	Southeastern San Diego
22	Imperial Avenue	40th Street & I-805 SB Ramps	10/9 & 10/10/2012	NDS	4-Ln Major Arterial	40,000	10,301	0.26	A	Southeastern San Diego

Table 5.2-11: Existing Roadway Segment Level of Service Results

No.	Roadway	Segment	Count Date	Data Source	Existing Functional Classification	Capacity (LOS E)	Average Daily Traffic (ADT)	Volume to Capacity Ratio (V/C)	LOS (LOS)	Community / Jurisdiction
23	Imperial Avenue	I-805 SB Ramps & I-805 NB Ramps	10/9 & 10/10/2012	NDS	4-Ln Collector w/ CLTL	30,000	25,741	0.86	**E**	Southeastern San Diego/ Encanto Neighborhoods
24	Imperial Avenue	I-805 NB Ramps & 47th Street	10/9 & 10/10/2012	NDS	4-Ln Major Arterial	40,000	33,370	0.83	D	Encanto Neighborhoods
25	Imperial Avenue	47th Street & Euclid Avenue	3/10/2011	City of SD (MC0221-1)	4-Ln Major Arterial	40,000	30,600	0.77	D	Encanto Neighborhoods
26	Imperial Avenue	Euclid Avenue & San Jacinto Drive	1/25/2012	City of SD (MC0026-1)	4-Ln Major Arterial	40,000	23,685	0.59	C	Encanto Neighborhoods
27	Imperial Avenue	San Jacinto Drive & Valencia Parkway	1/9/2013	City of SD	2-Ln Collector w/CLTL	15,000	19,408	1.29	**F**	Encanto Neighborhoods
28	Imperial Avenue	Valencia Parkway & Woodman Street	1/24/2012	City of SD (MC0027-1)	4-Ln Major Arterial	40,000	17,745	0.44	B	Encanto Neighborhoods
29	Imperial Avenue	Woodman Street & 69th Street	10/9 & 10/10/2012	NDS	4-Ln Major Arterial	40,000	16,738	0.42	B	Encanto Neighborhoods
30	Imperial Avenue	69th Street & Viewcrest Drive	1/24/2012	City of SD (MC0025-1)	4-Ln Major Arterial	40,000	8,205	0.21	A	Encanto Neighborhoods (Skyline/ Paradise Hills)
31	Commercial Street	17th Street & 19th Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	1,192	0.15	A	Downtown
32	Commercial Street	19th Street & 25th Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	1,208	0.15	A	Southeastern San Diego

Table 5.2-11: Existing Roadway Segment Level of Service Results

No.	*Roadway*	*Segment*	*Count Date*	*Data Source*	*Existing Functional Classification*	*Capacity (LOS E)*	*Average Daily Traffic (ADT)*	*Volume to Capacity Ratio (V/C)*	*LOS (LOS)*	*Community / Jurisdiction*
33	Commercial Street	25th Street & 28th Street	5/25/2011	Commercial Imperial Corridor	2-Ln Collector	8,000	1,065	0.13	A	Southeastern San Diego
34	Commercial Street	28th Street & 30th Street	5/25/2011	Commercial Imperial Corridor	2-Ln Collector	8,000	929	0.12	A	Southeastern San Diego
35	Commercial Street	30th Street & 32nd Street	5/25/2011	Commercial Imperial Corridor	2-Ln Collector	8,000	567	0.07	A	Southeastern San Diego
36	Ocean View Boulevard	25th Street & 28th Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	2,207	0.28	A	Southeastern San Diego
37	Ocean View Boulevard	28th Street & 30th Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	5,524	0.69	D	Southeastern San Diego
38	Ocean View Boulevard	30th Street & 32nd Street	11/9/2011	City of SD (MC1162-1)	2-Ln Collector w/ CLTL	15,000	7,985	0.53	C	Southeastern San Diego
39	Ocean View Boulevard	32nd Street & I-15 SB Ramps	2/8/2012	City of SD (MC0070-1)	2-Ln Collector w/ CLTL	15,000	13,905	0.93	**E**	Southeastern San Diego
40	Ocean View Boulevard	I-15 SB Ramps & I-15 NB Ramps	10/9 & 10/10/2012	NDS	4-Ln Major Arterial	40,000	17,094	0.43	B	Southeastern San Diego
41	Ocean View Boulevard	I-15 NB Ramps & 36th Street	5/26/2011	City of SD (MC0301-1)	2-Ln Collector w/ CLTL	15,000	13,730	0.92	**E**	Southeastern San Diego
42	Ocean View Boulevard	36th Street & 40th Street	10/9 & 10/10/2012	NDS	2-Ln Collector w/ CLTL	15,000	12,009	0.8	D	Southeastern San Diego
43	Ocean View Boulevard	40th Street & 47th Street	7/28/2011	City of SD (MC0638-1)	2-Ln Collector	8,000	4,965	0.62	C	Southeastern San Diego

Table 5.2-11: Existing Roadway Segment Level of Service Results

No.	Roadway	Segment	Count Date	Data Source	Existing Functional Classification	Capacity (LOS E)	Average Daily Traffic (ADT)	Volume to Capacity Ratio (V/C)	LOS (LOS)	Community / Jurisdiction
44	National Avenue	Commercial Street & Beardsley Street	10/9 & 10/10/2012	NDS	2-Ln Collector w/ CLTL	15,000	2,561	0.17	A	Barrio Logan
45	National Avenue	Beardsley Street & SR-75 Off-Ramp	11/9/2011	City of SD (MC1159-1)	2-Ln Collector	8,000	3,725	0.47	C	Barrio Logan
46	National Avenue	SR-75 Off-Ramp & 26th Street	11/9/2011	City of SD (MC1160-1)	2-Ln Collector w/ CLTL	15,000	3,395	0.23	A	Barrio Logan
47	National Avenue	26th Street & 27th Street/I-5 SB Off-Ramp	10/10 & 10/11/2012	NDS	2-Ln Collector	8,000	11,450	1.43	**F**	Barrio Logan
48	National Avenue	27th Street/I-5 SB Off-Ramp & 28th Street	10/9 & 10/10/2012	NDS	4-Ln Collector w/ CLTL	30,000	15,927	0.53	C	Southeastern San Diego
49	National Avenue	28th Street & I-5 NB Ramps	10/25/2012	Euclid/ National	2-Ln Collector w/ CLTL	15,000	18,431	1.23	**F**	Southeastern San Diego
50	National Avenue	I-5 NB Ramps & 32nd Street	10/25/2012	Euclid/ National	2-Ln Collector w/ CLTL	15,000	10,020	0.67	D	Southeastern San Diego
51	National Avenue	32nd Street & 43rd Street	10/25/2012	Euclid/ National	2-Ln Collector w/ CLTL	15,000	10,572	0.7	D	Southeastern San Diego
52	Logan Avenue	43rd Street & 45th Street	10/9 & 10/10/2012	NDS	2-Ln Collector w/ CLTL	15,000	7,691	0.51	C	Southeastern San Diego
53	Logan Avenue	45th Street & 47th Street	7/28/2011	City of SD (MC0604-1)	4-Ln Collector	15,000	8,190	0.55	C	Southeastern San Diego/ Encanto Neighborhoods
54	Logan Avenue	47th Street & Euclid Avenue	1/31/2012	City of SD (MC0032-1)	4-Ln Collector w/CLTL	30,000	8,785	0.29	A	Encanto Neighborhoods
55	Acacia Street	36th Street & 38th Street	10/10 & 10/11/2012	NDS	2-Ln Collector	8,000	1,451	0.18	A	Southeastern San Diego

Table 5.2-11: Existing Roadway Segment Level of Service Results

No.	*Roadway*	*Segment*	*Count Date*	*Data Source*	*Existing Functional Classification*	*Capacity (LOS E)*	*Average Daily Traffic (ADT)*	*Volume to Capacity Ratio (V/C)*	*LOS (LOS)*	*Community / Jurisdiction*
56	Alpha Street	38th Street & 43rd Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	5,554	0.69	D	Southeastern San Diego
57	Division Street	Main Street & Osborn Street	6/21/2011	City of SD (MC0500-1)	2-Ln Collector w/ CLTL	15,000	15,920	1.06	**F**	Southeastern San Diego
58	Division Street	Osborn Street & Highland Avenue	2/24/2011	City of SD (MC0118-1)	2-Ln Collector w/ CLTL	15,000	10,265	0.68	D	Southeastern San Diego
59	Division Street	Highland Avenue & Palm Avenue	3/15 & 3/16/2011	National City	4-Ln Secondary Arterial	30,000	10,466	0.35	B	National City
60	Division Street	Palm Avenue & Euclid Avenue	3/15 & 3/16/2011	National City	4-Ln Major Arterial	40,000	17,370	0.43	B	National City
61	Division Street	Euclid Avenue & Harbison Avenue	3/15 & 3/16/2011	National City	4-Ln Secondary Arterial	30,000	12,780	0.43	B	National City
62	Division Street	Harbison Avenue & 58th Street	3/22/2011	City of SD (MC0191-1)	2-Ln Collector	8,000	11,225	1.4	**F**	Encanto Neighborhoods
63	Division Street	58th Street & Valencia Parkway	10/9 & 10/10/2012	NDS	2-Ln Collector w/CLTL	15,000	10,678	0.71	D	Encanto Neighborhoods
64	Division Street	Valencia Parkway & 61st Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	9,115	1.14	**F**	Encanto Neighborhoods
65	Division Street	61st Street & Plaza Boulevard	3/22/2011	City of SD (MC0205-1)	2-Ln Collector w/CLTL	15,000	6,555	0.44	B	Encanto Neighborhoods
66	Cesar Chavez Parkway	Commercial Street & I-5 NB Ramps	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	5,692	0.71	D	Southeastern San Diego
67	Cesar Chavez Parkway	I-5 NB Ramps & SR-75 On-Ramp/Logan Avenue	10/9 & 10/10/2012	NDS	4-Ln Collector w/ CLTL	30,000	13,771	0.46	B	Barrio Logan

Table 5.2-11: Existing Roadway Segment Level of Service Results

No.	*Roadway*	*Segment*	*Count Date*	*Data Source*	*Existing Functional Classification*	*Capacity (LOS E)*	*Average Daily Traffic (ADT)*	*Volume to Capacity Ratio (V/C)*	*LOS (LOS)*	*Community / Jurisdiction*
68	25th Street	SR-94 WB Off-Ramp & SR-94 EB On-Ramp	10/9 & 10/10/2012	NDS	4-Ln Collector	15,000	12,970	0.86	D	Southeastern San Diego
69	25th Street	SR-94 EB On-Ramp & Market Street	10/9 & 10/10/2012	NDS	4-Ln Collector	15,000	10,914	0.73	D	Southeastern San Diego
70	25th Street	Market Street & Imperial Avenue	11/8/2011	City of SD (MC1095-1)	4-Ln Collector	15,000	9,150	0.61	C	Southeastern San Diego
71	25th Street	Imperial Avenue & Commercial Street	5/25/2011	Commercial Imperial Corridor	3-Ln Collector	15,000	5,703	0.38	B	Southeastern San Diego
72	28th Street	SR-94 WB Ramps & SR-94 EB Ramps	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	10,183	1.27	**F**	Southeastern San Diego
73	28th Street	SR-94 EB Ramps & Market Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	10,041	1.26	**F**	Southeastern San Diego
74	28th Street	Market Street & Imperial Avenue	10/10 & 10/11/2012	NDS	2-Ln Collector	8,000	7,494	0.94	**E**	Southeastern San Diego
75	28th Street	Imperial Avenue & Commercial Street	5/25/2011	Commercial Imperial Corridor	2-Ln Collector	8,000	5,300	0.66	D	Southeastern San Diego
76	28th Street	Commercial Street & Ocean View Boulevard	8/9/2011	City of SD (MC0718-1)	2-Ln Collector	8,000	4,965	0.62	C	Southeastern San Diego
77	28th Street	Ocean View Boulevard & National Avenue	10/25/2012	Euclid/ National	2-Ln Collector	8,000	8,195	1.02	**F**	Southeastern San Diego
78	28th Street	National Avenue & Boston Avenue	1/17/2011	City of SD (MC1098-1)	3-Ln Collector	15,000	14,165	0.94	**E**	Barrio Logan
79	30th Street	E Street & Imperial Avenue	8/9/2011	City of SD (MC0719-1)	2-Ln Collector	8,000	4,945	0.62	C	Southeastern San Diego

Table 5.2-11: Existing Roadway Segment Level of Service Results

No.	*Roadway*	*Segment*	*Count Date*	*Data Source*	*Existing Functional Classification*	*Capacity (LOS E)*	*Average Daily Traffic (ADT)*	*Volume to Capacity Ratio (V/C)*	*LOS (LOS)*	*Community / Jurisdiction*
80	30th Street	Imperial Avenue & Commercial Street	5/25/2011	Commercial Imperial Corridor	2-Ln Collector	8,000	2,993	0.37	B	Southeastern San Diego
81	30th Street	Commercial Street & National Avenue	10/31/2012	Euclid/ National	2-Ln Collector	8,000	4,826	0.6	C	Southeastern San Diego
82	Broadway/32nd Street	SR-94 WB Ramps & SR-94 EB On-Ramp/F Street	10/9 & 10/10/2012	NDS	4-Ln Collector	15,000	11,468	0.76	D	Southeastern San Diego
83	32nd Street	SR-94 EB On-Ramp/F Street & Market Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	6,076	0.76	D	Southeastern San Diego
84	32nd Street	Market Street & Imperial Avenue	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	5,116	0.64	D	Southeastern San Diego
85	32nd Street	Imperial Avenue & Commercial Street	5/25/2011	Commercial Imperial Corridor	2-Ln Collector	8,000	3,134	0.39	B	Southeastern San Diego
86	32nd Street	Commercial Street & Ocean View Boulevard	11/9/2011	City of SD (MC1104-1)	2-Ln Collector	8,000	3,975	0.5	C	Southeastern San Diego
87	32nd Street	Ocean View Boulevard & National Avenue	10/25/2012	Euclid/ National	2-Ln Collector	8,000	4,442	0.56	C	Southeastern San Diego
88	32nd Street	National Avenue & Boston Avenue	12/9/2011	City of SD (MC1103-1)	2-Ln Collector	8,000	5,420	0.68	D	Southeastern San Diego
89	35th Street/Rigel Street	Ocean View Boulevard & Main Street	3/8/2011	City of SD (MC097-11)	2-Ln Collector	8,000	7,520	0.94	**E**	Southeastern San Diego
90	36th Street	Imperial Avenue & Ocean View Boulevard	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	3,447	0.43	B	Southeastern San Diego

Table 5.2-11: Existing Roadway Segment Level of Service Results

No.	*Roadway*	*Segment*	*Count Date*	*Data Source*	*Existing Functional Classification*	*Capacity (LOS E)*	*Average Daily Traffic (ADT)*	*Volume to Capacity Ratio (V/C)*	*LOS (LOS)*	*Community / Jurisdiction*
91	36th Street	Ocean View Boulevard & Acacia Street	1/28/2010	City of SD (MC0021-1)	2-Ln Collector	8,000	3,410	0.43	B	Southeastern San Diego
92	38th Street	Ocean View Boulevard & Acacia Street	8/9/2011	City of SD (MC0727-1)	2-Ln Collector	8,000	3,585	0.45	C	Southeastern San Diego
93	Vesta Street	Acacia Street & Main Street	1/31/2012	City of SD (MC0060-1)	2-Ln Collector	8,000	3,970	0.5	C	Southeastern San Diego
94	40th Street	Imperial Avenue & Ocean View Boulevard	3/10/2011	City of SD (MC0203-1)	4-Ln Collector	15,000	4,425	0.3	A	Southeastern San Diego
95	40th Street	National Avenue & Division Street	10/24/2012	Euclid/ National	2-Ln Collector	8,000	1,966	0.25	A	Southeastern San Diego
96	Boundary Street	Hilltop Drive & Market Street	3/10/2011	City of SD (MC0188-1)	2-Ln Collector	8,000	2,060	0.26	A	Southeastern San Diego
97	San Pasqual Drive	Imperial Avenue & Ocean View Boulevard	10/9 & 10/10/2012	NDS	2-Ln Collector	10,000	5,479	0.55	B	Southeastern San Diego
98	San Pasqual Drive	Ocean View Boulevard & Logan Avenue	10/9 & 10/10/2012	NDS	2-Ln Collector	10,000	5,535	0.55	C	Southeastern San Diego
99	43rd Street	Logan Avenue & Newton Avenue	10/24/2012	Euclid/ National	2-Ln Collector w/CLTL	15,000	13,301	0.89	**E**	Southeastern San Diego
100	43rd Street	Newton Avenue & Beta Street	8/9/2011	City of SD (MC0730-1)	3-Ln Collector w/CLTL	22,500	12,835	0.57	C	Southeastern San Diego
101	43rd Street	Beta Street & Delta Street	10/10 & 10/11/2012	NDS	2-Ln Collector w/CLTL	15,000	17,249	1.15	**F**	Southeastern San Diego
102	43rd Street/Highland Avenue	Delta Street & Division Street	8/9/2011	City of SD (MC0731-1)	3-Ln Collector w/CLTL	22,500	15,360	0.68	D	Southeastern San Diego

Table 5.2-11: Existing Roadway Segment Level of Service Results

No.	*Roadway*	*Segment*	*Count Date*	*Data Source*	*Existing Functional Classification*	*Capacity (LOS E)*	*Average Daily Traffic (ADT)*	*Volume to Capacity Ratio (V/C)*	*LOS (LOS)*	*Community / Jurisdiction*
103	Highland Avenue	Division Street & 4th Street	4/6 & 4/7/2011	National City	4-Ln Secondary Arterial	30,000	12,990	0.43	B	National City
104	45th Street	Imperial Avenue & Logan Avenue	8/11/2011	City of SD (MC0732-1)	2-Ln Collector	8,000	1,955	0.24	A	Southeastern San Diego
105	Mallard Street	Federal Boulevard & 69th Street	3/22/2011	City of SD (MC0224-1)	2-Ln Collector	8,000	7,510	0.94	**E**	Encanto Neighborhoods
106	Federal Boulevard	60th Street & Mallard Street	6/23/2011	City of SD (MC0514-1)	4-Ln Collector w/CLTL	30,000	17,190	0.57	C	Encanto Neighborhoods
107	Federal Boulevard	Mallard Street & MacArthur Drive	1/31/2012	City of SD (MC0022-1)	3-Ln Collector w/CLTL	22,500	10,880	0.48	C	Encanto Neighborhoods
108	Tooley Street	60th Street & Paradise Street	10/10 & 10/11/2012	NDS	2-Ln Collector	8,000	463	0.06	A	Encanto Neighborhoods
109	Roswell Street	51st Street & Old Memory Lane	3/17/2011	City of SD (MC0168-1)	2-Ln Collector	8,000	1,015	0.13	A	Encanto Neighborhoods
110	Old Memory Lane	Roswell Street & 60th Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	1,303	0.16	A	Encanto Neighborhoods
111	Radio Drive	60th Street & Mallard Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	460	0.06	A	Encanto Neighborhoods
112	Klauber Avenue	Broadway & 69th Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	919	0.11	A	Encanto Neighborhoods
113	Broadway	60th Street & Madera Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	2,600	0.32	B	Encanto Neighborhoods

Table 5.2-11: Existing Roadway Segment Level of Service Results

No.	Roadway	Segment	Count Date	Data Source	Existing Functional Classification	Capacity (LOS E)	Average Daily Traffic (ADT)	Volume to Capacity Ratio (V/C)	LOS (LOS)	Community / Jurisdiction
114	Lisbon Street	Imperial Avenue & 71st Street	10/9 & 10/10/2012	NDS	2-Ln Collector w/CLTL	15,000	8,522	0.57	C	Encanto Neighborhoods (Skyline/ Paradise Hills)
115	Churchward Street/58th Street	Euclid Avenue & Skyline Drive	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	2,007	0.25	A	Encanto Neighborhoods
116	Skyline Drive	58th Street & Valencia Parkway	10/9 & 10/10/2012	NDS	2-Ln Collector w/CLTL	15,000	6,760	0.45	B	Encanto Neighborhoods
117	Skyline Drive	Valencia Parkway & 61st Street	10/9 & 10/10/2012	NDS	2-Ln Collector w/CLTL	15,000	10,910	0.73	D	Encanto Neighborhoods
118	Skyline Drive	61st Street & Omeara Street	10/9 & 10/10/2012	NDS	2-Ln Collector w/CLTL	15,000	11,474	0.76	D	Encanto Neighborhoods
119	Skyline Drive	Omeara Street & Woodman Street	3/22/2011	City of SD (MC0215-1)	2-Ln Collector w/CLTL	15,000	11,700	0.78	D	Encanto Neighborhoods
120	Skyline Drive	Woodman Street & 69th Street	10/9 & 10/10/2012	NDS	4-Ln Collector w/CLTL	30,000	11,665	0.39	B	Skyline/ Paradise Hills
121	Olvera Avenue/58th Street	Euclid Avenue & Skyline Drive	3/22/2011	City of SD (MC0198-1)	2-Ln Collector	8,000	5,190	0.65	D	Encanto Neighborhoods
122	Plaza Boulevard	Paradise Valley Road & Division Street	3/24/2011	City of SD (MC0225-1)	4-Ln Collector	15,000	4,700	0.31	A	Encanto Neighborhoods
123	Plaza Boulevard	Division Street & Woodman Street	3/24/2011	City of SD (MC0214-1)	2-Ln Collector	10,000	6,190	0.62	B	Encanto Neighborhoods
124	47th Street	SR-94 EB On-Ramp & Market Street	5/24/2011	Euclid+ Market	4-Ln Collector w/CLTL	30,000	12,263	0.41	B	Encanto Neighborhoods

Table 5.2-11: Existing Roadway Segment Level of Service Results

No.	*Roadway*	*Segment*	*Count Date*	*Data Source*	*Existing Functional Classification*	*Capacity (LOS E)*	*Average Daily Traffic (ADT)*	*Volume to Capacity Ratio (V/C)*	*LOS (LOS)*	*Community / Jurisdiction*
125	47th Street	Market Street & Imperial Avenue	5/24/2011	Euclid+ Market	2-Ln Collector w/CLTL	15,000	10,145	0.68	D	Encanto Neighborhoods
126	47th Street	Imperial Avenue & Logan Avenue	2/9/2012	City of SD (MC0096-1)	4-Ln Collector w/CLTL	30,000	10,870	0.36	B	Encanto Neighborhoods
127	47th Street	Logan Avenue & I-805 NB Ramps	1/31/2012	City of SD (MC0003-1)	3-Ln Collector w/CLTL	22,500	9,465	0.42	B	Encanto Neighborhoods
128	47th Street	I-805 NB Ramps & I-805 SB Ramps	10/9 & 10/10/2012	NDS	4-Ln Major Arterial	40,000	15,469	0.39	B	Encanto Neighborhoods / National City
129	47th Street/Palm Avenue	I-805 SB Ramps & Division Street	10/9 & 10/10/2012	NDS	4-Ln Major Arterial	40,000	21,748	0.54	C	National City
130	Euclid Avenue	SR-94 WB Ramps & SR-94 EB Ramps	5/8/2012	SR 94/Euclid Traffic Operations Study	4-Ln Major Arterial	40,000	28,950	0.72	C	Encanto Neighborhoods
131	Euclid Avenue	SR-94 EB Ramps & Market Street	5/24/2011	Euclid+ Market	4-Ln Collector w/CLTL	30,000	25,364	0.85	**E**	Encanto Neighborhoods
132	Euclid Avenue	Market Street & Imperial Avenue	5/24/2011	Euclid+ Market	4-Ln Collector w/CLTL	30,000	20,933	0.7	D	Encanto Neighborhoods
133	Euclid Avenue	Imperial Avenue & Logan Avenue	1/25/2012	City of SD (MC0021-1)	4-Ln Collector w/CLTL	30,000	11,000	0.37	B	Encanto Neighborhoods
134	Euclid Avenue	Logan Avenue & Division Street	4/6 & 4/7/2011	National City	4-Ln Major Arterial	40,000	10,655	0.27	A	Encanto Neighborhoods / National City

Table 5.2-11: Existing Roadway Segment Level of Service Results

No.	Roadway	Segment	Count Date	Data Source	Existing Functional Classification	Capacity (LOS E)	Average Daily Traffic (ADT)	Volume to Capacity Ratio (V/C)	LOS (LOS)	Community / Jurisdiction
135	51st Street	Market Street & Roswell Street	10/9 & 10/10/2012	NDS	2-Ln Collector	10,000	2,252	0.23	A	Encanto Neighborhoods
136	San Jacinto Drive	Imperial Avenue & Olvera Avenue	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	1,848	0.23	A	Encanto Neighborhoods
137	Bayview Heights Way	SR-94 WB Ramps & SR-94 EB Ramps	6/23/2011	City of SD (MC0469-1)	2-Ln Collector	10,000	11,160	1.12	**F**	Encanto Neighborhoods
138	Kelton Road	SR-94 EB Ramps & Alvin Street	3/22/2011	City of SD (MC0222-1)	2-Ln Collector	8,000	3,840	0.48	D	Encanto Neighborhoods
139	Alvin Street	Kelton Road & Pitta Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	1,164	0.15	A	Encanto Neighborhoods
140	Pitta Street	Alvin Street & Market Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	3,013	0.38	B	Encanto Neighborhoods
141	Merlin Drive	Broadway & Imperial Avenue	7/28/2011	City of SD (MC0615-1)	2-Ln Collector	8,000	4,455	0.56	C	Encanto Neighborhoods
142	Valencia Parkway	Imperial Avenue & Skyline Drive	10/9 & 10/10/2012	NDS	4-Ln Major Arterial	40,000	7,059	0.18	A	Encanto Neighborhoods
143	Valencia Parkway	Skyline Drive & Cervantes Avenue	3/22/2011	City of SD (MC0217-1)	4-Ln Collector	15,000	3,645	0.24	A	Encanto Neighborhoods
144	Valencia Parkway	Cervantes Avenue & Wesmead Street	10/9 & 10/10/2012	NDS	3-Ln Collector	15,000	4,443	0.3	A	Encanto Neighborhoods
145	Valencia Parkway	Wesmead Street & Division Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	4,399	0.55	C	Encanto Neighborhoods
146	60th Street	Federal Boulevard & Imperial Avenue	10/10 & 10/11/2012	NDS	2-Ln Collector	8,000	5,050	0.63	D	Encanto Neighborhoods

Table 5.2-11: Existing Roadway Segment Level of Service Results

No.	*Roadway*	*Segment*	*Count Date*	*Data Source*	*Existing Functional Classification*	*Capacity (LOS E)*	*Average Daily Traffic (ADT)*	*Volume to Capacity Ratio (V/C)*	*LOS (LOS)*	*Community / Jurisdiction*
147	61st Street	Imperial Avenue & Division Street	3/22/2011	City of SD (MC0204-1)	2-Ln Collector	8,000	4,915	0.61	C	Encanto Neighborhoods
148	Winnett Street	Federal Boulevard & Radio Drive	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	2,649	0.33	B	Encanto Neighborhoods
149	Paradise Street	Mallard Street & Radio Drive	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	715	0.09	A	Encanto Neighborhoods
150	Madera Street	Massachusetts Avenue & 69th Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	3,469	0.43	B	Lemon Grove
151	Madera Street/66th Street	69th Street & Akins Avenue	3/22/2011	City of SD (MC0223-1)	2-Ln Collector	8,000	3,150	0.39	B	Encanto Neighborhoods
152	Woodman Street	Imperial Avenue & Skyline Drive	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	6,951	0.87	**E**	Encanto Neighborhoods
153	Woodman Street	Skyline Drive & Plaza Boulevard	6/21/2011	City of SD (M0564-11)	4-Ln Major Arterial	40,000	9,290	0.23	A	Encanto Neighborhoods
154	Woodman Street	Plaza Boulevard & Paradise Valley Road	5/26/2011	City of SD (MC0297-1)	4-Ln Major Arterial	40,000	16,730	0.42	B	Encanto Neighborhoods (Skyline/ Paradise Hills)
155	69th Street	San Miguel Avenue & Mallard Street	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	5,389	0.67	D	Lemon Grove
156	69th Street	Mallard Street & Imperial Avenue	3/22/2011	City of SD (MC0219-1)	2-Ln Collector	8,000	4,000	0.5	C	Encanto Neighborhoods

Table 5.2-11: Existing Roadway Segment Level of Service Results

No.	*Roadway*	*Segment*	*Count Date*	*Data Source*	*Existing Functional Classification*	*Capacity (LOS E)*	*Average Daily Traffic (ADT)*	*Volume to Capacity Ratio (V/C)*	*LOS (LOS)*	*Community / Jurisdiction*
157	69th Street	Imperial Avenue & Skyline Drive	10/9 & 10/10/2012	NDS	2-Ln Collector	8,000	3,363	0.42	B	Encanto Neighborhoods (Skyline/ Paradise Hills)

Notes:

Bold letter indicates unacceptable LOS E or F.

CLTL = Center Left-Turn Lane.

Source: NDS, City of San Diego, City of National City, Chen Ryan Associates; June 2015

Intersection Analysis

As described in the previous methodology section, a total of 81 study intersections were analyzed as part of the Existing Conditions assessment, including 38 intersections located within Southeastern San Diego, 22 intersections located within Encanto Neighborhoods, and 21 of these intersections are located in adjacent communities.

Table 5.2-12 displays the LOS analysis results for the key study area intersections under Existing Conditions, including traffic control type, date, and source for all existing intersection counts.

Table 5.2-12: Existing Peak Hour Intersection Level of Service Results

					AM Peak Hour		*PM Peak Hour*		
ID	*Intersection*	*Traffic Control*	*Count Date*	*Data Source*	*Avg. Delay (sec.)*	*LOS*	*Avg. Delay (sec.)*	*LOS*	*Community*
1	17th Street/I-5 SB On-Ramp / J Street	Signalized	10/11/2012	NDS	7.5	A	7.2	A	Downtown
2	17th Street/I-5 SB Off-Ramp / Imperial Avenue	Signalized	10/11/2012	NDS	16.5	B	14	B	Downtown
3	19th Street / Market Street	Signalized	10/11/2012	NDS	8.3	A	19.9	B	Southeastern San Diego
4	19th Street/I-5 NB Off-Ramp / J Street	AWSC	10/11/2012	NDS	8.4	A	13.4	B	Southeastern San Diego
5	19th Street/I-5 NB On-Ramp / Imperial Avenue	Signalized	10/11/2012	NDS	13.1	B	12.2	B	Southeastern San Diego
6	19th Street / Commercial Street	Signalized	10/11/2012	NDS	5	A	24.3	C	Southeastern San Diego
7	I-5 SB Off-Ramp/Beardsley Street / Logan Avenue	AWSC	10/9/2012	NDS	10.3	B	12.9	B	Barrio Logan
8	Cesar Chavez Parkway/SR-75 On-Ramp / Logan Avenue	Signalized	10/11/2012	NDS	20.9	C	32.4	C	Barrio Logan
9	Cesar Chavez Parkway / I-5 NB Ramps	Signalized	10/11/2012	NDS	22.6	C	19.9	B	Southeastern San Diego
10	I-5 SB On-Ramp / Logan Avenue	OWSC	10/11/2012	NDS	8.3	A	49.4	**E**	Barrio Logan
11	SR-75 Off-Ramp / National Avenue	OWSC	10/11/2012	NDS	10.1	B	10.2	B	Barrio Logan
12	25th Street / SR-94 WB Off-Ramp/F Street	AWSC	10/9/2012	NDS	22.4	C	20.7	C	Golden Hill

Table 5.2-12: Existing Peak Hour Intersection Level of Service Results

					AM Peak Hour		PM Peak Hour		
ID	*Intersection*	*Traffic Control*	*Count Date*	*Data Source*	*Avg. Delay (sec.)*	*LOS*	*Avg. Delay (sec.)*	*LOS*	*Community*
13	25th Street / SR-94 EB On-Ramp/G Street	AWSC	10/9/2012	NDS	11	B	19.3	C	Southeastern San Diego
14	25th Street / Market Street	Signalized	10/9/2012	NDS	21.4	C	28.4	C	Southeastern San Diego
15	25th Street / Imperial Avenue	Signalized	10/9/2012	NDS	12.7	B	12.8	B	Southeastern San Diego
16	25th Street/Cesar Chavez Parkway/Ocean View Boulevard / Commercial Street	Signalized	10/9/2012	NDS	24.4	C	26.1	C	Southeastern San Diego
17	28th Street / SR-94 WB Ramps/Treat Street	TWSC	10/9/2012	NDS	16.7	C	423.1	**F**	Golden Hill
18	28th Street / SR-94 EB Ramps	OWSC	10/9/2012	NDS	38.5	**E**	123.3	**F**	Southeastern San Diego
19	28th Street / Imperial Avenue	Signalized	5/18/2011	Commercial Imperial Corridor	16.4	B	18.5	B	Southeastern San Diego
20	28th Street / Commercial Street	Signalized	5/18/2011	Commercial Imperial Corridor	5.9	A	7.3	A	Southeastern San Diego
21	28th Street / Ocean View Boulevard	Signalized	10/9/2012	NDS	14	B	13.7	B	Southeastern San Diego
22	27th Street/I-5 SB Off-Ramp / National Avenue	OWSC	10/24/2012	Euclid National	12	B	16.1	C	Barrio Logan
23	28th Street / National Avenue	Signalized	10/24/2012	Euclid National	34.9	C	19.6	B	Southeastern San Diego
24	I-5 NB Ramps / National Avenue	Signalized	10/24/2012	Euclid National	29.1	C	30.7	C	Southeastern San Diego
25	28th Street/I-5 SB Off-Ramp / Boston Avenue	Signalized	10/9/2012	NDS	10.1	B	15.7	B	Barrio Logan
26	I-5 SB On-Ramp / Boston Avenue	OWSC	10/9/2012	NDS	18.5	C	192.8	**F**	Barrio Logan
27	30th Street / Imperial Avenue	Signalized	5/18/2011	Commercial Imperial Corridor	12.1	B	10	A	Southeastern San Diego

Table 5.2-12: Existing Peak Hour Intersection Level of Service Results

					AM Peak Hour		PM Peak Hour		
ID	*Intersection*	*Traffic Control*	*Count Date*	*Data Source*	*Avg. Delay (sec.)*	*LOS*	*Avg. Delay (sec.)*	*LOS*	*Community*
28	30th Street / Commercial Street	Signalized	5/18/2011	Commercial Imperial Corridor	9.6	A	9.4	A	Southeastern San Diego
29	Broadway / SR-94 WB Ramps	OWSC	10/11/2012	NDS	43.6	**E**	78.9	**F**	Golden Hill
30	Broadway/32nd Street / F Street	TWSC	10/11/2012	NDS	15.7	C	15.6	C	Southeastern San Diego
31	32nd Street / Market Street	Signalized	10/11/2012	NDS	11	B	15.2	B	Southeastern San Diego
32	32nd Street / Imperial Avenue	Signalized	5/18/2011	Commercial Imperial Corridor	15.6	B	16.9	B	Southeastern San Diego
33	32nd Street / Commercial Street	Signalized	5/18/2011	Commercial Imperial Corridor	5.8	A	7.8	A	Southeastern San Diego
34	32nd Street / Ocean View Boulevard	Signalized	10/9/2012	NDS	17.2	B	17.2	B	Southeastern San Diego
35	32nd Street / National Boulevard	Signalized	10/25/2012	Euclid National	6.7	A	7.8	A	Southeastern San Diego
36	I-15 SB Ramps / Market Street	Signalized	10/9/2012	NDS	14.2	B	25.1	C	Southeastern San Diego
37	I-15 NB Ramps / Market Street	Signalized	10/9/2012	NDS	21.2	C	39	D	Southeastern San Diego
38	I-15 SB Ramps / Ocean View Boulevard	Signalized	10/9/2012	NDS	11.7	B	16.6	B	Southeastern San Diego
39	I-15 NB Ramps / Ocean View Boulevard	Signalized	10/9/2012	NDS	60.2	**E**	31.7	C	Southeastern San Diego
40	I-15 Ramps / Main Street	Signalized	10/9/2012	NDS	21	C	36.9	D	Barrio Logan
41	36th Street / Imperial Avenue	Signalized	3/29/2011	City of SD (IC049-11)	13	B	13.3	B	Southeastern San Diego
42	36th Street / Ocean View Boulevard	Signalized	10/9/2012	NDS	12.7	B	14.6	B	Southeastern San Diego
43	I-5 SB Off-Ramp/Yama Street / Main Street	Signalized	10/9/2012	NDS	22.8	C	39.6	D	Barrio Logan

Table 5.2-12: Existing Peak Hour Intersection Level of Service Results

					AM Peak Hour		PM Peak Hour		
ID	*Intersection*	*Traffic Control*	*Count Date*	*Data Source*	*Avg. Delay (sec.)*	*LOS*	*Avg. Delay (sec.)*	*LOS*	*Community*
44	Yama Street / I-5 SB On-Ramp	OWSC	10/9/2012	NDS	3	A	10.7	B	Barrio Logan
45	I-5 NB Ramps / Osborn Street	OWSC	10/9/2012	NDS	630.9	**F**	51.1	**F**	Southeastern San Diego
46	Osborn Street / Division Street	AWSC	10/9/2012	NDS	94	**F**	25.6	D	Southeastern San Diego/City of National City
47	Home Avenue / SR-94 WB On-Ramp / Ash Street/Federal Boulevard	Signalized	10/9/2012	NDS	21.1	C	20.8	C	Mid-City
48	Home Avenue/Federal Boulevard / SR-94 EB Off-Ramp/I-15 NB Off-Ramp	AWSC	10/9/2012	NDS	9.3	A	23.9	C	Southeastern San Diego
49	40th Street / Imperial Avenue	Signalized	10/9/2012	NDS	16.3	B	21.8	C	Southeastern San Diego
50	43rd Street / National Avenue	Signalized	10/24/2012	Euclid National	21.4	C	20.3	C	Southeastern San Diego
51	43rd Street / I-805 Ramps	Signalized	10/9/2012	NDS	27	C	36.1	D	Southeastern San Diego
52	43rd Street/Highland Avenue / Division Street	Signalized	10/9/2012	NDS	28.7	C	21.8	C	Southeastern San Diego
53	Market Street / I-805 SB Ramps	Signalized	5/24/2011	Euclid+ Market	17.2	B	26.1	C	Southeastern San Diego
54	Market Street / I-805 NB Ramps	Signalized	5/24/2011	Euclid+ Market	14.4	B	10.4	B	Encanto Neighborhoods
55	Imperial Avenue / I-805 SB Ramps	Signalized	10/9/2012	NDS	20.4	C	24.0	C	Southeastern San Diego
56	Imperial Avenue / I-805 NB Ramps	Signalized	10/9/2012	NDS	12.8	B	16.8	B	Encanto Neighborhoods
57	SR-94 WB On-Ramp / A Street	OWSC	10/9/2012	NDS	10.5	B	10.3	B	Mid-City
58	47th Street / SR-94 EB On-Ramp	OWSC	10/9/2012	NDS	3.8	A	5.3	A	Encanto Neighborhoods
59	47th Street / Market Street	Signalized	5/24/2011	Euclid+ Market	29.1	C	26.5	C	Encanto Neighborhoods

Table 5.2-12: Existing Peak Hour Intersection Level of Service Results

					AM Peak Hour		PM Peak Hour		
ID	Intersection	Traffic Control	Count Date	Data Source	Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS	Community
60	47th Street / Imperial Avenue	Signalized	5/24/2011	Euclid+ Market	34.2	C	38.9	D	Encanto Neighborhoods
61	47th Street / Logan Avenue	Signalized	10/9/2012	NDS	25.1	C	26.1	C	Encanto Neighborhoods
62	47th Street / I-805 NB Ramps	Signalized	10/9/2012	NDS	12.8	B	8.1	A	Encanto Neighborhoods
63	47th Street / I-805 SB Ramps	Signalized	10/9/2012	NDS	14.3	B	26.0	C	Encanto Neighborhoods
64	Palm Avenue / Division Street	Signalized	10/9/2012	NDS	33.3	C	28.3	C	City of National City
65	Euclid Avenue / SR-94 EB Ramps	OWSC	5/24/2011	Euclid+ Market	46.8	**E**	177.4	**F**	Encanto Neighborhoods
66	Euclid Avenue / SR-94 WB Ramps	OWYC	5/24/2011	Euclid+ Market	88.7	**F**	295.4	**F**	Mid-City
67	Euclid Avenue / Market Street	Signalized	5/24/2011	Euclid+ Market	27.5	C	30.5	C	Encanto Neighborhoods
68	Euclid Avenue / Imperial Avenue	Signalized	5/24/2011	Euclid+ Market	36.7	D	36.9	D	Encanto Neighborhoods
69	Euclid Avenue / Olvera Avenue	Signalized	10/9/2012	NDS	43.8	D	47.7	D	Encanto Neighborhoods
70	Euclid Avenue / Logan Avenue	Signalized	10/9/2012	NDS	14.6	B	20.5	C	Encanto Neighborhoods
71	Euclid Avenue / Division Street	Signalized	10/9/2012	NDS	27.7	C	23.1	C	City of National City
72	Bayview Heights Way / SR-94 WB Ramps	AWSC	10/9/2012	NDS	22.3	C	24.2	C	Mid-City
73	Kelton Road / SR-94 EB Ramps	AWSC	10/9/2012	NDS	13.9	B	24.8	C	Encanto Neighborhoods
74	60th Street / SR-94 Ramps/Federal Boulevard	Signalized	10/9/2012	NDS	10.7	B	11.3	B	Encanto Neighborhoods
75	Valencia Parkway / Imperial Avenue	Signalized	10/10/2012	NDS	26	C	29.9	C	Encanto Neighborhoods
76	Valencia Parkway / Skyline Drive	Signalized	10/10/2012	NDS	23.2	C	25.1	C	Encanto Neighborhoods
77	Division Street / Plaza Boulevard	AWSC	10/10/2012	NDS	12.2	B	9.6	A	Encanto Neighborhoods / Skyline

Table 5.2-12: Existing Peak Hour Intersection Level of Service Results

					AM Peak Hour		PM Peak Hour		
ID	*Intersection*	*Traffic Control*	*Count Date*	*Data Source*	*Avg. Delay (sec.)*	*LOS*	*Avg. Delay (sec.)*	*LOS*	*Community*
78	Woodman Street / Imperial Avenue	Signalized	10/10/2012	NDS	14	B	16.9	B	Encanto Neighborhoods / Skyline
79	Woodman Street / Skyline Drive	Signalized	10/10/2012	NDS	44.6	D	23.1	C	Encanto Neighborhoods / Skyline
80	Woodman Street / Plaza Boulevard	Signalized	10/10/2012	NDS	18.3	B	12.4	B	Encanto Neighborhoods / Skyline
81	69th Street / Imperial Avenue/Lisbon Street	Signalized	10/10/2012	NDS	44.5	D	39.7	D	Encanto Neighborhoods / Skyline

Notes:
Bold letter indicates unacceptable LOS E or F.
OWSC = One-way stop controlled.
TWSC = Two-way stop controlled.
AWSC = All-way stop controlled.
For one- or two-way stop controlled intersections, the delay shown is the worst delay experienced by any of the approaches.

Source: NDS, City of San Diego, Chen Ryan Associates; June 2015

As shown in Table 5.2-12, 10 study area intersections are currently operating at LOS E or F during the AM and/PM peak hour, including four intersections located within Southeastern San Diego, two within Encanto Neighborhoods, and four within the sphere of influence area. They are as follows:

Southeastern San Diego

18. 28th Street / SR-94 EB Ramps – (AM: LOS E / PM: LOS F);
26. I-15 NB Ramps / Ocean View Boulevard – (AM: LOS E);
45. I-5 NB Ramps / Osborn Street – (AM: LOS F / PM: LOS F); and
46. Osborn Street / Division Street – (AM: LOS F).

Encanto Neighborhoods

65. Euclid Avenue / SR-94 EB Ramps – (AM: LOS E / PM: LOS F); and
66. Euclid Avenue / SR-94 WB Ramps – (AM: LOS F / PM: LOS F).

Sphere of Influence

10. I-5 SB On-Ramp / Logan Avenue – (PM: LOS E);
17. 28th Street / SR-94 WB Ramps/Treat Street – (PM: LOS F);
26. I-5 SB On-Ramp / Boston Avenue – (PM: LOS F); and

29. Broadway / SR-94 WB Ramps – (AM: LOS E / PM: LOS F).

Freeway Ramp Metering Analysis

Table 5.2-13 displays the ramp metering analysis conducted at the SR-94 EB On-Ramps at 25th Street, 28th Street, 32nd Street; Euclid Avenue, Kelton Road, and Federal Boulevard / Home Avenue; and at the I-805 NB On-Ramps at 47th Street and Imperial Avenue under Existing Conditions.

Table 5.2-13: Existing Ramp Metering Analysis

On-Ramp	*# of Lanes*		*Peak Hour*	*Demand[1] (veh/hr)*	*Meter Rate[2] (veh/hr)*	*Excess Demand[3] (veh/hr)*	*Delay[4] (min)*	*Queue[5] (ft)*
	SOV	*HOV*						
SR-94 EB On-Ramp @ 25th Street	2	0	PM	738	868	0	0	0
SR-94 EB On-Ramp @ 28th Street	1	0	PM	646	868	0	0	0
SR-94 EB On-Ramp @ 32nd Street	1	0	PM	405	423	0	0	0
SR-94 WB On-Ramp @ Euclid Avenue	2	0	AM	454	1,522	0	0	0
SR-94 WB On-Ramp @ Kelton Road	1	1	AM	295	888	0	0	0
SR-94 WB On-Ramp @ Federal Boulevard / Home Avenue	1	0	AM	614	805	0	0	0
I-805 NB On-Ramp @ 47th Street	2	0	AM	401	880	0	0	0
I-805 NB On-Ramp @ Imperial Avenue	2	0	AM	1,251	1,589	0	0	0

Notes:

SOV = Single Occupancy Vehicle; HOV = High Occupancy Vehicle.

[1] Demand is the peak hour demand expected to use the on-ramp.

[2] Meter Rate is the peak hour capacity expected to be processed through the ramp meter. This value was obtained from Caltrans.

[3] Excess Demand = (Demand) – (Meter Rate) or zero, whichever is greater.

[4] Delay = (Excess Demand / Meter Rate) X 60 min/hr.

[5] Queue = (Excess Demand) X 29 ft/veh.

Source: Caltrans, Chen Ryan Associates; June 2015

As shown in the table, the peak hour capacity expected to be processed through the ramp meters is greater than the peak hour demand at both the SR-94 WB On-Ramps and the I-805 NB On-Ramps within the study area. Therefore, freeway on-ramp queuing issues do not currently exists during the AM or PM peak periods at any of the five metered ramps under Existing Conditions.

Freeway/State Highway Segment Analysis

Four regional corridors (I-5, I-15, I-805, and SR-94) run adjacent to or traverse the Southeastern San Diego and Encanto Neighborhoods communities, carrying significant levels of traffic while providing regional access to and from the communities.

Table 5.2-14 displays freeway segment LOS analysis results for the key freeway segments in the vicinity of the Southeastern San Diego and Encanto Neighborhoods communities. As shown in the table, there are currently nine freeway segments within the project study area operating at LOS E or F, including:

- I-5, between 17th Street and SR-94 – (SB: LOS E);
- I-5, between SR-94 and Imperial Avenue – (NB: LOS F);
- I-5, between 28th Street & I-15 – (NB: LOS F);
- I-5, between I-15 and Main Street (NB: LOS E / SB: LOS E);
- I-805, between Home Avenue and SR-94 – (NB: LOS F / SB LOS F);
- I-805, between SR-94 and Market Street – (NB: LOS F / SB: LOS F);
- I-805, between Imperial Avenue and 43rd Street – (SB: LOS E);
- SR-94, between I-805 and 47th Street – (WB: LOS E); and
- SR-94, between 47th Street and Euclid Avenue – (WB: LOS E).

Table 5.2-14: Existing Freeway Segment Level of Service Results

Freeway	*Segment*	*ADT*[1]	*Direction*	*# of Lanes*	*Capacity*[2]	*D*[3]	*K*[4]	*HV*[5]	*Peak Hour Volume*	*V/C*	*LOS*
I-5	17th Street & SR-94	201,000	NB	4M+2A	12,220	54.3%	8.4%	4.0%	9,600	0.79	C
			SB	4M	9,400	53.2%	8.3%	4.0%	9,400	1.00	**E**
I-5	SR-94 & Imperial Avenue	208,000	NB	4M+1A	10,810	62.2%	8.1%	4.0%	11,100	1.03	**F**0
			SB	4M+1A	10,810	53.2%	8.3%	4.0%	9,700	0.90	D
I-5	Imperial Avenue & SR-75	161,000	NB	4M+1A	10,810	62.2%	8.1%	3.8%	8,600	0.80	D
			SB	4M+1A	10,810	57.7%	8.2%	3.8%	8,000	0.74	C
I-5	SR-75 & 28th Street	159,000	NB	4M+2A	12,220	70.4%	8.4%	5.0%	9,900	0.81	D
			SB	4M+1A	10,810	57.7%	8.2%	5.0%	7,900	0.73	C
I-5	28th Street & I-15	155,000	NB	4M	9,400	70.4%	8.4%	5.0%	9,600	1.02	**F**0
			SB	4M	9,400	57.7%	8.2%	5.0%	7,700	0.82	D
I-5	I-15 & Main Street	191,000	NB	4M+2A	12,220	70.4%	8.4%	5.0%	11,900	0.97	**E**
			SB	5M	11,750	65.4%	8.7%	5.0%	11,400	0.97	**E**
I-15	I-805 & SR-94	109,000	NB	3M+1A	8,460	60.3%	8.0%	5.1%	5,500	0.65	C
			SB	2M+1A	6,110	51.0%	8.4%	5.1%	4,900	0.80	D
I-15	SR-94 & Market Street	115,000	NB	3M+1A	8,460	59.5%	8.1%	5.1%	5,800	0.69	C
			SB	3M+1A	8,460	55.2%	9.7%	5.1%	6,500	0.77	C
I-15	Market Street & Ocean View Boulevard	107,000	NB	3M	7,050	61.2%	8.1%	5.1%	5,600	0.79	C
			SB	3M	7,050	55.2%	9.6%	5.1%	6,000	0.85	D
I-15	Ocean View Boulevard & I-5	48,000	NB	3M+1A	8,460	61.2%	7.0%	5.1%	2,200	0.26	A
			SB	4M+1A	10,810	55.2%	7.8%	5.1%	2,200	0.20	A
I-15	I-5 & Norman Scott Road	16,500	NB	2M	4,700	61.2%	7.0%	5.1%	700	0.15	A
			SB	2M	4,700	54.4%	7.5%	5.1%	700	0.15	A
I-805	Home Avenue & SR-94	217,000	NB	4M	9,400	64.9%	7.0%	6.5%	10,400	1.11	**F**0
			SB	4M	9,400	58.6%	7.8%	6.5%	10,400	1.11	**F**0
I-805	SR-94 & Market Street	216,000	NB	4M	9,400	64.7%	7.0%	6.5%	10,200	1.09	**F**0
			SB	4M	9,400	58.6%	7.8%	6.5%	10,400	1.11	**F**0
I-805	Market Street & Imperial Avenue	227,000	NB	4M+2A	12,220	64.7%	7.0%	6.5%	10,800	0.88	D
			SB	4M+2A	12,220	58.6%	7.8%	6.5%	10,900	0.89	D
I-805	Imperial Avenue & 43rd Street	210,000	NB	5M	11,750	64.7%	7.0%	6.5%	9,900	0.84	D
			SB	4M+1A	10,810	60.7%	7.5%	6.5%	10,100	0.93	**E**

Table 5.2-14: Existing Freeway Segment Level of Service Results

Freeway	Segment	ADT[1]	Direction	# of Lanes	Capacity[2]	D[3]	K[4]	HV[5]	Peak Hour Volume	V/C	LOS
I-805	43rd Street & Plaza Boulevard	196,000	NB	4M+2A	12,220	72.0%	6.0%	6.5%	8,900	0.73	C
			SB	5M	11,750	59.5%	7.5%	6.5%	9,300	0.79	C
SR-94	17th Street & 25th Street	110,000	EB	4M	9,400	69.8%	9.3%	3.6%	7,500	0.80	D
			WB	3M+1A	8,460	78.0%	7.6%	3.6%	6,900	0.82	D
SR-94	25th Street & 28th Street	124,000	EB	4M	9,400	68.3%	9.3%	3.6%	8,300	0.88	D
			WB	4M	9,400	74.4%	7.6%	3.6%	7,400	0.79	C
SR-94	28th Street & 30th Street	132,000	EB	4M	9,400	67.7%	8.6%	3.6%	8,100	0.86	D
			WB	4M	9,400	74.4%	7.6%	3.6%	7,900	0.84	D
SR-94	30th Street & I-15	146,000	EB	4M+1A	10,810	67.7%	8.6%	3.6%	9,000	0.83	D
			WB	4M+1A	10,810	74.4%	7.6%	3.6%	8,700	0.80	D
SR-94	I-15 & Home Avenue	140,000	EB	4M+1A	10,810	67.7%	8.6%	4.2%	8,600	0.80	D
			WB	4M	9,400	74.4%	7.6%	4.2%	8,300	0.88	D
SR-94	Home Avenue & I-805	128,000	EB	4M+1A	10,810	67.7%	8.6%	4.2%	7,900	0.73	C
			WB	4M	9,400	74.4%	7.6%	4.2%	7,600	0.81	D
SR-94	I-805 & 47th Street	172,000	EB	5M	11,750	67.7%	8.6%	3.9%	10,600	0.90	D
			WB	4M+1A	10,810	74.4%	7.6%	3.9%	10,200	0.94	**E**
SR-94	47th Street & Euclid Avenue	171,000	EB	5M+1A	13,160	67.7%	8.6%	3.9%	10,500	0.80	D
			WB	4M+1A	10,810	74.4%	7.6%	3.9%	10,200	0.94	**E**
SR-94	Euclid Avenue & Kelton Road	156,000	EB	5M	11,750	67.7%	8.6%	3.9%	9,600	0.82	D
			WB	4M+1A	10,810	70.0%	7.3%	3.9%	8,400	0.78	C
SR-94	Kelton Road & Federal Boulevard	161,000	EB	4M+1A	10,810	64.1%	8.6%	3.9%	9,300	0.86	D
			WB	4M+1A	10,810	70.0%	7.3%	3.9%	8,700	0.80	D
SR-94	Federal Boulevard & College Grove Way	145,000	EB	4M	9,400	64.1%	8.6%	3.9%	8,400	0.89	D
			WB	4M	9,400	70.0%	7.3%	3.9%	7,800	0.83	D
SR-94	College Grove Way & College Avenue	145,000	EB	4M	9,400	64.1%	8.6%	3.9%	8,400	0.89	D
			WB	4M	9,400	70.4%	7.8%	3.9%	8,400	0.89	D

Notes:
Bold letter indicates unacceptable LOS E or F.
M = Mainline. Aux = Auxiliary Lane.

[1]Traffic volumes provided by Caltrans (2011).
[2]The capacity is calculated as 2,350 ADT per main lane and 1,410 ADT (60% of the main lane capacity) per auxiliary lane.

[3] D = Directional split.
[4] K = Peak hour %.
[5] HV = Heavy vehicle %.

Source: Caltrans, Chen Ryan Associates; June 2015

Impact Analysis

SIGNIFICANCE CRITERIA

For the purposes of this EIR, a significant impact would occur if the CPUs would:

- Result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system;
- Result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp;
- Have a substantial impact upon existing or planned transportation systems
- Result in substantial alterations to present circulation movements including effects on existing public access areas; or
- Conflict with adopted policies, plans or programs supporting alternative transportation modes.

METHODOLOGY AND ASSUMPTIONS

Future year traffic volumes were derived from a SANDAG Series 12 Transportation Forecast model run, which was verified per the City of San Diego's *Small Study Area Traffic Modeling Process* (April 2012) and calibrated for the Southeastern San Diego and Encanto Neighborhoods communities. Program level impacts are discussed in broad, qualitative terms. This assessment does not satisfy the need for project-level California Environmental Quality Act (CEQA) analysis for individual projects. Individual projects under the CPUs will require a project-level analysis at the time they are proposed based on the details of these projects and the existing conditions at the time such projects are pursued.

SUMMARY OF IMPACTS

The CPUs include a comprehensive plan to improve the pedestrian, transit, and bicycle transportation network. Improvements that would mitigate or reduce vehicular impacts were included in the Impact Fee Study. In other cases, improvements that would mitigate or reduce vehicular level of service impacts were not recommended as part of the CPU in order to provide a better pedestrian and bicycle environment. Land use intensity in both Southeastern San Diego and Encanto Neighborhoods would increase with the adoption of the CPU, resulting in an increase of vehicular traffic and additional impacts to the transportation network. While the TIS identified additional potential improvement measures, they are not recommended as part of the CPU and are not included as part of the project due to the inconsistency with the mobility vision, goals, and policies of the Community Plan Update. Therefore, at the program level, the Preferred Plan would have the following cumulative and unmitigated impact:

- Sixty-seven study area roadway segments under buildout of the Preferred Plan, including 39 roadway segments located within Southeastern San Diego, 21 roadway segments within Encanto Neighborhoods, three segments within both Southeastern San Diego and Encanto Neighborhoods, and four within the sphere of influence;
- Eleven intersections, including five intersections located within Southeastern San Diego, three within Encanto Neighborhoods, and three within the sphere of influence area; and
- Twenty-two freeway segments.

If the CPUs are adopted, all discretionary projects would be reviewed as part of the City's environmental review process, including the Community Plan Implementation Overlay Zone (CPIOZ) process. Thus, future development projects under the CPUs would be required incorporate mitigation measures to reduce specific project's impact. However, because the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program-level of analysis, the program-level traffic impact remains significant and unmitigated.

IMPACTS

Impact 5.2-1 Implementation of the CPUs would result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system. (*Significant and Unavoidable*)

To assess the effect of the CPUs to the City's transportation system, roadway segments, and intersection peak hour operations for the CPUs were evaluated and compared to the existing conditions. The results are summarized below:

Trip generation analyses were conducted to compare the Preferred Plan and Existing Conditions. Trip generation rates for various land use categories were obtained from the City of San Diego Trip Generation Manual (May 2003). Table 5.2-15 and Table 5.2-16 compare both the land use quantity and ADT by land use categories under the Preferred Plan and Existing Conditions, for the Southeastern San Diego and Encanto Neighborhoods communities respectively. As shown in Tables 5.2-15 and 5.2-16 below, the Southeastern San Diego Preferred Plan would generate 58,669 more daily trips when compared to the Existing Conditions, an 18.5% increase, while the Encanto Neighborhoods Preferred Plan would generate 86,039 more daily vehicle trips when compared to the Existing Conditions, a 39.8% increase.

Table 5.2-15: Land Use Comparison – Southeastern San Diego Preferred Plan vs. Existing Conditions

Land Use	*Preferred Plan*		*Existing Conditions*		*Δ*	*Δ*
	Amount	*ADT*	*Amount*	*ADT*	*Amount*	*ADT*
Arterial Commercial	1,472.6 ksf	58,899	849.0 ksf	33,952	623.6 ksf	24,947
Automobile Dealership	0.1 Acres	36	0.1 Acres	36	0.0 Acres	0
Automobile Parts Sale	5.7 ksf	356	5.7 ksf	356	0.0 ksf	0
Automobile Repair Shop	42.7 ksf	855	42.7 ksf	855	0.0 ksf	0
Automobile Tire Store	7.6 ksf	190	9.2 ksf	231	-1.6 ksf	-41
Cemetery	123.4 Acres	617	123.4 Acres	617	0.0 Acres	0
Clinic (Medical Office)	188.5 ksf	9,424	188.5 ksf	9,424	0.0 ksf	0
Communications and Utilities	19.1 Acres	0	21.9 Acres	0	-2.9 Acres	0
Community Shopping Center (100,000 SF or more)	799.9 ksf	55,994	698.2 ksf	48,871	101.8 ksf	7,123
Convenience Market Chain (Open Up to 16 Hours Per Day)	40.3 ksf	20,150	40.3 ksf	20,150	0.0 ksf	0
Day Care Center	109 child	545	0 child	0	109 child	545
Elementary School	6,454 Students	12,264	6,454 Students	12,264	0 Students	0
Fire/Police Station	27.7 ksf	830	27.7 ksf	830	0.0 ksf	0
Government Office/Civic Center	52.4 ksf	1,573	52.4 ksf	1,573	0.0 ksf	0
Hotel (Low-Rise) (Motel)	91 Rooms	819	91 Rooms	819	0 Rooms	0
Industrial Park	113.5 ksf	1,703	0.0 ksf	0	113.5 ksf	1,703
Junior High School or Middle School	1,454 Students	2,036	1,454 Students	2,036	0 Students	0
Landscape Open Space (Undeveloped Park)	3.0 Acres	0	3.0 Acres	0	0.0 Acres	0
Library	23.3 ksf	1,166	23.3 ksf	1,166	0.0 ksf	0
Light Industry - General	2,147.1 ksf	32,208	1,808.2 ksf	27,125	338.9 ksf	5,083
MF Residential less or equal 20 DU/acre	4,323 DU	34,584	3,963 DU	31,704	360 DU	2,880
MF Residential over 20 DU/acre	7,948 DU	47,688	5,434 DU	32,604	2,514 DU	15,084
Neighborhood Shopping Center (30,000 SF or more)	30.9 ksf	3,709	48.1 ksf	5,772	-17.2 ksf	-2,063
Office (Low-Rise - 1 ksf to 5 ksf)	17.5 ksf	718	18.7 ksf	767	-1.2 ksf	-49
Office (Low-Rise - 5 ksf to 10 ksf)	24.3 ksf	825	20.9 ksf	710	3.4 ksf	115

Table 5.2-15: Land Use Comparison – Southeastern San Diego Preferred Plan vs. Existing Conditions

Land Use	Preferred Plan		Existing Conditions		Δ	Δ
	Amount	ADT	Amount	ADT	Amount	ADT
Office (Low-Rise - 10 ksf to 15 ksf)	37.8 ksf	1,058	26.2 ksf	733	11.6 ksf	325
Office (Low-Rise - 20 ksf to 25 ksf)	21.0 ksf	525	0.0 ksf	0	21.0 ksf	525
Office (Low-Rise - 50 ksf to 55 ksf)	51.7 ksf	1,034	97.8 ksf	1,957	-46.1 ksf	-923
Office (Low-Rise - 125138 ksf)	125.1 ksf	2,002	0.0 ksf	0	125.1 ksf	2,002
Open Space Park or Preserve	35.2 Acres	177	36.2 Acres	182	-0.9 Acres	-5
Other Health Care	29.8 ksf	1,488	29.8 ksf	1,488	0.0 ksf	0
Other Public Services	23.0 ksf	230	28.5 ksf	285	-5.5 ksf	-55
Other Recreation - High (Developed Park)	6.0 Acres	299	6.0 Acres	299	0.0 Acres	0
Other Retail Trade and Strip Commercial	12.6 ksf	505	13.8 ksf	553	-1.2 ksf	-48
Other School	36.1 ksf	650	36.1 ksf	650	0.0 ksf	0
Other Transportation	0.0 Acres	0	1.3 Acres	8	-1.3 Acres	-8
Other University or College (Community College)	7,667 Students	12,267	7,667 Students	12,267	0 Students	0
Park - Active	87.4 Acres	4,369	72.2 Acres	3,609	15.2 Acres	760
Parking Lot - Surface	3.5 Acres	0	3.6 Acres	0	-0.2 Acres	0
Post Office	5.8 ksf	1,170	5.8 ksf	1,170	0.0 ksf	0
Public/Community Meeting Room Facility (Other Public Services)	9.9 ksf	297	9.9 ksf	297	0.0 ksf	0
Religious Facility (without day care)	636.4 ksf	3,179	628.0 ksf	3,137	8.4 ksf	42
Restaurant (High Turnover sit-down)	12.5 ksf	1,620	12.5 ksf	1,620	0.0 ksf	0
Road Right of Way	709.5 Acres	0	711.6 Acres	0	-2.1 Acres	0
Scrap Yards/Auto Dismantling/Landfill	0.0 Acres	0	6.5 Acres	39	-6.5 Acres	-39
Service Station	8 Station	1,080	8 Station	1,080	0 Station	0
Service Station (with food mart and automated carwash)	8 station	1,240	8 station	1,240	0 station	0
Service Station (with food mart)	12 station	1,800	12 station	1,800	0 station	0

Table 5.2-15: Land Use Comparison – Southeastern San Diego Preferred Plan vs. Existing Conditions

Land Use	*Preferred Plan*		*Existing Conditions*		*Δ*	*Δ*
	Amount	*ADT*	*Amount*	*ADT*	*Amount*	*ADT*
Single-Family Detached	4,455 DU	40,095	4,360 DU	39,240	95 DU	855
Single-Family Multiple-Units	1,310 DU	11,790	1,271 DU	11,439	39 DU	351
Vacant and Undeveloped Land	10.2 Acres	0	64.7 Acres	0	-54.5 Acres	0
Warehousing	76.3 ksf	383	103.2 ksf	517	-26.8 ksf	-134
Wholesale Trade	15.7 ksf	1,099	20.1 ksf	1,405	-4.4 ksf	-306
TOTAL	**-**	**375,546**	**-**	**316,877**	**-**	**58,669**

Notes:
ksf = Thousand Square Feet.
DU = Dwelling Unit.

Source: City of San Diego, Chen Ryan Associates; June 2015

Table 5.2-16: Land Use Comparison – Encanto Neighborhoods Preferred Plan vs. Existing Conditions

Land Use	Preferred Plan		Existing Conditions		Δ	Δ
	Amount	ADT	Amount	ADT	Amount	ADT
Alternative Correctional Facility	0 Cells	0	300 Cells	600	-300 Cells	-600
Arterial Commercial	826.1 ksf	33,044	236.5 ksf	9,459	589.6 ksf	23,585
Automobile Dealership	0.1 Acres	28	0.1 Acres	28	0.0 Acres	0
Automobile Repair Shop	8.8 ksf	177	8.8 ksf	177	0.0 ksf	0
Carwash (Self service)	0 stall	0	4 stall	400	-4 stall	-400
Cemetery	40.5 Acres	202	44.7 Acres	224	-4.3 Acres	-22
Clinic (Medical Office)	27.6 ksf	1,382	0.0 ksf	0	27.6 ksf	1,382
Commercial Recreation	0.0 ksf	0	9.0 ksf	269	-9.0 ksf	-269
Communications and Utilities	37.3 Acres	0	40.4 Acres	0	-3.1 Acres	0
Community Shopping Center (100,000 SF or more)	291.3 ksf	20,389	81.0 ksf	5,673	210.2 ksf	14,716
Congregate Care Facility	0 Beds	0	18 Beds	54	-18 Beds	-54
Convenience Market Chain (Open Up to 16 Hours Per Day)	0.0 ksf	0	3.2 ksf	1,589	-3.2 ksf	-1,589
Day Care Center	145 child	725	145 child	725	0 child	0
Elementary School	5,114 Students	9,716	5,114 Students	9,716	0 Students	0
Fast Food (with or without Drive-through)	0.0 ksf	0	8.7 ksf	6,116	-8.7 ksf	-6,116
Fire/Police Station	14.5 ksf	435	14.5 ksf	435	0.0 ksf	0
Government Office (less or equal to 100,000 SF)	22.1 ksf	662	22.1 ksf	662	0.0 ksf	0
Government Office/Civic Center	0.0 ksf	0	18.5 ksf	556	-18.5 ksf	-556
Industrial Park	152.0 ksf	2,280	26.0 ksf	390	126.0 ksf	1,890
Junior High School or Middle School	1,547 Students	2,166	1,547 Students	2,166	0 Students	0
Landscape Open Space (Undeveloped Park)	0.1 Acres	0	0.1 Acres	0	0.0 Acres	0
Library	27.6 ksf	1,378	27.6 ksf	1,378	0.0 ksf	0
Light Industry - General	345.0 ksf	5,175	418.8 ksf	6,282	-73.8 ksf	-1,107
MF Residential less or equal 20	918 DU	7,344	1,466 DU	11,728	-548 DU	-4,384

Table 5.2-16: Land Use Comparison – Encanto Neighborhoods Preferred Plan vs. Existing Conditions

Land Use	*Preferred Plan*		*Existing Conditions*		*Δ*	*Δ*
	Amount	*ADT*	*Amount*	*ADT*	*Amount*	*ADT*
DU/acre						
MF Residential over 20 DU/acre	10,902 DU	65,412	1,916 DU	11,496	8,986 DU	53,916
Mobile Home Park	250 DU	1,250	610 DU	3,050	-360 DU	-1,800
Neighborhood Shopping Center (30,000 SF or more)	70.7 ksf	8,479	62.0 ksf	7,436	8.7 ksf	1,043
Office (Low-Rise - 1 ksf to 5 ksf)	4.8 ksf	198	3.3 ksf	134	1.6 ksf	64
Office (Low-Rise - 10 ksf to 15 ksf)	0.0 ksf	0	11.1 ksf	312	-11.1 ksf	-312
Office (Low-Rise - 60 ksf to 65 ksf)	64.0 ksf	1,216	64.0 ksf	1,216	0.0 ksf	0
Office (Low-Rise - 65 ksf to 70 ksf)	66.1 ksf	1,256	71.8 ksf	1,364	-5.7 ksf	-108
Open Space Park or Preserve	207.6 Acres	1,037	201.3 Acres	1,006	6.3 Acres	31
Other Health Care	0.0 ksf	0	22.6 ksf	1,132	-22.6 ksf	-1,132
Other Recreation - High (Developed Park)	0.0 Acres	0	2.8 Acres	140	-2.8 Acres	-140
Other Retail Trade and Strip Commercial	11.4 ksf	455	12.6 ksf	502	-1.2 ksf	-47
Other School	14.5 ksf	261	24.3 ksf	437	-9.8 ksf	-176
Other Transportation	0.0 Acres	0	0.9 Acres	6	-0.9 Acres	-6
Park - Active	62.5 Acres	3,124	60.9 Acres	3,047	1.5 Acres	77
Parking Lot - Surface	0.3 Acres	0	6.6 Acres	0	-6.3 Acres	0
Public Storage	124.9 ksf	250	0.0 ksf	0	124.9 ksf	250
Public/Community Meeting Room Facility (Other Public Services)	21.4 ksf	643	37.8 ksf	1,135	-16.4 ksf	-492
Rail Station/Transit Center	2.8 Acres	833	5.3 Acres	1,596	-2.5 Acres	-763
Religious Facility (without day care)	292.0 ksf	1,458	307.6 ksf	1,537	-15.7 ksf	-79
Restaurant (High Turnover sit-down)	14.4 ksf	1,872	4.2 ksf	552	10.2 ksf	1,320
Senior High School	3,283 Students	5,909	3,283 Students	5,909	0 Students	0
Service Station	8 Station	1,080	8 Station	1,080	0 Station	0

Table 5.2-16: Land Use Comparison – Encanto Neighborhoods Preferred Plan vs. Existing Conditions

Land Use	*Preferred Plan*		*Existing Conditions*		*Δ*	*Δ*
	Amount	*ADT*	*Amount*	*ADT*	*Amount*	*ADT*
Service Station (with food mart and automated carwash)	12 station	1,860	12 station	1,860	0 station	0
Service Station (with food mart)	26 station	3,900	26 station	3,900	0 station	0
Single-Family Detached	7,893 DU	71,037	8,054 DU	72,486	-161 DU	-1,449
Single-Family Multiple-Units	1,132 DU	10,188	1,174 DU	10,566	-42 DU	-378
Single-Family Residential Without Units	2 DU	0	2 DU	0	0 DU	0
Spaced Rural Residential	2 DU	24	2 DU	24	0 DU	0
Supermarket (Stand-alone)	4.4 ksf	660	4.4 ksf	660	0.0 ksf	0
Vacant and Undeveloped Land	1.5 Acres	0	190.3 Acres	0	-188.8 Acres	0
Warehousing	0.0 ksf	0	1.7 ksf	8	-1.7 ksf	-8
TOTAL	**-**	**267,505**	**-**	**191,218**	**-**	**76,287**

Notes:
ksf = Thousand Square Feet.
DU = Dwelling Unit.

Source: City of San Diego, Chen Ryan Associates; June 2015

Roadway Segment Analysis

While the majority of roadways in Southeastern San Diego and Encanto Neighborhoods communities would remain the same as the existing cross-sections, the CPUs include the implementation of roadway widening/restriping in select locations to accommodate high future traffic demands, as well as a number of proposed road diets and lane diets (reducing the number of travel lanes and lane widths) to improve the balance between vehicular, bicycle, and pedestrian mobility across the community. Table 5.2-17 displays the proposed planned roadway improvement.

Table 5.2-18 displays the level of service analysis results for the study area roadway segments under both the CPUs and Existing Conditions. The proposed roadway geometrics under buildout of the CPUs for the Southeastern San Diego and Encanto Neighborhoods communities are shown in Figure 5.2-11 and Figure 5.2-12, respectively. The forecasted ADT and LOS under buildout of the CPUs are shown in Figure 5.2-13 for Southeastern San Diego and Figure 5.2-14 for Encanto Neighborhoods.

Table 5.2-17: Southeastern San Diego & Encanto Neighborhoods – Planned Roadway Improvements

Planned Improvement	*Source*	*Source of Funding*
Roadway Widening		
Market Street, between 47th Street and Euclid Avenue	Encanto Neighborhoods CPU	IFS
Market Street, between Euclid Avenue and Pitta Street	Encanto Neighborhoods CPU	IFS
Euclid Avenue, between SR-94 and Market Street	Encanto Neighborhoods CPU	IFS
Roadway Restriping		
Market Street, between I-805 and 47th Street	Encanto Neighborhoods CPU	IFS
Division Street, between Harbison Avenue and 58th Street, and between Valencia Parkway and 61st Street	Encanto Neighborhoods CPU	IFS
Planned Road Diet		
Market Street, between 19th Street and I-805	SESD CPU	IFS
Market Street, between I-805 SB Ramps and I-805 NB Ramps	SESD CPU / Encanto Neighborhoods CPU	IFS
Imperial Avenue, between I-5 and I-15	SESD CPU	IFS
Imperial Avenue, between I-805 to Community Boundary	Encanto Neighborhoods CPU	IFS
National Avenue, between 27th Street and 28th Street, and between I-5 NB Ramps and 43rd Street	SESD CPU	IFS
National Avenue/Logan Avenue, between I-5 and the I-805 overpass	SESD CPU	IFS
Logan Avenue, between the 47th Street and Euclid Avenue	Encanto Neighborhoods CPU	IFS
Skyline Drive, between 61st Street and Henson Street	Encanto Neighborhoods CPU	IFS
43rd Street, between Newton Avenue and Beta Street	SESD CPU	IFS
47th Street, between SR-94 and Logan Avenue	Encanto Neighborhoods CPU	IFS
Euclid Avenue, between Imperial Avenue and Community Boundary	Encanto Neighborhoods CPU	IFS
Woodman Street, between Skyline Drive and Community Boundary	Encanto Neighborhoods CPU	IFS

Source: City of San Diego, Chen Ryan Associates; June 2015

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	ADT	LOS	V/C			
1	Hilltop Drive	Boundary Street & I-805	2C MF	8,000	4,700	C	0.59	2,885	B	0.36	0.23	Southeastern San Diego	No
2	Hilltop Drive	I-805 & 47th Street	2C MF	8,000	4,700	C	0.59	4,435	C	0.55	0.04	Encanto Neighborhoods	No
3	Market Street	17th Street & 19th Street	4C w/ CLTL	30,000	8,300	A	0.28	7,895	A	0.26	0.02	Southeastern San Diego	No
4	Market Street	19th Street & 25th Street	2C w/ CLTL	15,000	11,800	D	0.79	7,835	A	0.26	0.53	Southeastern San Diego	No
5	Market Street	25th Street & 28th Street	2C w/ CLTL	15,000	13,900	**E**	0.93	9,604	A	0.32	0.61	Southeastern San Diego	**Yes**
6	Market Street	28th Street & 32nd Street	2C w/ CLTL	15,000	18,100	**F**	1.21	10,745	B	0.36	0.85	Southeastern San Diego	**Yes**
7	Market Street	32nd Street & I-15 SB Ramps	4M w/ RM	40,000	29,000	C	0.73	17,180	B	0.43	0.3	Southeastern San Diego	No
8	Market Street	I-15 SB Ramps & I-15 NB Ramps	4M w/ RM	40,000	27,800	C	0.7	22,320	C	0.56	0.14	Southeastern San Diego	No
9	Market Street	I-15 NB Ramps & Boundary Street	4M w/ RM	40,000	31,600	D	0.79	22,310	C	0.56	0.23	Southeastern San Diego	No
10	Market Street	Boundary Street & I-805 SB Ramps	2C w/ CLTL	15,000	22,500	**F**	1.5	14,460	**E**	0.96	0.54	Southeastern San Diego	**Yes**
11	Market Street	I-805 SB Ramps & I-805 NB Ramps	2C w/ CLTL	15,000	20,200	**F**	1.35	17,543	B	0.44	0.91	Southeastern San Diego/Encanto	**Yes**

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	*Capacity (LOS E)*	*ADT*	*LOS*	*V/C*	*ADT*	*LOS*	*V/C*			
12	Market Street	I-805 NB Ramps & 47th Street	4M w/ RM	40,000	21,600	C	0.54	14,860	C	0.5	0.04	Encanto Neighborhoods	No
13	Market Street	47th Street & Euclid Avenue	4M w/ RM	40,000	22,200	C	0.56	10,022	D	0.67	-0.11	Encanto Neighborhoods	No
14	Market Street/Akins Avenue	Euclid Avenue & 60th Street	2C NF	10,000	11,700	**F**	1.17	11,136	**F**	1.11	0.06	Encanto Neighborhoods	**Yes**
15	Imperial Avenue	17th Street & 19th Street	4C w/o CLTL	15,000	13,200	**E**	0.88	6,582	B	0.44	0.44	Southeastern San Diego	**Yes**
16	Imperial Avenue	19th Street & 25th Street	2C Com	8,000	9,700	**F**	1.21	5,196	B	0.35	0.86	Southeastern San Diego	**Yes**
17	Imperial Avenue	25th Street & 28th Street	2C Com	8,000	9,500	**F**	1.19	5,257	B	0.35	0.84	Southeastern San Diego	**Yes**
18	Imperial Avenue	28th Street & 30th Street	2C Com	8,000	7,200	**E**	0.9	5,027	B	0.34	0.56	Southeastern San Diego	**Yes**
19	Imperial Avenue	30th Street & 32nd Street	2C Com	8,000	5,500	D	0.69	4,152	A	0.28	0.41	Southeastern San Diego	No
20	Imperial Avenue	32nd Street & 36th Street	2C Com	8,000	10,800	**F**	1.35	6,555	B	0.44	0.91	Southeastern San Diego	**Yes**
21	Imperial Avenue	36th Street & 40th Street	2C NF	10,000	12,000	**F**	1.2	7,909	D	0.79	0.41	Southeastern San Diego	**Yes**
22	Imperial Avenue	40th Street & I-805 SB Ramps	4M w/ RM	40,000	25,500	C	0.64	10,301	A	0.26	0.38	Southeastern San Diego	No

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	ADT	LOS	V/C			
23	Imperial Avenue	I-805 SB Ramps & I-805 NB Ramps	4M w/ RM	40,000	28,900	C	0.72	25,741	C	0.64	0.08	Southeastern San Diego/Encanto	No
24	Imperial Avenue	I-805 NB Ramps & 47th Street	4M w/ RM	40,000	34,400	D	0.86	33,370	D	0.83	0.03	Encanto Neighborhoods	No
25	Imperial Avenue	47th Street & Euclid Avenue	4M w/ RM	40,000	31,700	D	0.79	30,600	D	0.77	0.02	Encanto Neighborhoods	No
26	Imperial Avenue	Euclid Avenue & San Jacinto Drive	4M w/ RM	40,000	28,900	C	0.72	23,685	C	0.59	0.13	Encanto Neighborhoods	No
27	Imperial Avenue	San Jacinto Drive & Valencia Parkway	2C w/ CLTL	15,000	22,800	**F**	1.52	19,408	**F**	1.29	0.23	Encanto Neighborhoods	**Yes**
28	Imperial Avenue	Valencia Parkway & Woodman Street	4M w/ RM	40,000	17,800	B	0.45	17,745	B	0.44	0.01	Encanto Neighborhoods	No
29	Imperial Avenue	Woodman Street & 69th Street	4M w/ RM	40,000	25,300	C	0.63	16,738	B	0.42	0.21	Encanto Neighborhoods	No
30	Imperial Avenue	69th Street & Viewcrest Drive	4M w/ RM	40,000	16,300	B	0.41	8,205	A	0.21	0.2	Encanto Neighborhoods (Skyline/ Paradise Hills)	No
31	Commercial Street	17th Street & 19th Street	2C MF	8,000	7,100	**E**	0.89	1,192	A	0.15	0.74	Downtown	**Yes**

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	*Capacity (LOS E)*	*ADT*	*LOS*	*V/C*	*ADT*	*LOS*	*V/C*			
32	Commercial Street	19th Street & 25th Street	2C MF	8,000	4,900	C	0.61	1,208	A	0.15	0.46	Southeastern San Diego	No
33	Commercial Street	25th Street & 28th Street	2C MF	8,000	3,200	B	0.4	1,065	A	0.13	0.27	Southeastern San Diego	No
34	Commercial Street	28th Street & 30th Street	2C MF	8,000	3,500	B	0.44	929	A	0.12	0.32	Southeastern San Diego	No
35	Commercial Street	30th Street & 32nd Street	2C MF	8,000	3,900	C	0.49	567	A	0.07	0.42	Southeastern San Diego	No
36	Ocean View Boulevard	25th Street & 28th Street	2C MF	8,000	6,500	D	0.81	2,207	A	0.28	0.53	Southeastern San Diego	No
37	Ocean View Boulevard	28th Street & 30th Street	2C MF	8,000	7,400	**E**	0.93	5,524	D	0.69	0.24	Southeastern San Diego	**Yes**
38	Ocean View Boulevard	30th Street & 32nd Street	2C w/ CLTL	15,000	9,900	C	0.66	7,985	C	0.53	0.13	Southeastern San Diego	No
39	Ocean View Boulevard	32nd Street & I-15 SB Ramps	2C w/ CLTL	15,000	16,500	**F**	1.1	13,905	**E**	0.93	0.17	Southeastern San Diego	**Yes**
40	Ocean View Boulevard	I-15 SB Ramps & I-15 NB Ramps	4M w/ RM	40,000	17,900	B	0.45	17,094	B	0.43	0.02	Southeastern San Diego	No
41	Ocean View Boulevard	I-15 NB Ramps & 36th Street	2C w/ CLTL	15,000	15,000	**E**	1	13,730	**E**	0.92	0.08	Southeastern San Diego	**Yes**
42	Ocean View Boulevard	36th Street & 40th Street	2C w/ CLTL	15,000	14,500	**E**	0.97	12,009	D	0.8	0.17	Southeastern San Diego	**Yes**
43	Ocean View Boulevard	40th Street & 47th Street	2C MF	8,000	11,600	**F**	1.45	4,965	C	0.62	0.83	Southeastern San Diego	**Yes**

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	ADT	LOS	V/C			
44	National Avenue	Commercial Street & Beardsley Street	2C w/ CLTL	15,000	12,200	D	0.81	2,561	A	0.17	0.64	Barrio Logan	No
45	National Avenue	Beardsley Street & SR-75 Off-Ramp	2C MF	8,000	16,000	**F**	2	3,725	C	0.47	1.53	Barrio Logan	**Yes**
46	National Avenue	SR-75 Off-Ramp & 26th Street	2C w/ CLTL	15,000	6,300	B	0.42	3,395	A	0.23	0.19	Barrio Logan	No
47	National Avenue	26th Street & 27th Street/I-5 SB Off-Ramp	2C Com	8,000	12,000	**F**	1.5	11,450	**F**	1.43	0.07	Barrio Logan	**Yes**
48	National Avenue	27th Street/I-5 SB Off-Ramp & 28th Street	2C NF	10,000	16,300	**F**	1.63	15,927	C	0.53	1.1	Southeastern San Diego	**Yes**
49	National Avenue	28th Street & I-5 NB Ramps	2C w/ CLTL	15,000	19,400	**F**	1.29	18,431	**F**	1.23	0.06	Southeastern San Diego	**Yes**
50	National Avenue	I-5 NB Ramps & 32nd Street	2C NF	10,000	13,300	**F**	1.33	10,020	D	0.67	0.66	Southeastern San Diego	**Yes**
51	National Avenue	32nd Street & 43rd Street	2C NF	10,000	13,700	**F**	1.37	10,572	D	0.7	0.67	Southeastern San Diego	**Yes**
52	Logan Avenue	43rd Street & 45th Street	2C w/ CLTL	15,000	10,600	D	0.71	7,691	C	0.51	0.2	Southeastern San Diego	No
53	Logan Avenue	45th Street & 47th Street	4C w/o CLTL	15,000	14,000	**E**	0.93	8,190	C	0.55	0.38	Southeastern San Diego/Encanto Neighborhoods	**Yes**

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	*Capacity (LOS E)*	*ADT*	*LOS*	*V/C*	*ADT*	*LOS*	*V/C*			
54	Logan Avenue	47th Street & Euclid Avenue	2C w/ CLTL	15,000	15,900	**F**	1.06	8,785	A	0.29	0.77	Encanto Neighborhoods	**Yes**
55	Acacia Street	36th Street & 38th Street	2C MF	8,000	3,900	C	0.49	1,451	A	0.18	0.31	Southeastern San Diego	No
56	Alpha Street	38th Street & 43rd Street	2C MF	8,000	7,000	**E**	0.88	5,554	D	0.69	0.19	Southeastern San Diego	**Yes**
57	Division Street	Main Street & Osborn Street	2C w/ CLTL	15,000	16,700	**F**	1.11	15,920	**F**	1.06	0.05	Southeastern San Diego	**Yes**
58	Division Street	Osborn Street & Highland Avenue	2C w/ CLTL	15,000	12,700	D	0.85	10,265	D	0.68	0.17	Southeastern San Diego	No
59	Division Street	Highland Avenue & Palm Avenue	4S	30,000	13,700	B	0.46	10,466	B	0.35	0.11	National City	No
60	Division Street	Palm Avenue & Euclid Avenue	4M w/ RM	40,000	18,800	B	0.47	17,370	B	0.43	0.04	National City	No
61	Division Street	Euclid Avenue & Harbison Avenue	4C w/ CLTL	30,000	13,400	B	0.45	12,780	B	0.43	0.02	National City	No
62	Division Street	Harbison Avenue & 58th Street	2C w/ CLTL	15,000	14,300	**E**	0.95	11,225	**F**	1.4	-0.45	Encanto Neighborhoods	No
63	Division Street	58th Street & Valencia Parkway	2C w/ CLTL	15,000	13,500	**E**	0.9	10,678	D	0.71	0.19	Encanto Neighborhoods	**Yes**

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	ADT	LOS	V/C			
64	Division Street	Valencia Parkway & 61st Street	2C w/ CLTL	15,000	9,600	C	0.64	9,115	**F**	1.14	-0.5	Encanto Neighborhoods	No
65	Division Street	61st Street & Plaza Boulevard	2C w/ CLTL	15,000	8,200	C	0.55	6,555	B	0.44	0.11	Encanto Neighborhoods	No
66	Cesar Chavez Parkway	Commercial Street & I-5 NB Ramps	2C MF	8,000	10,300	**F**	1.29	5,692	D	0.71	0.58	Southeastern San Diego	**Yes**
67	Cesar Chavez Parkway	I-5 NB & SR-75 On-Ramp/Logan Avenue	4S	30,000	17,300	C	0.58	13,771	B	0.46	0.12	Barrio Logan	No
68	25th Street	SR-94 WB Off-Ramp & SR-94 EB On-Ramp	2C w/ CLTL	15,000	18,700	**F**	1.25	12,970	D	0.86	0.39	Southeastern San Diego	**Yes**
69	25th Street	SR-94 EB On-Ramp & Market Street	2C w/ CLTL	15,000	19,500	**F**	1.3	10,914	D	0.73	0.57	Southeastern San Diego	**Yes**
70	25th Street	Market Street & Imperial Avenue	2C w/ CLTL	15,000	19,200	**F**	1.28	9,150	C	0.61	0.67	Southeastern San Diego	**Yes**
71	25th Street	Imperial Avenue & Commercial Street	2C w/ CLTL	15,000	12,500	D	0.83	5,703	B	0.71	0.12	Southeastern San Diego	No

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	*Capacity (LOS E)*	*ADT*	*LOS*	*V/C*	*ADT*	*LOS*	*V/C*			
72	28th Street	SR-94 WB Ramps & SR-94 EB Ramps	2C MF	8,000	11,100	**F**	1.39	10,183	**F**	1.27	0.12	Southeastern San Diego	**Yes**
73	28th Street	SR-94 EB Ramps & Market Street	2C MF	8,000	11,700	**F**	1.46	10,041	**F**	1.26	0.2	Southeastern San Diego	**Yes**
74	28th Street	Market Street & Imperial Avenue	2C MF	8,000	8,600	**F**	1.08	7,494	**E**	0.94	0.14	Southeastern San Diego	**Yes**
75	28th Street	Imperial Avenue & Commercial Street	2C MF	8,000	5,900	D	0.74	5,300	D	0.66	0.08	Southeastern San Diego	No
76	28th Street	Commercial Street & Ocean View Boulevard	2C MF	8,000	7,100	**E**	0.89	4,965	C	0.62	0.27	Southeastern San Diego	**Yes**
77	28th Street	Ocean View Boulevard & National Avenue	2C MF	8,000	11,600	**F**	1.45	8,195	**F**	1.02	0.43	Southeastern San Diego	**Yes**
78	28th Street	National Avenue & Boston Avenue	2C w/ CLTL	15,000	27,700	**F**	1.85	14,165	**E**	0.94	0.91	Barrio Logan	**Yes**
79	30th Street	E Street & Imperial Avenue	2C MF	8,000	7,900	**E**	0.99	4,945	C	0.62	0.37	Southeastern San Diego	**Yes**

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	ADT	LOS	V/C			
80	30th Street	Imperial Avenue & Commercial Street	2C MF	8,000	4,700	C	0.59	2,993	B	0.37	0.22	Southeastern San Diego	No
81	30th Street	Commercial Street & National Avenue	2C MF	8,000	5,000	C	0.63	4,826	C	0.6	0.03	Southeastern San Diego	No
82	Broadway/32 nd Street	SR-94 WB & SR-94 EB On-Ramp / F Street	2C w/ CLTL	15,000	11,500	D	0.77	11,468	D	0.76	0.01	Southeastern San Diego	No
83	32nd Street	SR-94 EB On-Ramp/F Street & Market Street	2C MF	8,000	11,700	**F**	1.46	6,076	D	0.76	0.7	Southeastern San Diego	**Yes**
84	32nd Street	Market Street & Imperial Avenue	2C MF	8,000	9,000	**F**	1.13	5,116	D	0.64	0.49	Southeastern San Diego	**Yes**
85	32nd Street	Imperial Avenue & Commercial Street	2C MF	8,000	5,800	D	0.73	3,134	B	0.39	0.34	Southeastern San Diego	No
86	32nd Street	Commercial Street & Ocean View Boulevard	2C MF	8,000	6,300	D	0.79	3,975	C	0.5	0.29	Southeastern San Diego	No

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	*Capacity (LOS E)*	*ADT*	*LOS*	*V/C*	*ADT*	*LOS*	*V/C*			
87	32nd Street	Ocean View Boulevard & National Avenue	2C MF	8,000	6,900	**E**	0.86	4,442	C	0.56	0.3	Southeastern San Diego	**Yes**
88	32nd Street	National Avenue & Boston Avenue	2C MF	8,000	9,200	**F**	1.15	5,420	D	0.68	0.47	Southeastern San Diego	**Yes**
89	35th Street/Rigel Street	Ocean View Boulevard & Main Street	2C MF	8,000	10,600	**F**	1.33	7,520	**E**	0.94	0.39	Southeastern San Diego	**Yes**
90	36th Street	Imperial Avenue & Ocean View Boulevard	2C MF	8,000	4,000	C	0.5	3,447	B	0.43	0.07	Southeastern San Diego	No
91	36th Street	Ocean View Boulevard & Acacia Street	2C MF	8,000	4,300	C	0.54	3,410	B	0.43	0.11	Southeastern San Diego	No
92	36th Street	Ocean View Boulevard & Acacia Street	2C MF	8,000	3,800	C	0.48	3,585	C	0.45	0.03	Southeastern San Diego	No
93	Vesta Street	Acacia Street & Main Street	2C MF	8,000	6,000	D	0.75	3,970	C	0.5	0.25	Southeastern San Diego	No
94	40th Street	Imperial Avenue & Ocean View Boulevard	4C w/o CLTL	15,000	4,800	A	0.32	4,425	A	0.3	0.02	Southeastern San Diego	No

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	ADT	LOS	V/C			
95	40th Street	National Avenue & Division Street	2C MF	8,000	3,700	C	0.46	1,966	A	0.25	0.21	Southeastern San Diego	No
96	Boundary Street	Hilltop Drive & Market Street	2C MF	8,000	2,900	B	0.36	2,060	A	0.26	0.1	Southeastern San Diego	No
97	San Pasqual Drive	Imperial Avenue & Ocean View Boulevard	2C NF	10,000	6,500	C	0.65	5,479	B	0.55	0.1	Southeastern San Diego	No
98	San Pasqual Drive	Ocean View Boulevard & Logan Avenue	2C NF	10,000	5,800	C	.58	5,535	C	0.55	0.03	Southeastern San Diego	No
99	43rd Street	Logan Avenue & Newton Avenue	2C w/ CLTL	15,000	14,000	**E**	0.93	13,301	**E**	0.89	0.04	Southeastern San Diego	**Yes**
100	43rd Street	Newton Avenue & Beta Street	4C w/o CLTL	15,000	16,100	**F**	1.07	12,835	C	0.57	0.5	Southeastern San Diego	**Yes**
101	43rd Street	Beta Street & Delta Street	2C w/ CLTL	15,000	25,500	**F**	1.7	17,249	**F**	1.15	0.55	Southeastern San Diego	**Yes**
102	43rd Street	Delta Street & Division Street	3C w/ CLTL	22,500	21,300	**E**	0.71	15,360	D	0.68	0.03	Southeastern San Diego	**Yes**
103	Highland Avenue	Division Street & 4th Street	4S	30,000	20,900	D	0.7	12,990	B	0.43	0.27	National City	No
104	45th Street	Imperial Avenue & Logan Avenue	2C MF	8,000	2,900	B	0.36	1,955	A	0.24	0.12	Southeastern San Diego	No

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	*Capacity (LOS E)*	*ADT*	*LOS*	*V/C*	*ADT*	*LOS*	*V/C*			
105	Mallard Street	Federal Boulevard & 69th Street	2C Com	8,000	8,200	**F**	1.03	7,510	**E**	0.94	0.09	Encanto Neighborhoods	**Yes**
106	Federal Blvd	60th Street & Mallard Street	4C w/ CLTL	30,000	17,300	C	0.58	17,190	C	0.57	0.01	Encanto Neighborhoods	No
107	Federal Blvd	Mallard Street & MacArthur Drive	3C w/ CLTL	15,000	11,000	D	0.73	10,880	C	0.48	0.25	Encanto Neighborhoods	No
108	Tooley Street	60th Street & Paradise Street	2C MF	8,000	600	A	0.08	463	A	0.06	0.02	Encanto Neighborhoods	No
109	Roswell Street	51st Street & Old Memory Lane	2C MF	8,000	2,900	B	0.36	1,015	A	0.13	0.23	Encanto Neighborhoods	No
110	Old Memory Lane	Roswell Street & 60th Street	2C MF	8,000	1,400	A	0.18	1,303	A	0.16	0.02	Encanto Neighborhoods	No
111	Radio Drive	60th Street & Mallard Street	2C MF	8,000	1,200	A	0.15	460	A	0.06	0.09	Encanto Neighborhoods	No
112	Klauber Avenue	Broadway & 69th Street	2C MF	8,000	1,000	A	0.13	919	A	0.11	0.02	Encanto Neighborhoods	No
113	Broadway	60th Street & Madera Street	2C MF	8,000	3,600	C	0.45	2,600	B	0.33	0.12	Encanto Neighborhoods	No
114	Lisbon Street	Imperial Avenue & 71st Street	2C w/ CLTL	15,000	15,500	**F**	1.03	8,522	C	0.57	0.46	Encanto Neighborhoods (Skyline/ Paradise Hills)	**Yes**

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	*Capacity (LOS E)*	*ADT*	*LOS*	*V/C*	*ADT*	*LOS*	*V/C*			
115	Churchward Street/58th Street	Euclid Avenue & Skyline Drive	2C MF	8,000	5,100	D	0.64	2,007	A	0.25	0.39	Encanto Neighborhoods	No
116	Skyline Drive	58th Street & Valencia Parkway	2C w/ CLTL	15,000	9,600	C	0.64	6,760	B	0.45	0.19	Encanto Neighborhoods	No
117	Skyline Drive	Valencia Parkway & 61st Street	2C w/ CLTL	15,000	16,400	**F**	1.09	10,910	D	0.73	0.36	Encanto Neighborhoods	**Yes**
118	Skyline Drive	61st Street & Omeara Street	2C w/ CLTL	15,000	13,300	**E**	0.89	11,474	D	0.76	0.13	Encanto Neighborhoods	**Yes**
119	Skyline Drive	Omeara Street & Woodman Street	2C w/ CLTL	15,000	12,900	D	0.86	11,700	D	0.78	0.08	Encanto Neighborhoods	No
120	Skyline Drive	Woodman Street & 69th Street	2C w/ CLTL	15,000	11,900	D	0.79	11,665	B	0.39	0.4	Skyline/ Paradise Hills	No
121	Olvera Avenue/58th Street	Euclid Avenue & Skyline Drive	2C MF	8,000	7,700	**E**	0.96	5,190	D	0.65	0.31	Encanto Neighborhoods	**Yes**
122	Plaza Boulevard	Paradise Valley Road & Division Street	4C	15,000	9,500	C	0.63	4,700	A	0.31	0.32	Encanto Neighborhoods	No
123	Plaza Boulevard	Division Street & Woodman Street	2C NF	10,000	9,600	**E**	0.96	6,190	B	0.62	0.34	Encanto Neighborhoods	**Yes**

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	*Capacity (LOS E)*	*ADT*	*LOS*	*V/C*	*ADT*	*LOS*	*V/C*			
124	47th Street	SR-94 EB On-Ramp & Market Street	2C w/ CLTL	15,000	19,000	**F**	1.27	12,263	B	0.41	0.86	Encanto Neighborhoods	**Yes**
125	47th Street	Market Street & Imperial Avenue	2C w/ CLTL	15,000	17,300	**F**	1.15	10,145	D	0.68	0.47	Encanto Neighborhoods	**Yes**
126	47th Street	Imperial Avenue & Logan Avenue	2C w/ CLTL	15,000	16,600	**F**	1.11	10,870	B	0.36	0.75	Encanto Neighborhoods	**Yes**
127	47th Street	Logan Avenue & I-805 NB Ramps	2C w/ CLTL	15,000	17,200	**F**	1.15	9,465	B	0.42	0.73	Encanto Neighborhoods	**Yes**
128	47th Street	I-805 NB Ramps & I-805 SB Ramps	4M w/ RM	40,000	21,200	C	0.53	15,469	B	0.39	0.14	Encanto Neighborhoods / National City	No
129	47th Street / Palm Avenue	I-805 SB Ramps & Division Street	4M w/ RM	40,000	27,900	C	0.7	21,748	C	0.54	0.16	National City	No
130	Euclid Avenue	SR-94 WB Ramps & SR-94 EB Ramps	4M w/ RM	40,000	34,200	D	0.86	28,950	C	0.72	0.14	Encanto Neighborhoods	No
131	Euclid Avenue	SR-94 EB Ramps & Market Street	4M w/ RM	40,000	30,800	D	0.77	25,364	**E**	0.85	-0.08	Encanto Neighborhoods	No
132	Euclid Avenue	Market Street & Imperial Avenue	4M w/ RM	40,000	27,700	C	0.69	20,933	D	0.7	-0.01	Encanto Neighborhoods	No

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	*Capacity (LOS E)*	*ADT*	*LOS*	*V/C*	*ADT*	*LOS*	*V/C*			
133	Euclid Avenue	Imperial Avenue & Logan Avenue	4C w/ CLTL	30,000	14,100	C	0.47	11,000	B	0.37	0.1	Encanto Neighborhoods	No
134	Euclid Avenue	Logan Avenue & Division Street	4C w/ CLTL	30,000	13,600	C	0.45	10,655	A	0.27	0.18	Encanto Neighborhoods / National City	No
135	51st Street	Market Street & Roswell Street	2C NF	10,000	4,000	A	0.4	2,252	A	0.23	0.17	Encanto Neighborhoods	No
136	San Jacinto Drive	Imperial Avenue & Olvera Avenue	2C MF	8,000	3,800	C	0.48	1,848	A	0.23	0.25	Encanto Neighborhoods	No
137	Bayview Heights Way	SR-94 WB Ramps & SR-94 EB Ramps	2C NF	10,000	17,100	**F**	1.71	11,160	**F**	1.12	0.59	Encanto Neighborhoods	**Yes**
138	Kelton Road	SR-94 EB Ramps & Alvin Street	2C MF	8,000	12,900	**F**	1.61	3,840	D	0.48	1.13	Encanto Neighborhoods	**Yes**
139	Alvin Street	Kelton Road & Pitta Street	2C MF	8,000	9,800	**F**	1.23	1,164	A	0.15	1.08	Encanto Neighborhoods	**Yes**
140	Pitta Street	Alvin Street & Market Street	2C MF	8,000	10,000	**F**	1.25	3,013	B	0.38	0.87	Encanto Neighborhoods	**Yes**
141	Merlin Drive	Broadway & Imperial Avenue	2C MF	8,000	4,700	C	0.59	4,455	C	0.56	0.03	Encanto Neighborhoods	No

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	*Capacity (LOS E)*	*ADT*	*LOS*	*V/C*	*ADT*	*LOS*	*V/C*			
142	Valencia Parkway	Imperial Avenue & Skyline Drive	4M w/ RM	40,000	7,800	A	0.2	7,059	A	0.18	0.02	Encanto Neighborhoods	No
143	Valencia Parkway	Skyline Drive & Cervantes Avenue	4C	15,000	5,600	B	0.37	3,645	A	0.24	0.13	Encanto Neighborhoods	No
144	Valencia Parkway	Cervantes Avenue & Wesmead Street	4C	15,000	6,200	B	0.41	4,443	A	0.3	0.11	Encanto Neighborhoods	No
145	Valencia Parkway	Wesmead Street & Division Street	2C MF	8,000	6,200	D	0.78	4,399	C	0.55	0.23	Encanto Neighborhoods	No
146	60th Street	Federal Boulevard & Imperial Avenue	2C MF	8,000	11,700	**F**	1.46	5,050	D	0.63	0.83	Encanto Neighborhoods	**Yes**
147	61st Street	Imperial Avenue & Division Street	2C MF	8,000	7,700	**E**	0.96	4,915	C	0.61	0.35	Encanto Neighborhoods	**Yes**
148	Winnett Street	Federal Boulevard & Radio Drive	2C MF	8,000	3,300	B	0.41	2,649	B	0.33	0.08	Encanto Neighborhoods	No
149	Paradise Street	Mallard Street & Radio Drive	2C MF	8,000	900	A	0.11	715	A	0.09	0.02	Encanto Neighborhoods	No
150	Madera Street	Massachusetts Avenue & 69th Street	2C MF	8,000	3,500	B	0.44	3,469	B	0.43	0.01	Lemon Grove	No

Table 5.2-18: Roadway Segment Level of Service Results CPU vs. Existing Conditions

#	Roadway	Segment	CPU				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	*Capacity (LOS E)*	*ADT*	*LOS*	*V/C*	*ADT*	*LOS*	*V/C*			
151	Madera Street/66th Street	69th Street & Akins Avenue	2C MF	8,000	4,200	C	0.53	3,150	B	0.39	0.14	Encanto Neighborhoods	No
152	Woodman Street	Imperial Avenue & Skyline Drive	2C Com	8,000	10,800	**F**	1.35	6,951	**E**	0.87	0.48	Encanto Neighborhoods	**Yes**
153	Woodman Street	Skyline Drive & Plaza Boulevard	4M w/ RM	40,000	12,900	A	0.32	9,290	A	0.23	0.09	Encanto Neighborhoods	No
154	Woodman Street	Plaza Blvd & Paradise Valley Road	4M w/ RM	40,000	17,600	B	0.44	16,730	B	0.42	0.02	Encanto Neighborhoods (Skyline/ Paradise Hills)	No
155	69th Street	San Miguel Avenue & Mallard Street	2C MF	8,000	5,600	D	0.7	5,389	D	0.67	0.03	Lemon Grove	No
156	70th Street	Mallard Street & Imperial Avenue	2C MF	8,000	4,700	C	0.59	4,000	C	0.5	0.09	Encanto Neighborhoods	No
157	71st Street	Imperial Avenue & Skyline Drive	2C MF	8,000	4,700	C	0.59	3,363	B	0.42	0.17	Encanto Neighborhoods (Skyline/ Paradise Hills)	No

Notes:
SI = Significant Impact?
RM = Raised Median
4M - Major Arterial (4-lane, divided)
4-S/4C + CLTL = Secondary Arterial / Collector (4-lane w/ center lane)
4C = Collector (4-lane w/o center lane)
2C + CLTL = Collector (2-lane w/ continuous left-turn lane)
2C NF = Collector (2-lane no fronting property)
2C Com = Collector (2-lane w/ commercial fronting)
2C MF = Collector (2-lane multi-family)

Source: Chen Ryan Associates; June 2015

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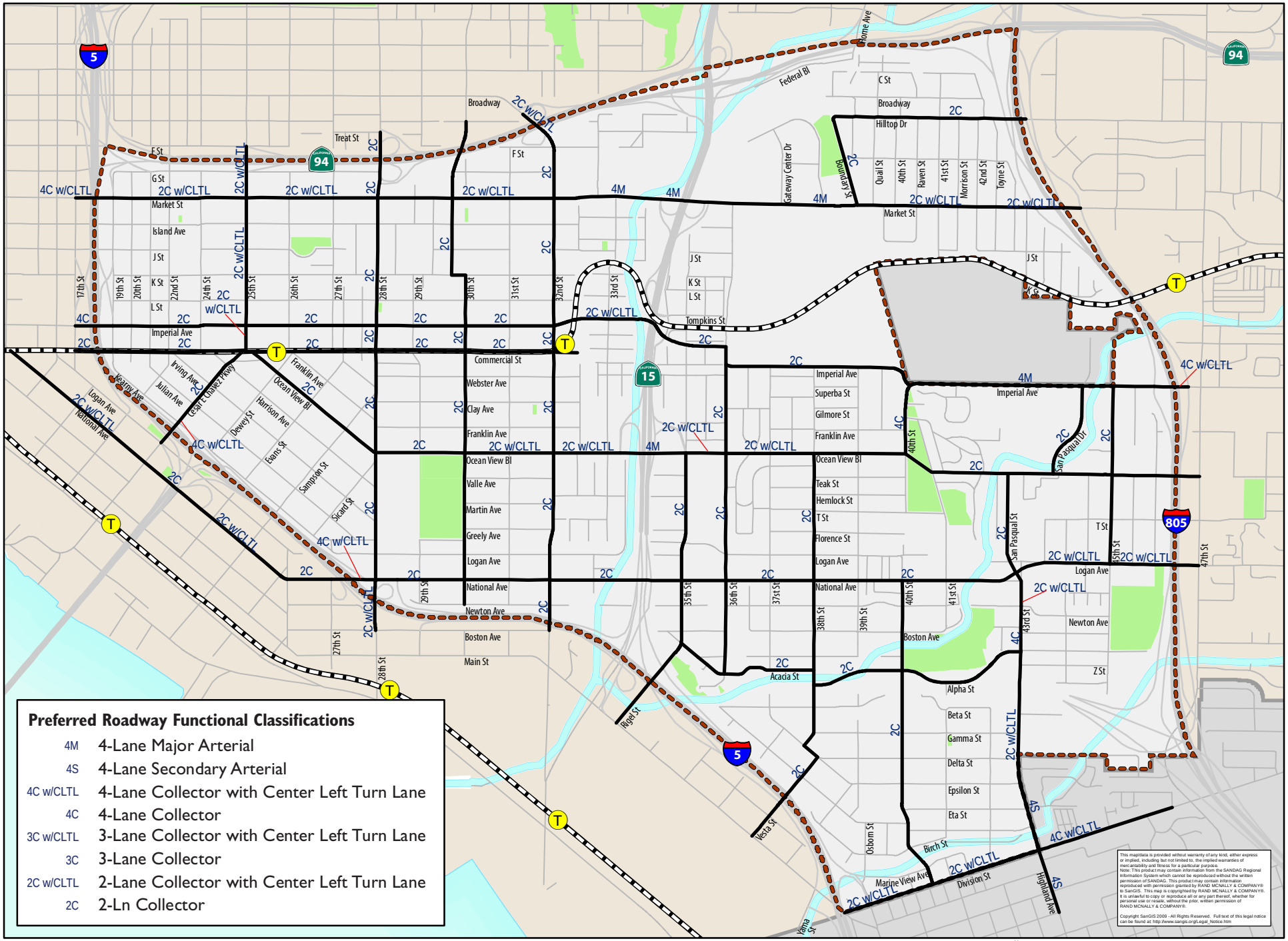
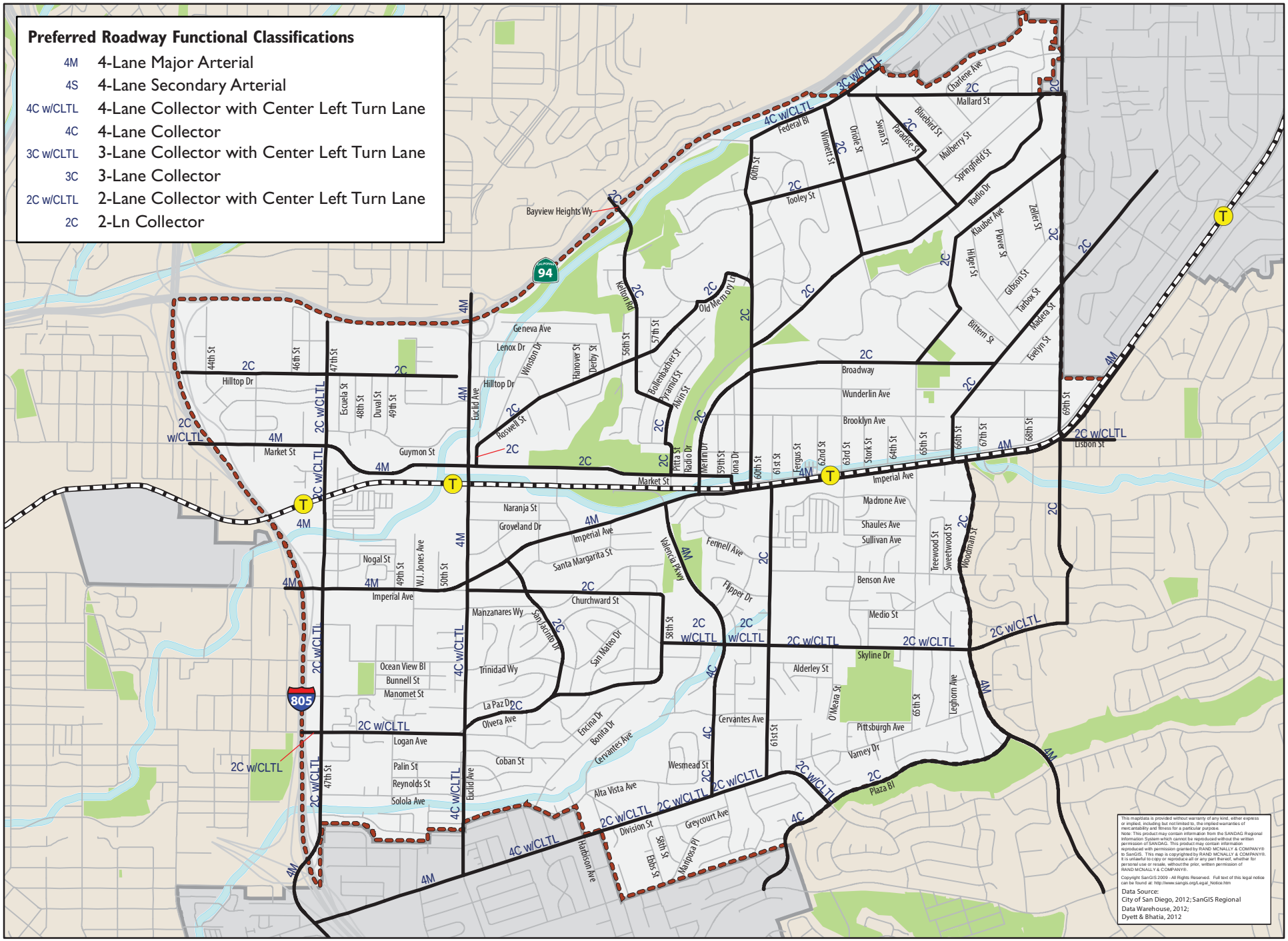
Figure 5.2-11: Southeastern San Diego Preferred Plan Roadway Network



SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Data Source:
City of San Diego, 2012; SanGIS Regional Data Warehouse, 2012;
Dyett & Bhatia, 2012

Figure 5.2-12: Encanto Neighborhoods Preferred Plan Roadway Network

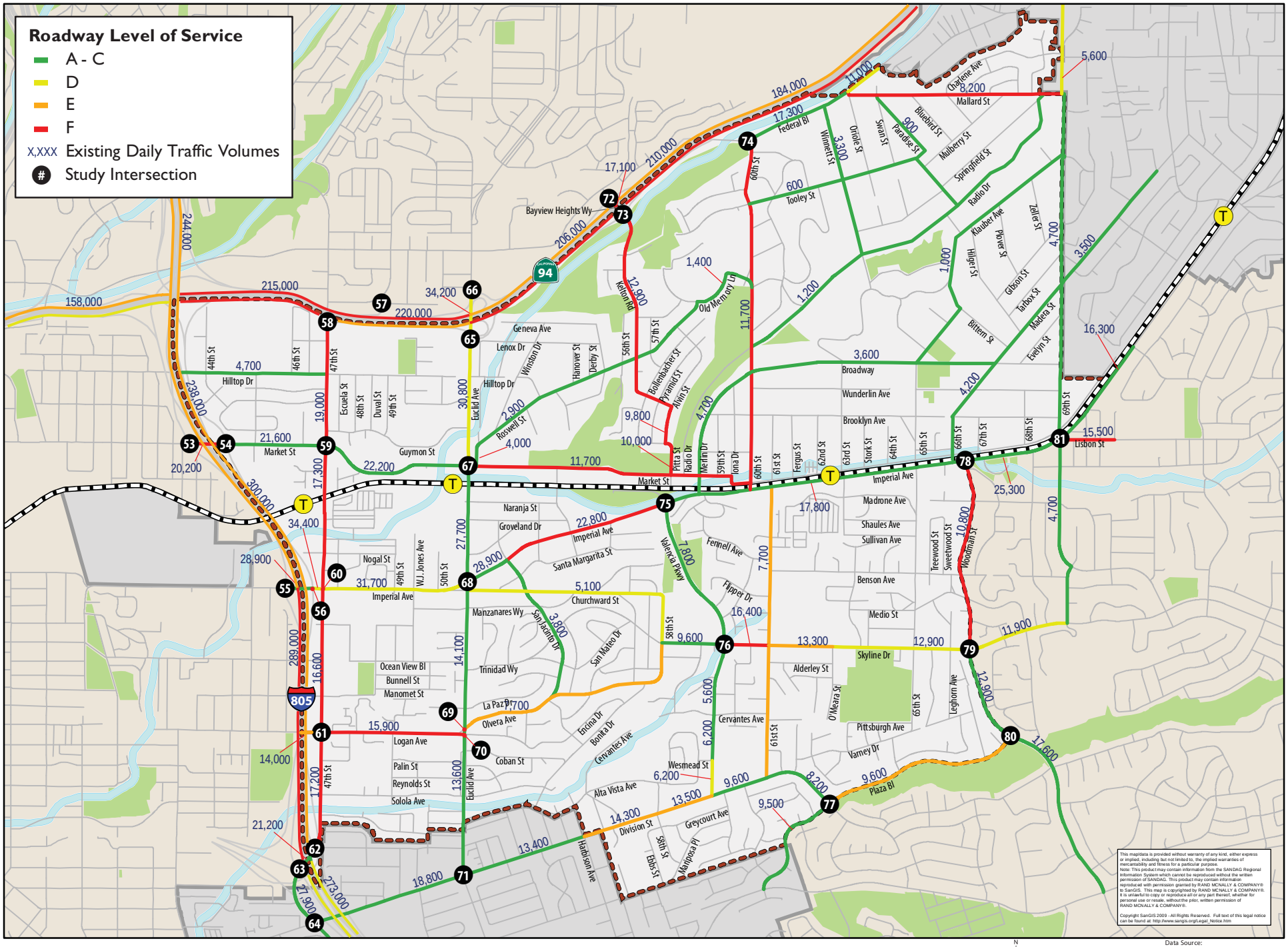


SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Figure 5.2-13: Southeastern San Diego Preferred Plan Roadway Traffic Volumes and Level of Service

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Figure 5.2-14: Encanto Neighborhoods Preferred Plan Roadway Traffic Volumes and Level of Service



SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

In conclusion, assuming the implementation of the proposed roadway diets and widening under the CPUs, the following 67 study area roadway segments are projected to operate at LOS E or F under buildout of the CPUs, including 38 roadway segments located within Southeastern San Diego, 22 roadway segments within Encanto Neighborhoods, three segments within both Southeastern San Diego and Encanto Neighborhoods, and four (4) within the sphere of influence. They are as follow:

Southeastern San Diego

5. Market Street, between 25th Street and 28th Street (LOS E);
6. Market Street, between 28th Street and 32nd Street (LOS F);
10. Market Street, between Boundary Street and I-805 SB Ramps (LOS F);
15. Imperial Avenue, between 17th Street and 19th Street (LOS E);
16. Imperial Avenue, between 19th Street and 25th Street (LOS F);
17. Imperial Avenue, between 25th Street and 28th Street (LOS F);
18. Imperial Avenue, between 28th Street and 30th Street (LOS E);
20. Imperial Avenue, between 32nd Street & 36th Street (LOS F);
21. Imperial Avenue, between 36th Street and 40th Street (LOS F);
37. Ocean View Boulevard, between 28th Street and 30th Street (LOS E);
39. Ocean View Boulevard, between 32nd Street and I-15 SB Ramps (LOS F);
41. Ocean View Boulevard, between I-15 NB Ramps and 36th Street (LOS E);
42. Ocean View Boulevard, between 36th Street and 40th Street (LOS E);
48. National Avenue, between 27th Street and 28th Street (LOS F);
49. National Avenue, between 28th Street and I-5 NB Ramps (LOS F);
50. National Avenue, between I-5 NB Ramps and 32nd Street (LOS F);
51. National Avenue, between 32nd Street and 43rd Street (LOS F);
57. Division Street, between Main Street and Osborn Street (LOS F);
56. Alpha Street, between 38th Street and 43rd Street (LOS E);
66. Cesar Chavez Parkway, between Commercial Street and I-5 NB Ramps (LOS F);
68. 25th Street, between SR-94 WB Off-Ramp and SR-94 EB On-Ramp (LOS F);
69. 25th Street, between SR-94 EB On-Ramp and Market Street (LOS F);
70. 25th Street, between Market Street and Imperial Avenue (LOS F);
72. 28th Street, between SR-94 WB Ramps and SR-94 EB Ramps (LOS F);
73. 28th Street, between SR-94 EB Ramps and Market Street (LOS F);
74. 28th Street, between Market Street and Imperial Avenue (LOS F);

76. 28th Street, between Commercial Street and Ocean View Boulevard (LOS E);
77. 28th Street, between Ocean View Boulevard and National Avenue (LOS F);
79. 30th Street, between E Street and Imperial Avenue (LOS E);
83. 32nd Street, between SR-94 EB On-Ramp/F Street and Market Street (LOS F);
84. 32nd Street, between Market Street and Imperial Avenue (LOS F);
87. 32nd Street, between Ocean View Boulevard and National Avenue (LOS E);
88. 32nd Street, between National Avenue and Boston Avenue (LOS F);
89. 35th / Rigel Street, between Ocean View Boulevard and Main Street (LOS F);
99. 43rd Street, between Logan Avenue and Newton Avenue (LOS E);
100. 43rd Street, between Newton Avenue and Beta Street (LOS F);
101. 43rd Street, between Beta Street and Delta Street (LOS F)
102. 43rd Street / Highland Avenue, between Delta Street and Division Street (LOS E); and
105. Mallard Street, between Federal Boulevard and 69th Street (LOS F).

Encanto Neighborhoods

14. Market Street/Atkins Avenue, between Euclid Avenue and 60th Street (LOS F);
27. Imperial Avenue, between San Jacinto Drive and Valencia Parkway (LOS F);
54. Logan Avenue, between 47th Street and Euclid Avenue (LOS F);
62. Division Street, between Harbison Avenue and 58th Street (LOS E);
63. Division Street, between 58th Street and Valencia Parkway (LOS E);
114. Lisbon Street, between Imperial Avenue and 71st Street (LOS F);
117. Skyline Drive, between Valencia Parkway and 61st Street (LOS F);
118. Skyline Drive, between 61st Street and Omeara Street (LOS E);
121. Olvera Avenue/58th Street, between Euclid Avenue and Skyline Drive (LOS E);
123. Plaza Boulevard, between Division Street and Woodman Street (LOS E);
124. 47th Street, between SR-94 EB On-Ramp and Market Street (LOS F);
125. 47th Street, between Market Street and Imperial Avenue (LOS F);
126. 47th Street, between Imperial Avenue and Logan Avenue (LOS F);
127. 47th Street, between Logan Avenue and I-805 NB Ramps (LOS F);
137. Bayview Heights Way, between SR-94 WB Ramps and SR-94 EB Ramps (LOS F);
138. Kelton Road, between SR-94 EB Ramps and Alvin Street (LOS F);
139. Alvin Street, between Kelton Road and Pitta Street (LOS F);
140. Pitta Street, between Alvin Street and Market Street (LOS F);

146. 60th Street, between Federal Boulevard and Imperial Avenue (LOS F);
147. 61st Street, between Imperial Avenue and Division Street (LOS E); and
152. Woodman Street, between Imperial Avenue and Skyline Drive (LOS F).

Southeastern San Diego & Encanto Neighborhoods

11. Market Street, between I-805 SB Ramps & I-805 NB Ramps (LOS F);
43. Ocean View Boulevard, between 40th Street and 47th Street (LOS F); and
53. Logan Avenue, 45th Street and 47th Street (LOS E).

Sphere of Influence

31. Commercial Street, between 17th Street and 19th Street (LOS E);
45. National Avenue, between Beardsley Street and SR-75 Off-Ramp (LOS F);
47. National Avenue, between 26th Street and 27th Street (LOS F); and
78. 28th Street, between National Avenue and Boston Avenue (LOS F).

Based on the criteria documented previously, the CPUs would have a significant impact to all 67 roadway segments listed above, with the exception of Division Street, between Harbison Avenue and 58th Street.

Intersection Analysis

AM and PM peak hour intersection LOS analyses were conducted for both the CPUs and Existing Conditions. It was assumed that a number of intersection improvements would be in place under the buildout of the CPUs. Table 5.2-19 displays the planned intersection improvements:

Table 5.2-19: Southeastern San Diego & Encanto Neighborhoods – Planned Intersection Improvements

Planned Improvement	*Source*	*Source of Funding*
19th Street / I-5 NB Off-Ramp / J Street – Restripe the NB left-turn lane into a NB left-through shared lane.*	SESD CPU	IFS
I-5 SB On-Ramp / Logan Avenue – prohibit through/left turn movements during the AM and PM peak hour.	SESD CPU	IFS
25th Street / SR-94 WB Off-Ramp/F Street – Signalize intersection.	SR-94 Express Lane project	Caltrans funded
25th Street / SR-94 EB On-Ramp/G Street – Signalize intersection.	SR-94 Express Lane project	Caltrans funded
28th Street / SR-94 WB Ramps/Treat Street – Signalize intersection and restripe WB approach to include an exclusive left-turn lane.	SR-94 Express Lane project	Caltrans funded

Table 5.2-19: Southeastern San Diego & Encanto Neighborhoods – Planned Intersection Improvements

Planned Improvement	*Source*	*Source of Funding*
28th Street / SR-94 EB On-Ramp – Signalize intersection.	SR-94 Express Lane project	Caltrans funded
28th Street & National Avenue – widen the SB approach to include an exclusive left-turn lane.	SESD CPU	IFS
I-5 SB On-Ramp / Boston Avenue - Signalize intersection and restripe the EB approach to include an exclusive left-turn lane.	Barrio Logan CPU / SESD CPU	IFS
Broadway / SR-94 WB Ramps – Signalize intersection.	SR-94 Express Lane project	~~Caltrans funded~~IFS
I-5 NB Ramps / Osborn Street - Signalize intersection and restripe roadway to includes the following geometries: • WB approach: exclusive left-turn lane and shared right/left-turn lane. • EB approach: exclusive left-turn lane and shared right/left-turn lane.	SESD CPU	IFS
Osborn Street / Division Street - Signalize intersection and widen roadway to include the following geometries: • NB approach: Dual left-turn lanes, single through-lane, and an exclusive right-turn lane with overlap phase. • SB approach: Exclusive left-turn lane, shared through/right-lane. • WB approach: Exclusive left-turn lane, single through lane, exclusive right-turn lane with overlap phase.	SESD CPU	IFS
I-805 SB Ramps & Market Street - Restripe EB approach to include an exclusive right-turn lane.	SESD CPU / Encanto CPU	IFS
I-805 SB Off-Ramp / Imperial Avenue – widen the SB off-ramp to provide dual left-turn lanes and an exclusive right-turn lane.	SESD CPU / Encanto CPU	IFS
Euclid Avenue / SR-94 WB – Signalize intersection and widen the NB approach to include an exclusive right-turn lane.	SR94/Euclid Ave Interchange Improvements Project	CIP #S11046
Euclid Avenue / SR-94 EB – Signalize intersection and widen roadway to include the following geometries:	SR94/Euclid Ave Interchange	CIP #S11046

Table 5.2-19: Southeastern San Diego & Encanto Neighborhoods – Planned Intersection Improvements

Planned Improvement	*Source*	*Source of Funding*
• WB approach: dual left-turn lanes, dual right-turn lanes. • SB approach: exclusive left-turn lane, dual SB through lanes.	Improvements Project	
Euclid Avenue / Market Street – construction of an exclusive SB right-turn lane.	Developer for the North West Villages Project	Developer for the North West Villages Project
Bayview Heights Way / SR-94 WB Ramps – Signalize intersection.	Encanto CPU	IFS
Kelton Road / SR-94 EB Ramps – Signalize intersection.	Encanto CPU	IFS
Division Street / Plaza Boulevard – Signalize intersection.	Encanto CPU	IFS
* Ramp widening for the I-5 NB Off-Ramp @ J Street is not proposed as a part of this improvement. Prior to implementation of any recommended improvements at Caltrans facilities, further analysis and coordination will be conducted at the project level.		

Source: City of San Diego, Chen Ryan Associates; June 2015

Table 5.2-20 displays intersection level of service and average vehicle delay results for the study area intersections under both the CPU and Existing Conditions.

Table 5.2-20: Peak Hour Intersection Level of Service Results CPU vs. Existing Conditions

Intersection	*Control (CPU)*	*AM Peak Hour*		*PM Peak Hour*		*Existing Delay (sec.) AM/PM*	*Existing LOS AM/PM*	*Change in Delay (sec.)*	*Community*	SI?
		Avg. Delay (sec.)	*LOS*	*Avg. Delay (sec.)*	*LOS*					
1. 17th Street/I-5 SB On-Ramp / J Street	Signal	11.7	B	8.3	A	7.5 / 7.2	A / A	4.2 / 1.1	Downtown	No
2. 17th Street/I-5 SB Off-Ramp / Imperial Avenue	Signal	18.8	B	16.0	B	16.5 / 14	B / B	2.3 / 2.0	Downtown	No
3. 19th Street / Market Street	Signal	8.7	A	20.7	C	8.3 / 19.9	A / B	0.4 / 0.8	Southeastern San Diego	No
4. 19th Street/I-5 NB Off-Ramp / J Street	AWSC	14.8	B	19.6	C	8.4 / 13.4	A / B	6.4 / 6.2	Southeastern San Diego	No
5. 19th Street/I-5 NB On-Ramp / Imperial Avenue	Signal	14.2	B	14.7	B	13.1 / 12.2	B / B	1.1 / 2.5	Southeastern San Diego	No
6. 19th Street / Commercial Street	Signal	7.8	A	26.6	C	5.0 / 24.3	A / C	2.8 / 2.3	Southeastern San Diego	No
7. I-5 SB Off-Ramp/Beardsley Street / Logan Avenue	AWSC	21.2	C	38.1	**E**	10.3 / 12.9	B / B	10.9 / 25.2	Barrio Logan	**Yes**
8. Cesar Chavez Parkway/SR-75 On-Ramp / Logan Avenue	Signal	22.7	C	42.1	D	20.9 / 32.4	C / C	1.8 / 9.7	Barrio Logan	No
9. Cesar Chavez Parkway / I-5 NB Ramps	Signal	24.5	C	22.2	C	22.6 / 19.9	C / B	1.9 / 2.3	Southeastern San Diego	No
10. I-5 SB On-Ramp / Logan Avenue	OWSC	9.8	A	14.4	B	8.3 / 49.4	A / **E**	1.5 / -35.0	Barrio Logan	No
11. SR-75 Off-Ramp / National Avenue	OWSC	10.9	B	10.6	B	10.1 / 10.2	B / B	0.8 / 0.4	Barrio Logan	No
12. 25th Street / SR-94 WB Off-	Signal	12.3	B	8.9	A	22.4 / 20.7	C / C	-10.1 / -11.8	Golden Hill	No

Table 5.2-20: Peak Hour Intersection Level of Service Results CPU vs. Existing Conditions

Intersection	Control (CPU)	AM Peak Hour		PM Peak Hour		Existing Delay (sec.) AM/PM	Existing LOS AM/PM	Change in Delay (sec.)	Community	SI?
		Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS					
Ramp/F Street										
13. 25th Street / SR-94 EB On-Ramp/G Street	Signal	9.5	A	18.0	B	11.0 / 19.3	B / C	-1.5 / -1.3	Southeastern San Diego	No
14. 25th Street / Market Street	Signal	45.5	D	36.9	D	21.4 / 28.4	C / C	24.1 / 8.5	Southeastern San Diego	No
15. 25th Street / Imperial Avenue	Signal	16.7	B	20.5	C	12.7 / 12.8	B / B	4.0 / 7.7	Southeastern San Diego	No
16. 25th Street/Cesar Chavez Parkway/Ocean View Boulevard / Commercial Street	Signal	29.8	C	25.4	C	24.4 / 26.1	C / C	5.4 / -0.7	Southeastern San Diego	No
17. 28th Street / SR-94 WB Ramps/Treat Street	Signal	19.6	B	27.5	C	16.7 / 423.1	C / **F**	2.9 / -395.6	Golden Hill	No
18. 28th Street / SR-94 EB Ramps	Signal	22.8	C	35.0	C	38.5 / 123.3	**E / F**	-15.7 / -88.3	Southeastern San Diego	No
19. 28th Street / Imperial Avenue	Signal	18.5	B	19.5	B	16.4 / 18.5	B / B	2.1 / 1.0	Southeastern San Diego	No
20. 28th Street / Commercial Street	Signal	10.3	B	17.9	B	5.9 / 7.3	A / A	4.4 / 10.6	Southeastern San Diego	No
21. 28th Street / Ocean View Boulevard	Signal	24.9	C	21.4	C	14 / 13.7	B / B	10.9 / 7.7	Southeastern San Diego	No
22. 27th Street/I-5 SB Off-Ramp / National Avenue	OWSC	10.8	B	14.8	B	12 / 16.1	B / C	-1.2 / -1.3	Barrio Logan	No

Table 5.2-20: Peak Hour Intersection Level of Service Results CPU vs. Existing Conditions

Intersection	*Control (CPU)*	*AM Peak Hour*		*PM Peak Hour*		*Existing Delay (sec.) AM/PM*	*Existing LOS AM/PM*	*Change in Delay (sec.)*	*Community*	SI?
		Avg. Delay (sec.)	*LOS*	*Avg. Delay (sec.)*	*LOS*					
23. 28th Street / National Avenue	Signal	57.7	**E**	37.5	D	34.9 / 19.6	C / B	22.8 / 17.9	Southeastern San Diego	**Yes**
24. I-5 NB Ramps / National Avenue	Signal	32.9	C	34.1	C	29.1 / 30.7	C / C	3.8 / 3.4	Southeastern San Diego	No
25. 28th Street/I-5 SB Off-Ramp / Boston Avenue	Signal	16.5	B	39.0	D	10.1 / 15.7	B / B	6.4 / 23.3	Barrio Logan	No
26. I-5 SB On-Ramp / Boston Avenue	Signal	21.8	C	22.4	C	18.5 / 192.8	C / **F**	3.3 / -170.4	Barrio Logan	No
27. 30th Street / Imperial Avenue	Signal	13.4	B	14.3	B	12.1 / 10.0	B / A	1.3 / 4.3	Southeastern San Diego	No
28. 30th Street / Commercial Street	Signal	9.3	A	10.2	B	9.6 / 9.4	A / A	-0.3 / 0.8	Southeastern San Diego	No
29. Broadway / SR-94 WB Ramps	Signal	16.9	B	11.1	B	43.6 / 78.9	**E** / **F**	-26.7 / -67.8	Golden Hill	No
30. Broadway/32nd Street / F Street	TWSC	19.1	C	31.0	D	15.7 / 15.6	C / C	3.4 / 15.4	Southeastern San Diego	No
31. 32nd Street / Market Street	Signal	18.1	B	37.5	D	11.0 / 15.2	B / B	7.1 / 22.3	Southeastern San Diego	No
32. 32nd Street / Imperial Avenue	Signal	27.4	C	28.5	C	15.6 / 16.9	B / B	11.8 / 11.6	Southeastern San Diego	No
33. 32nd Street / Commercial Street	Signal	8.6	A	17.1	B	5.8 / 7.8	A / A	2.8 / 9.3	Southeastern San Diego	No
34. 32nd Street / Ocean View	Signal	31.3	C	30.4	C	17.2 / 17.2	B / B	14.1 / 13.2	Southeastern San Diego	No

Table 5.2-20: Peak Hour Intersection Level of Service Results CPU vs. Existing Conditions

Intersection	Control (CPU)	AM Peak Hour		PM Peak Hour		Existing Delay (sec.) AM/PM	Existing LOS AM/PM	Change in Delay (sec.)	Community	SI?
		Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS					
Boulevard										
35. 32nd Street / National Boulevard	Signal	8.2	A	10.9	B	6.7 / 7.8	A / A	1.5 / 3.1	Southeastern San Diego	No
36. I-15 SB Ramps / Market Street	Signal	36.8	D	51.3	D	14.2 / 25.1	B / C	22.6 / 26.2	Southeastern San Diego	No
37. I-15 NB Ramps / Market Street	Signal	39.0	D	46.4	D	21.2 / 39.0	C / D	17.8 / 7.4	Southeastern San Diego	No
38. I-15 SB Ramps / Ocean View Boulevard	Signal	13.3	B	23.0	C	11.7 / 16.6	B / B	1.6 / 6.4	Southeastern San Diego	No
39. I-15 NB Ramps / Ocean View Boulevard	Signal	75.4	**E**	42.5	D	60.2 / 31.7	**E** / C	15.2 / 10.8	Southeastern San Diego	**Yes**
40. I-15 Ramps / Main Street	Signal	34.0	C	70.1	**E**	21.0 / 36.9	C / D	13.0 / 33.2	Barrio Logan	**Yes**
41. 36th Street / Imperial Avenue	Signal	18.2	B	16.8	B	13.0 / 13.3	B / B	5.2 / 3.5	Southeastern San Diego	No
42. 36th Street / Ocean View Boulevard	Signal	15.1	B	18.0	B	12.7 / 14.6	B / B	2.4 / 3.4	Southeastern San Diego	No
43. I-5 SB Off-Ramp/Yama Street / Main Street	Signal	34.8	C	104.0	**F**	22.8 / 39.6	C / D	12.0 / 64.4	Barrio Logan	**Yes**
44. Yama Street / I-5 SB On-Ramp	OWSC	5.0	A	11.3	A	3.0 / 10.7	A / B	2.0 / 0.6	Barrio Logan	No
45. I-5 NB Ramps / Osborn Street	Signal	42.7	D	6.7	A	630.9 / 51.1	**F / F**	-588.2 / -44.4	Southeastern San Diego	No

Table 5.2-20: Peak Hour Intersection Level of Service Results CPU vs. Existing Conditions

Intersection	*Control (CPU)*	*AM Peak Hour*		*PM Peak Hour*		*Existing Delay (sec.) AM/PM*	*Existing LOS AM/PM*	*Change in Delay (sec.)*	*Community*	SI?
		Avg. Delay (sec.)	*LOS*	*Avg. Delay (sec.)*	*LOS*					
46. Osborn Street / Division Street	Signal	53.3	D	30.3	C	94.0 / 25.6	**F** / D	-40.7 / 4.7	Southeastern San Diego/City of National City	No
47. Home Avenue / SR-94 WB On-Ramp / Ash Street/Federal Boulevard	Signal	28.8	C	44.6	D	21.1 / 20.8	C / C	7.7 / 23.8	Mid-City	No
48. Home Avenue/Federal Boulevard / SR-94 EB Off-Ramp/I-15 NB Off-Ramp	AWSC	11.5	B	33.0	D	9.3 / 23.9	A / C	2.2 / 9.1	Southeastern San Diego	No
49. 40th Street / Imperial Avenue	Signal	45.4	D	75.0	**E**	16.3 / 21.8	B / C	29.1 / 53.2	Southeastern San Diego	**Yes**
50. 43rd Street / National Avenue	Signal	45.7	D	21.9	C	21.4 / 20.3	C / C	24.3 / 1.6	Southeastern San Diego	No
51. 43rd Street / I-805 Ramps	Signal	42.6	D	52.4	D	27.0 / 36.1	C / D	15.6 / 16.3	Southeastern San Diego	No
52. 43rd Street/Highland Avenue / Division Street	Signal	31.6	C	42.0	D	28.7 / 21.8	C / C	2.9 / 20.2	Southeastern San Diego	No
53. Market Street / I-805 SB Ramps	Signal	11.9	B	17.6	B	17.2 / 26.1	B / C	-5.3 / -8.5	Southeastern San Diego	No
54. Market Street / I-805 NB Ramps	Signal	45.9	D	42.4	D	14.4 / 10.4	B / B	31.5 / 32.0	Encanto	No
55. Imperial Avenue / I-805 SB Ramps	Signal	27.3	C	24.5	C	20.4 / 24.0	C / C	14.2 / 9.2	Southeastern San Diego	No
56. Imperial Avenue / I-805 NB	Signal	23.8	C	34.4	C	12.8 / 16.8	B / B	11.0 / 17.6	Encanto Neighborhoods	No

Table 5.2-20: Peak Hour Intersection Level of Service Results CPU vs. Existing Conditions

Intersection	Control (CPU)	AM Peak Hour		PM Peak Hour		Existing Delay (sec.) AM/PM	Existing LOS AM/PM	Change in Delay (sec.)	Community	SI?
		Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS					
Ramps										
57. SR-94 WB On-Ramp / A Street		Intersection Removed				10.5 / 10.3	B / B	-10.5 / -10.3		No
58. 47th Street / SR-94 EB On-Ramp	OWSC	2.1	A	3.3	A	3.8 / 5.3	A / A	-1.7 / -2.0	Encanto Neighborhoods	No
59. 47th Street / Market Street	Signal	37.8	D	43.9	D	29.1 / 26.5	C / C	8.7 / 17.4	Encanto Neighborhoods	No
60. 47th Street / Imperial Avenue	Signal	54.7	D	49.6	D	34.2 / 38.9	C / D	20.5 / 10.7	Encanto Neighborhoods	No
61. 47th Street / Logan Avenue	Signal	34.2	C	39.1	D	25.1 / 26.1	C / C	9.1 / 13.0	Encanto Neighborhoods	No
62. 47th Street / I-805 NB Ramps	Signal	24.4	C	14.4	B	12.8 / 8.1	B / A	11.6 / 6.3	Encanto Neighborhoods	No
63. 47th Street / I-805 SB Ramps	Signal	17.3	B	67.1	**E**	14.3 / 26.0	B / C	3.0 / 41.1	Encanto Neighborhoods	**Yes**
64. Palm Avenue / Division Street	Signal	52.7	D	37.8	D	33.3 / 28.3	C / C	19.4 / 9.5	City of National City	No
65. Euclid Avenue / SR-94 EB Ramps	Signal	19.4	B	16.4	B	46.8 / 177.4	**E / F**	-27.4 / -161.0	Encanto Neighborhoods	No
66. Euclid Avenue / SR-94 WB Ramps	Signal	6.8	A	7.9	A	88.7 / 295.4	**F / F**	-81.9 / -287.5	Mid-City	No
67. Euclid Avenue / Market Street	Signal	34.4	C	54.3	D	27.5 / 30.5	C / C	6.9 / 23.8	Encanto Neighborhoods	No
68. Euclid Avenue / Imperial Avenue	Signal	45.9	D	56.9	**E**	36.7 / 36.9	D / D	9.2 / 20.0	Encanto Neighborhoods	**Yes**

Table 5.2-20: Peak Hour Intersection Level of Service Results CPU vs. Existing Conditions

Intersection	*Control (CPU)*	*AM Peak Hour*		*PM Peak Hour*		*Existing Delay (sec.) AM/PM*	*Existing LOS AM/PM*	*Change in Delay (sec.)*	*Community*	SI?
		Avg. Delay (sec.)	*LOS*	*Avg. Delay (sec.)*	*LOS*					
69. Euclid Avenue / Olvera Avenue	Signal	74.9	**E**	56.1	**E**	43.8 / 47.7	D / D	31.1 / 8.4	Encanto Neighborhoods	**Yes**
70. Euclid Avenue / Logan Avenue	Signal	14.9	B	23.9	C	14.6 / 20.5	B / C	0.3 / 3.4	Encanto Neighborhoods	No
71. Euclid Avenue / Division Street	Signal	36.3	D	38.1	D	27.7 / 23.1	C / C	8.6 / 15.0	City of National City	No
72. Bayview Heights Way / SR-94 WB Ramps	Signal	28.6	C	47.1	D	22.3 / 24.2	C / C	6.3 / 22.9	Mid-City	No
73. Kelton Road / SR-94 EB Ramps	Signal	10.4	B	36.8	D	13.9 / 24.8	B / C	-3.5 / 12.0	Encanto Neighborhoods	No
74. 60th Street / SR-94 Ramps/Federal Boulevard	Signal	13.8	B	16.5	B	10.7 / 11.3	B / B	3.1 / 5.2	Encanto Neighborhoods	No
75. Valencia Parkway / Imperial Avenue	Signal	35.2	D	35.3	D	26 / 29.9	C / C	9.2 / 5.4	Encanto Neighborhoods	No
76. Valencia Parkway / Skyline Drive	Signal	49.8	D	25.7	C	23.2 / 25.1	C / C	26.6 / 0.6	Encanto Neighborhoods	No
77. Division Street / Plaza Boulevard	Signal	19.2	B	15.0	B	12.2 / 9.6	B / A	7.0 / 5.4	Encanto Neighborhoods / Skyline	No
78. Woodman Street / Imperial Avenue	Signal	26.6	C	30.4	C	14.0 / 16.9	B / B	12.6 / 13.5	Encanto Neighborhoods / Skyline	No
79. Woodman Street / Skyline Drive	Signal	78.8	**E**	35.7	D	44.6 / 23.1	D / C	34.2 / 12.6	Encanto Neighborhoods / Skyline	**Yes**

Table 5.2-20: Peak Hour Intersection Level of Service Results CPU vs. Existing Conditions

Intersection	*Control (CPU)*	*AM Peak Hour*		*PM Peak Hour*		*Existing Delay (sec.) AM/PM*	*Existing LOS AM/PM*	*Change in Delay (sec.)*	*Community*	SI?
		Avg. Delay (sec.)	*LOS*	*Avg. Delay (sec.)*	*LOS*					
80. Woodman Street / Plaza Boulevard	Signal	29.2	C	13.6	B	18.3 / 12.4	B / B	10.9 / 1.2	Encanto Neighborhoods / Skyline	No
81. 69th Street / Imperial Avenue/Lisbon Street	Signal	20.8	C	22.1	C	44.5 / 39.7	D / D	-23.7 / -17.6	Encanto Neighborhoods / Skyline	No

Notes:

Bold letter indicates unacceptable LOS E or F.

SI? = Significant Impact?

OWSC = One Way Stop Controlled

AWSC = All Way Stop Controlled

* For one- or two-way stop controlled intersections, the delay shown is the worst delay experienced by any of the approaches.

Source: Chen Ryan Associates; June 2015

As shown in Table 5.2-20, 10 study area intersections would operate at LOS E or F during the AM and/or PM peak hour, including five intersections located within Southeastern San Diego, three within Encanto Neighborhoods, and three within the sphere of influence area. They are as follows:

Southeastern San Diego

23. 28th Street / National Avenue – (AM: LOS E);
38. I-15 NB Ramps / Ocean View Boulevard (AM: LOS E);
49. 40th Street / Imperial Avenue – (PM: LOS E); and
63. 47th Street / I-805 SB Ramps (PM: LOS E).

Encanto Neighborhoods

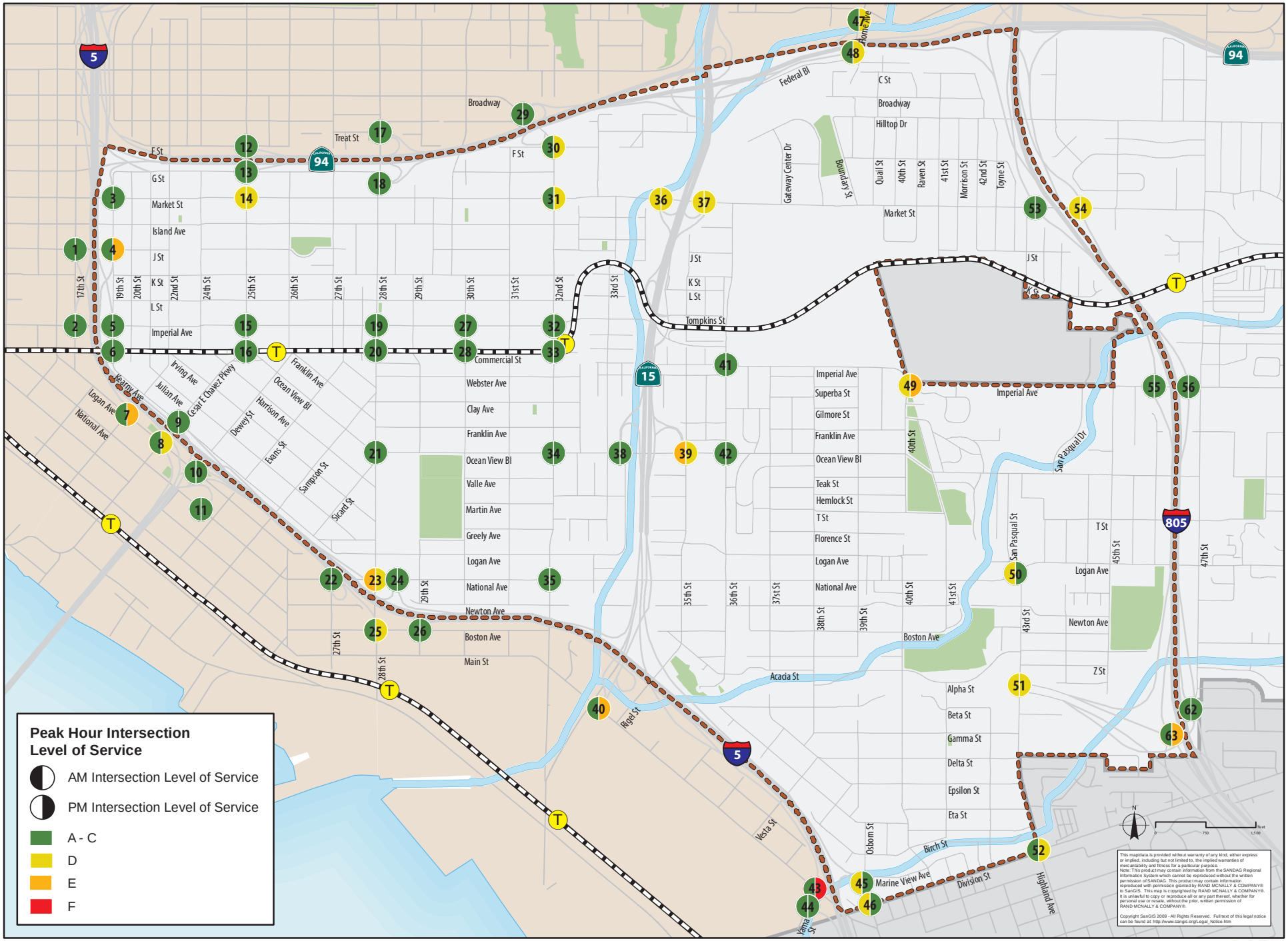
68. Euclid Avenue / Imperial Avenue (PM: LOS E);
69. Euclid Avenue / Olvera Avenue (AM: LOS E, PM: LOS E); and
79. Woodman Street / Skyline Drive (AM: LOS E).

Sphere of Influence

7. I-5 SB Off-Ramp / Beardsley Street / Logan Avenue – (PM: LOS E);
40. I-15 Ramps / Main Street – (PM: LOS E); and
43. I-5 SB Off-Ramp/Yama Street/Main Street – (PM: LOS F).

Based on the significant impact criteria previously, the CPU would have a significant impact to all 10 intersections. Intersection level of service for Southeastern San Diego and Encanto Neighborhoods are shown on Figures 52.-15 and 5.2-16 respectively.

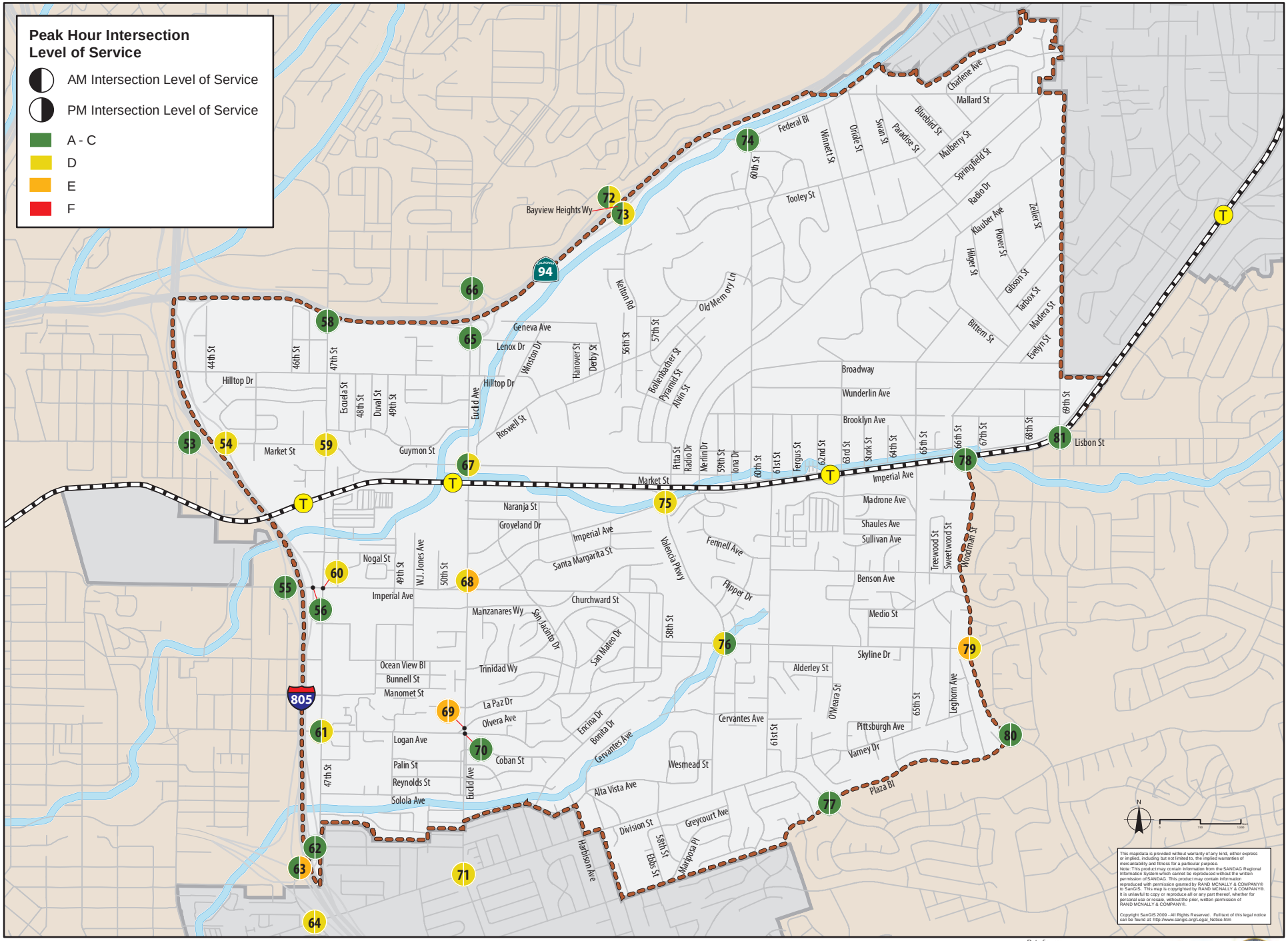
Figure 5.2-15: Southeastern San Diego Preferred Plan Intersection Level of Service



SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Data Source:
City of San Diego, 2012; SanGIS Regional Data Warehouse, 2012;
Dyett & Bhatia, 2012

Figure 5.2-16: Encanto Neighborhoods Preferred Plan Intersection Level of Service



SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Data Source:
City of San Diego, 2012; SanGIS Regional Data Warehouse, 2012;
Dyett & Bhatia, 2012

CPU Policies that Reduce the Impact

Mobility Element (Southeastern San Diego & Encanto Neighborhoods)

P-MO-16 Provide a complete streets network throughout the community, safely accommodating all modes and users of the right of way.

P-MO-17 Repurpose right-of-way to provide high quality bicycle, pedestrian, and transit facilities while maintaining vehicular access.

P-MO-18 Implement road and lane diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in the community.

P-MO-19 Implement focused intersection improvements to improve safety and operations for all modes.

P-MO-20 Provide street trees, street lighting, and implement a wayfinding program.

P-MO-21 Ensure efficient movement and delivery of goods to industrial and retail uses while minimizing impacts on residential and mixed use neighborhoods.

P-MO-22 Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements.

P-MO-23 Ensure that truck and auto ingress and egress are taken from alleyways rather than the front of buildings to minimize impacts. Make curb cuts as minimal as possible if no alley exists.

P-MO-24 Support implementation of ITS to improve safety, efficiency and service, and congestion, including but not limited to traffic signal coordination, traffic and transit information, smart parking technology, and transit priority measures.

P-MO-25 Encourage use of or accommodation for emerging technologies such as car charging stations as part of future infrastructure

P-MO-26 Encourage new residential, office and commercial developments, as well as any new parking garages to provide spaces for carsharing.

P-MO-27 Encourage new commercial, office and industrial development; employers; and new residential development to provide transit passes to employees and residents.

P-MO-28 Encourage employers to coordinate with SANDAG to provide commuter transportation programs.

Mitigation Framework

At the program-level, impacts shall be reduced through the classifications of roadways and identification of necessary roadway, intersection and freeway improvements. Mitigation or

construction of these improvements shall be carried out at the project-level via the Impact Fee Study (IFS), capital improvement program projects, future Caltrans projects, and future development projects. Funding shall be through construction by individual development projects, collection of development impact fees (DIFs), fair share contributions to be determined at the project-level, and potentially other sources, such as Local TransNet funds and Federal, State, and Regional grant funding programs.

Roadway Mitigation Measures

The TIS identified the following potential roadway mitigation measures:

Southeastern San Diego

5. Market Street, between 25th Street and 28th Street – Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

6. Market Street, between 28th Street and 32nd Street – Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

10. Market Street, between Boundary Street and I-805 SB Ramps – Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

15. Imperial Avenue, between 17th Street and 19th Street - Provide additional right-of-way and widen the roadway to a 3-lane Collector with a continuous left-turn lane.

16. Imperial Avenue, between 19th Street and 25th Street - Provide additional right-of-way and widen to provide a continuous left-turn lane.

17. Imperial Avenue, between 25th Street and 28th Street - Provide additional right-of-way and widen to provide a continuous left-turn lane.

18. Imperial Avenue, between 28th Street and 30th Street - Provide additional right-of-way and widen to provide a continuous left-turn lane.

20. Imperial Avenue, between 32nd Street & 36th Street - Provide additional right-of-way and widen to provide a continuous left-turn lane.

21. Imperial Avenue, between 36th Street and 40th Street - Provide additional right-of-way and widen to provide a continuous left-turn lane.

37. Ocean View Boulevard, between 28th Street and 30th Street - Provide additional right-of-way and widen to provide a continuous left-turn lane.

39. Ocean View Boulevard, between 32nd Street and I-15 SB Ramps - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

41. Ocean View Boulevard, between I-15 NB Ramps and 36th Street - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

42. Ocean View Boulevard, between 36th Street and 40th Street - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

48. National Avenue, between 27th Street and 28th Street - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

49. National Avenue, between 28th Street and I-5 NB Ramps - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

50. National Avenue, between I-5 NB Ramps and 32nd Street - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

51. National Avenue, between 32nd Street and 43rd Street - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

56. Alpha Street, between 38th Street and 43rd Street - Provide additional right-of-way and widen to provide a continuous left-turn lane.

57. Division Street, between Main Street and Osborn Street - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

66. Cesar Chavez Parkway, between Commercial Street and I-5 NB Ramps - Provide additional right-of-way and widen to provide a 2-lane Collector with a continuous left-turn lane.

68. 25th Street, between SR-94 WB Off-Ramp and SR-94 EB On-Ramp - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

69. 25th Street, between SR-94 EB On-Ramp and Market Street - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

70. 25th Street, between Market Street and Imperial Avenue - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

72. 28th Street, between SR-94 WB Ramps and SR-94 EB Ramps - Provide additional right-of-way and widen to provide a continuous left-turn lane.

73. 28th Street, between SR-94 EB Ramps and Market Street - Provide additional right-of-way and widen to provide a continuous left-turn lane.

74. 28th Street, between Market Street and Imperial Avenue - Provide additional right-of-way and widen to provide a continuous left-turn lane.

76. 28th Street, between Commercial Street and Ocean View Boulevard - Provide additional right-of-way and widen to provide a continuous left-turn lane.

77. 28th Street, between Ocean View Boulevard and National Avenue - Provide additional right-of-way and widen to provide a continuous left-turn lane.

79. 30th Street, between E Street and Imperial Avenue - Provide additional right-of-way and widen to provide a continuous left-turn lane.

83. 32nd Street, between SR-94 EB On-Ramp/F Street and Market Street - Provide additional right-of-way and widen to provide a continuous left-turn lane.

84. 32nd Street, between Market Street and Imperial Avenue - Provide additional right-of-way and widen to provide a continuous left-turn lane.

87. 32nd Street, between Ocean View Boulevard and National Avenue - Provide additional right-of-way and widen to provide a continuous left-turn lane.

88. 32nd Street, between National Avenue and Boston Avenue - Provide additional right-of-way and widen to provide a continuous left-turn lane.

89. 35th / Rigel Street, between Ocean View Boulevard and Main Street - Provide additional right-of-way and widen to provide a continuous left-turn lane.

99. 43rd Street, between Logan Avenue and Newton Avenue - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

100. 43rd Street, between Newton Avenue and Beta Street - Provide additional right-of-way and widen to provide a continuous left-turn lane.

101. 43rd Street, between Beta Street and Delta Street - - Provide additional right-of-way and widen the roadway to a 4-lane Major Arterial with a raised median.

102. 43rd Street / Highland Avenue, between Delta Street and Division Street - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

105. Mallard Street, between Federal Boulevard and 69th Street - Provide additional right-of-way and widen to provide a continuous left-turn lane.

<u>Encanto Neighborhoods</u>

14. Market Street/Atkins Avenue, between Euclid Avenue and 60th Street – Provide additional right-of-way and widen to provide a continuous left-turn lane.

27. Imperial Avenue, between San Jacinto Drive and Valencia Parkway – Provide additional right-of-way and widen the roadway to a 4-lane Major Arterial with a raised median.

54. Logan Avenue, between 47th Street and Euclid Avenue – Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

63. Division Street, between 58th Street and Valencia Parkway – Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

114. Lisbon Street, between Imperial Avenue and 71st Street – Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

117. Skyline Drive, between Valencia Parkway and 61st Street – Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

118. Skyline Drive, between 61st Street and Omeara Street – Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

121. Olvera Avenue/58th Street, between Euclid Avenue and Skyline Drive – Provide additional right-of-way and widen to provide a continuous left-turn lane.

123. Plaza Boulevard, between Division Street and Woodman Street – Provide additional right-of-way and widen to provide a continuous left-turn lane.

124. 47th Street, between SR-94 EB On-Ramp and Market Street – Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

125. 47th Street, between Market Street and Imperial Avenue – Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

126. 47th Street, between Imperial Avenue and Logan Avenue – Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

127. 47th Street, between Logan Avenue and I-805 NB Ramps – Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

137. Bayview Heights Way, between SR-94 WB Ramps and SR-94 EB Ramps – Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

138. Kelton Road, between SR-94 EB Ramps and Alvin Street – Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

138. Alvin Street, between Kelton Road and Pitta Street – Provide additional right-of-way and widen to provide a continuous left-turn lane.

140. Pitta Street, between Alvin Street and Market Street – Provide additional right-of-way and widen to provide a continuous left-turn lane.

146. 60th Street, between Federal Boulevard and Imperial Avenue – Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

147. 61st Street, between Imperial Avenue and Division Street – Provide additional right-of-way and widen to provide a continuous left-turn lane.

152. Woodman Street, between Imperial Avenue and Skyline Drive – Provide additional right-of-way and widen to provide a continuous left-turn lane.

Southeastern San Diego & Encanto Neighborhoods

11. Market Street, between I-805 SB Ramps & I-805 NB Ramps - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

43. Ocean View Boulevard, between 40th Street and 47th Street - Provide additional right-of-way and widen to provide a continuous left-turn lane.

53. Logan Avenue, 45th Street and 47th Street - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

Sphere of Influence

31. Commercial Street, between 17th Street and 19th Street - Provide additional right-of-way and widen to provide a continuous left-turn lane.

45. National Avenue, between Beardsley Street and SR-75 Off-Ramp - Provide additional right-of-way and widen to provide a continuous left-turn lane.

47. National Avenue, between 26th Street and 27th Street - Provide additional right-of-way and widen the roadway to a 4-lane Collector with a continuous left-turn lane.

78. 28th Street, between National Avenue and Boston Avenue - Provide additional right-of-way and widen the roadway to a 4-lane Major Arterial with a raised median.

However, these additional potential improvement measures are not recommended as part of the CPU and are not included as part of the project. These improvement measures are not recommended due to inconsistency with the mobility vision, goals and policies of the Community Plan Update. As stated in the SESD Mobility Element Section 3.3, on page 3-10 and in the Encanto Neighborhoods Mobility Element Section 3.3, on page 3-9:

> "Due to the urbanized nature of the community, most public right-of-way is fully constructed with streets and sidewalks as well as adjacent development. A guiding strategy for street system planning was to provide a Complete Streets network (accommodating all modes and users) while largely limiting recommendations to modifications within the existing rights-of-way, and to avoid extensive road widening in the largely built out urban community."
>
> Additionally, the following project Goals are taken from page 3-2 of the SESD CPU Mobility Element and page 3-2 of the Encanto Neighborhoods CPU Mobility Element:

- A complete network of pedestrian-friendly, multi-modal facilities throughout the community.
- Pedestrian-friendly infrastructure including sidewalks with parkways, gridded streets and pedestrian-scale blocks.
- Safe, walkable neighborhoods which utilize new paseos, pedestrian connections, improved sidewalks, and make use of the alley network for vehicular access.
- A complete, safe, and efficient bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network.

For these reasons, the potential additional improvement measures identified in the TIS are not recommended as a part of the CPU. Therefore, the impact to these roadway segments would remain significant and unmitigated. At the project-level, partial mitigation may be possible in the form of transportation demand management measures that encourage carpooling and other alternate modes of transportation. At the time future subsequent development projects are proposed, project-specific traffic analyses would contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact.

Southeastern San Diego

Impacts at the following 38 roadway segments would remain significant and unmitigated at the program level:

5. Market Street, between 25th Street and 28th Street;
6. Market Street, between 28th Street and 32nd Street;
10. Market Street, between Boundary Street and I-805 SB Ramps;
15. Imperial Avenue, between 17th Street and 19th Street;
16. Imperial Avenue, between 19th Street and 25th Street;
17. Imperial Avenue, between 25th Street and 28th Street;
18. Imperial Avenue, between 28th Street and 30th Street;
20. Imperial Avenue, between 32nd Street & 36th Street;
21. Imperial Avenue, between 36th Street and 40th Street;
37. Ocean View Boulevard, between 28th Street and 30th Street;
39. Ocean View Boulevard, between 32nd Street and I-15 SB Ramps;
41. Ocean View Boulevard, between I-15 NB Ramps and 36th Street;
42. Ocean View Boulevard, between 36th Street and 40th Street;
48. National Avenue, between 27th Street and 28th Street;
49. National Avenue, between 28th Street and I-5 NB Ramps;

50. National Avenue, between I-5 NB Ramps and 32nd Street;
51. National Avenue, between 32nd Street and 43rd Street;
57. Division Street, between Main Street and Osborn Street;
56. Alpha Street, between 38th Street and 43rd Street;
66. Cesar Chavez Parkway, between Commercial Street and I-5 NB Ramps;
68. 25th Street, between SR-94 WB Off-Ramp and SR-94 EB On-Ramp;
69. 25th Street, between SR-94 EB On-Ramp and Market Street;
70. 25th Street, between Market Street and Imperial Avenue;
72. 28th Street, between SR-94 WB Ramps and SR-94 EB Ramps;
73. 28th Street, between SR-94 EB Ramps and Market Street;
74. 28th Street, between Market Street and Imperial Avenue;
76. 28th Street, between Commercial Street and Ocean View Boulevard;
77. 28th Street, between Ocean View Boulevard and National Avenue;
79. 30th Street, between E Street and Imperial Avenue;
83. 32nd Street, between SR-94 EB On-Ramp/F Street and Market Street
84. 32nd Street, between Market Street and Imperial Avenue;
87. 32nd Street, between Ocean View Boulevard and National Avenue;
88. 32nd Street, between National Avenue and Boston Avenue;
89. 35th / Rigel Street, between Ocean View Boulevard and Main Street
99. 43rd Street, between Logan Avenue and Newton Avenue;
100. 43rd Street, between Newton Avenue and Beta Street;
101. 43rd Street, between Beta Street and Delta Street;
102. 43rd Street / Highland Avenue, between Delta Street and Division Street; and
105. Mallard Street, between Federal Boulevard and 69th Street.

<u>Encanto Neighborhoods</u>

Impacts at the following 21 roadway segments would remain significant and unmitigated at the program level:

14. Market Street/Atkins Avenue, between Euclid Avenue and 60th Street;
27. Imperial Avenue, between San Jacinto Drive and Valencia Parkway;
54. Logan Avenue, between 47th Street and Euclid Avenue;
62. Division Street, between Harbison Avenue and 58th Street;

63. Division Street, between 58th Street and Valencia Parkway;
114. Lisbon Street, between Imperial Avenue and 71st Street;
117. Skyline Drive, between Valencia Parkway and 61st Street;
118. Skyline Drive, between 61st Street and Omeara Street;
121. Olvera Avenue/58th Street, between Euclid Avenue and Skyline Drive;
123. Plaza Boulevard, between Division Street and Woodman Street;
124. 47th Street, between SR-94 EB On-Ramp and Market Street;
125. 47th Street, between Market Street and Imperial Avenue;
126. 47th Street, between Imperial Avenue and Logan Avenue;
127. 47th Street, between Logan Avenue and I-805 NB Ramps;
137. Bayview Heights Way, between SR-94 WB Ramps and SR-94 EB Ramps;
138. Kelton Road, between SR-94 EB Ramps and Alvin Street;
139. Alvin Street, between Kelton Road and Pitta Street;
140. Pitta Street, between Alvin Street and Market Street;
146. 60th Street, between Federal Boulevard and Imperial Avenue;
147. 61st Street, between Imperial Avenue and Division Street; and
152. Woodman Street, between Imperial Avenue and Skyline Drive.

<u>Southeastern San Diego & Encanto Neighborhoods</u>

Impacts at the following three roadway segments would remain significant and unmitigated at the program level:

11. Market Street, between I-805 SB Ramps & I-805 NB Ramps;
43. Ocean View Boulevard, between 40th Street and 47th Street; and
53. Logan Avenue, 45th Street and 47th Street.

<u>Sphere of Influence</u>

Impacts at the following four roadway segments would remain significant and unmitigated at the program level:

31. Commercial Street, between 17th Street and 19th Street;
45. National Avenue, between Beardsley Street and SR-75 Off-Ramp;
47. National Avenue, between 26th Street and 27th Street; and
78. 28th Street, between National Avenue and Boston Avenue.

Intersection Mitigation Measures

The TIS identified the following potential intersection mitigation measures:

Southeastern San Diego

23. 28th Street / National Avenue – Provide additional right-of-way and National Avenue in the westbound direction to add a second westbound through lane.

38. I-15 NB Ramps / Ocean View Boulevard – Provide additional right-of-way and widen Ocean View Boulevard and/or remove parking in the westbound direction to add a second westbound through lane.

49. 40th Street / Imperial Avenue – Provide additional right-of-way and widen Imperial Avenue in the south-east bound direction to add an exclusive southeast-bound right-turn lane.

63. 47th Street / I-805 SB Ramps – Provide additional right-of-way and widen the I-805 SB off-ramp to add a second southbound right-turn lane.

Encanto Neighborhood

68. Euclid Avenue / Imperial Avenue – Provide additional right-of-way and widen Imperial Avenue in the westbound direction to add a second westbound left-turn lane.

69. Euclid Avenue / Olvera Avenue – Convert the existing exclusive southbound right-turn lane into a southbound through lane and optimize the intersection signal phasing to accommodate northbound/southbound traffic.

79. Woodman Street / Skyline Drive – Provide additional right-of-way and widen Woodman Street in the northbound direction to add a second left-turn lane and an exclusive northbound right-turn lane with overlap, widen Skyline Drive in the westbound direction to add a second left-turn lane and a second through lane.

Sphere of Influence

7. I-5 SB Off-Ramp / Beardsley Street / Logan Avenue – Provide additional right-of-way and widen Logan Avenue in the eastbound direction and/or remove parking to add a second eastbound through lane.

40. I-15 Ramps / Main Street – Provide additional right-of-way and widen the southbound I-15 off-ramp to add an exclusive southbound right-turn lane, restripe the existing southbound shared lane into an exclusive southbound left-turn lane.

43. I-5 SB Off-Ramp/Yama Street/Main Street – Provide additional right-of-way and widen the I-15 SB Off-Ramp to add a southbound right-through share lane, and widen Main Street in the eastbound direction to add an exclusive eastbound right-turn lane.

However, these intersection mitigation measures are not recommended as part of the CPU and are not included as part of the project. These improvement measures are not recommended due to inconsistency with the mobility vision, goals and policies of the Community Plan Update. As stated in the SESD Mobility Element Section 3.3, on page 3-10 and in the Encanto Neighborhoods Mobility Element Section 3.3, on page 3-9:

"Due to the urbanized nature of the community, most public right-of-way is fully constructed with streets and sidewalks as well as adjacent development. A guiding strategy for street system planning was to provide a Complete Streets network (accommodating all modes and users) while largely limiting recommendations to modifications within the existing rights-of-way, and to avoid extensive road widening in the largely built out urban community."

Additionally, the following project Goals are taken from page 3-2 of the SESD CPU Mobility Element and page 3-2 of the Encanto Neighborhoods CPU Mobility Element:

- A complete network of pedestrian-friendly, multi-modal facilities throughout the community.
- Pedestrian-friendly infrastructure including sidewalks with parkways, gridded streets and pedestrian-scale blocks.
- Safe, walkable neighborhoods which utilize new paseos, pedestrian connections, improved sidewalks, and make use of the alley network for vehicular access.
- A complete, safe, and efficient bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network.

For these reasons, the potential additional improvement measures identified in the TIS are not recommended as a part of the CPU. Therefore, the impact to these intersections would remain significant and unmitigated. At the project-level, partial mitigation may be possible in the form of transportation demand management measures that encourage carpooling and other alternate modes of transportation. At the time future subsequent development projects are proposed, project-specific traffic analyses would contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact.

<u>Southeastern San Diego</u>

Impacts at the following four intersections would remain significant and unmitigated at the program level:

23. 28th Street / National Avenue;
38. I-15 NB Ramps / Ocean View Boulevard;
49. 40th Street / Imperial Avenue; and
63. 47th Street / I-805 SB Ramps.

Encanto Neighborhoods

Impacts at the following three intersections would remain significant and unmitigated at the program level:

68. Euclid Avenue / Imperial Avenue;
69. Euclid Avenue / Olvera Avenue; and
79. Woodman Street / Skyline Drive.

Sphere of Influence

Impacts at the following three intersections would remain significant and unmitigated at the program level:

7. I-5 SB Off-Ramp / Beardsley Street / Logan Avenue;
40. I-15 Ramps / Main Street; and
43. I-5 SB Off-Ramp/Yama Street/Main Street.

CPU Policies that Reduce the Impact

CPU policies from both Southeastern San Diego and Encanto Neighborhoods P-MO-16, P-MO-17, P-MO-19, P-MO-21, P-MO-22, P-MO-23, P-MO-24, P-MO-25, P-MO-26, P-MO-27, and P-MO-28 would apply.

Significance after Mitigation

The City shall implement all policies identified in the Mobility Element to reduce the demand for vehicles on the City's transportation system. However, as identified above, even with implementation of these policies, the impacts would remain significant and unavoidable.

Impact 5.2-2 Implementation of the CPUs would result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp. (*Significant and Unavoidable*)

To assess the effect of the CPUs to the regional transportation system, freeway segments, interchanges, and ramp meters, were evaluated and compared to the existing condition. The results are summarized below:

Freeway/State Highway Segment Analysis

The CPU network includes freeway improvements that would directly affect the community as described in the SANDAG 2050 Regional Transportation Plan 2050. Table 5.2-21 displays the planned freeway improvements:

Table 5.2-21 : Southeastern San Diego & Encanto Neighborhoods – Planned Freeway Improvements

Planned Improvement	*Source*	*Source of Funding*
I-5: operational improvement along I-5 between 17th Street and Main Street. However, this improvement is expected to be completed by the year 2050, and thus was not included in the SESD & Encanto CPU model or subsequent freeway analysis.	SANDAG's 2050 Revenue Constrained RTP	SANDAG
I-15 Manage Lane Project: includes two HOV/Express Lanes within the freeway median (one in each direction) between SR-94 and I-5. However, this improvement is expected to be completed by the year 2050, and thus was not included in the SESD & Encanto CPU model or subsequent freeway analysis.	SANDAG's 2050 Revenue Constrained RTP	SANDAG
SR-94 Express Lane Project (Alternative 1): includes two HOV/Express Lanes within the freeway median (one in each direction) between I-5 and I-805, with a direct freeway-to-freeway High Occupancy Vehicle (HOV) connector at I-805. The Express Lanes would accommodate carpools/vanpools, in addition to new Bus Rapid Transit (BRT) service. The SR-94 Express Lane Project (Alternative 1) also proposes the following modification to interchanges along the SR-94 corridors: • Removal of Eastbound SR-94/32nd Street On-Ramp • Replace Southbound On- and Off-ramps at Market Street and SR-15 • Replacement of Left-hand Freeway-to-Freeway connectors with standard Right-hand connectors at the SR-94/SR-15 Interchange • Replacement of Westbound SR-94/Home Avenue On-Ramp • Removal of Northbound SR-15 to Westbound SR-94 Loop Connector Removal of Westbound SR-94/49TH Street/A Street On-Ramp. ~~• Removal of Eastbound SR-94/32nd Street On-Ramp~~ ~~• Replace On- and Off-ramps at Market Street and SR-15~~ ~~• Replacement of Left-side Freeway-to-Freeway Interchange with Standard Right-side connectors~~ ~~• Replacement of Westbound SR-94/Home Avenue On-Ramp~~ ~~• Removal of Northbound SR-15 to Westbound SR-93~~	SR-94 Express Lane Project	Caltrans

Table 5.2-21 : Southeastern San Diego & Encanto Neighborhoods – Planned Freeway Improvements

Planned Improvement	*Source*	*Source of Funding*
~~Loop Connector~~ • ~~Replacement of Westbound SR-94 to SB SR-15 Connector~~ • ~~Removal of Westbound SR-94/49th Street/A Street On-Ramp~~		
I-805 South Project (Phase 1): Includes two HOV/Express Lanes within the freeway median (one in each direction) between East Palomar Street in Chula Vista and the I-805/SR-15 interchange in San Diego.	I-805 South Express Lane Project – Phase 1	SANDAG

Source: Chen Ryan Associates; June 2015

Table 5.2-22 displays freeway segment LOS analysis results for the key freeway segments in the vicinity of the project study area.

Table 5.2-22: Freeway Segment Level of Service Results CPU vs. Existing Conditions

Freeway / State Highway	Segment	Direction	CPU						Existing Conditions						Change in V/C (compared to Existing)	SI?
			ADT	# of Lanes	Capacity	Peak Hour Volume	V/C	LOS	ADT	# of Lanes	Capacity	Peak Hour Volume	V/C	LOS		
I-5	17th Street & SR-94	NB	128,200	4M+2A	12,220	11,300	0.92	D	201,000	4M+2A	12,220	9,600	0.79	C	0.13	No
		SB	125,500	4M	9,400	11,000	1.17	**F0**		4M	9,400	9,400	1.00	**E**	0.17	**Yes**
	SR-94 & Imperial Avenue	NB	135,900	4M+1A	10,810	11,600	1.07	**F0**	208,000	4M+1A	10,810	11,100	1.03	**F0**	0.04	**Yes**
		SB	116,100	4M+1A	10,810	10,200	0.94	**E**		4M+1A	10,810	9,700	0.90	D	0.04	**Yes**
	Imperial Avenue & SR-75	NB	121,700	4M+1A	10,810	10,400	0.96	**E**	161,000	4M+1A	10,810	8,600	0.80	D	0.16	**Yes**
		SB	112,900	4M+1A	10,810	9,700	0.90	D		4M+1A	10,810	8,000	0.74	C	0.16	No
	SR-75 & 28th Street	NB	134,600	4M+2A	12,220	11,900	0.97	**E**	159,000	4M+2A	12,220	9,900	0.81	D	0.16	**Yes**
		SB	110,300	4M+1A	10,810	9,500	0.88	D		4M+1A	10,810	7,900	0.73	C	0.15	No
	28th Street & I-15	NB	124,500	4M	9,400	11,000	1.17	**F0**	155,000	4M	9,400	9,600	1.02	**F0**	0.15	**Yes**
		SB	102,000	4M	9,400	8,800	0.94	**E**		4M	9,400	7,700	0.82	D	0.12	**Yes**
	I-15 & Main Street	NB	155,100	4M+2A	12,220	13,700	1.12	**F0**	191,000	4M+2A	12,220	11,900	0.97	**E**	0.15	**Yes**
		SB	144,100	5M	11,750	13,200	1.12	**F0**		5M	11,750	11,400	0.97	**E**	0.15	**Yes**
I-15	I-805 & SR-94	NB	75,700	3M+1A	8,460	6,300	0.74	C	109,000	3M+1A	8,460	5,500	0.65	C	0.09	No
			900	1 HOV	2,350	100	0.04	A		-	-	-	-	-	0.00	No
		SB	64,000	2M+1A	6,110	5,700	0.93	**E**		2M+1A	6,110	4,900	0.80	D	0.13	**Yes**
			500	1 HOV	2,350	0	0.00	A		-	-	-	-	-	0.00	No
	SR-94 & Market Street	NB	71,800	3M+1A	8,460	6,100	0.72	C	115,000	3M+1A	8,460	5,800	0.69	C	0.03	No
		SB	66,600	3M+1A	8,460	6,800	0.80	D		3M+1A	8,460	6,500	0.77	C	0.03	No

Table 5.2-22: Freeway Segment Level of Service Results CPU vs. Existing Conditions

Freeway / State Highway	*Segment*	*Direction*	*CPU*						*Existing Conditions*						*Change in V/C (compared to Existing)*	*SI?*
			ADT	*# of Lanes*	*Capacity*	*Peak Hour Volume*	*V/C*	*LOS*	*ADT*	*# of Lanes*	*Capacity*	*Peak Hour Volume*	*V/C*	*LOS*		
I-15	Market Street & Ocean View Boulevard	NB	79,100	3M	7,050	6,700	0.95	**E**	107,000	3M	7,050	5,600	0.79	C	0.16	**Yes**
		SB	71,300	3M	7,050	7,200	1.02	**F0**		3M	7,050	6,000	0.85	D	0.17	**Yes**
	Ocean View Boulevard & I-5	NB	74,700	3M+1A	8,460	5,500	0.65	C	48,000	3M+1A	8,460	2,200	0.26	A	0.39	No
		SB	67,300	4M+1A	10,810	5,500	0.51	B		4M+1A	10,810	2,200	0.20	A	0.31	No
	I-5 & Norman Scott Road	NB	18,600	2M	4,700	1,400	0.30	A	16,500	2M	4,700	700	0.15	A	0.15	No
		SB	16,500	2M	4,700	1,300	0.28	A		2M	4,700	700	0.15	A	0.13	No
I-805	Home Avenue & SR-94	NB	124,700	4M	9,400	9,200	0.98	**E**	217,000	4M	9,400	10,400	1.11	**F0**	-0.13	No
			29,000	1 HOV	2,350	2,100	0.89	D		-	-	-	-	-	0.00	No
		SB	112,500	4M	9,400	9,200	0.98	**E**		4M	9,400	10,400	1.11	**F0**	-0.13	No
			22,600	1 HOV	2,350	1,900	0.81	D		-	-	-	-	-	0.00	No
	SR-94 & Market Street	NB	121,500	4M	9,400	8,900	0.95	**E**	216,000	4M	9,400	10,200	1.09	**F0**	-0.14	No
			27,400	1 HOV	2,350	2,000	0.85	D		-	-	-	-	-	0.00	No
		SB	110,000	4M	9,400	9,000	0.96	**E**		4M	9,400	10,400	1.11	**F0**	-0.15	No
			22,800	1 HOV	2,350	1,900	0.81	D		-	-	-	-	-	0.00	No
	Market Street & Imperial Avenue	NB	156,800	4M+2A	12,220	11,500	0.94	**E**	227,000	4M+2A	12,220	10,800	0.88	D	0.06	**Yes**
			29,400	1 HOV	2,350	2,200	0.94	**E**		-	-	-	-	-	0.00	**Yes**
		SB	142,000	4M+2A	12,220	11,700	0.96	**E**		4M+2A	12,220	10,900	0.89	D	0.07	**Yes**
			28,500	1 HOV	2,350	2,300	0.98	**E**		-	-	-	-	-	0.00	**Yes**

Table 5.2-22: Freeway Segment Level of Service Results CPU vs. Existing Conditions

Freeway / State Highway	Segment	Direction	CPU						Existing Conditions						Change in V/C (compared to Existing)	SI?
			ADT	# of Lanes	Capacity	Peak Hour Volume	V/C	LOS	ADT	# of Lanes	Capacity	Peak Hour Volume	V/C	LOS		
I-805	Imperial Avenue & 43rd Street	NB	150,500	5M	11,750	11,000	0.94	**E**	210,000	5M	11,750	9,900	0.84	D	0.10	**Yes**
			29,100	1 HOV	2,350	2,100	0.89	D		-	-	-	-	-	0.00	No
		SB	141,200	4M+1A	10,810	11,100	1.03	**F0**		4M+1A	10,810	10,100	0.93	**E**	0.10	**Yes**
			28,200	1 HOV	2,350	2,200	0.94	**E**		-	-	-	-	-	0.00	**Yes**
	43rd Street & Plaza Boulevard	NB	159,500	4M+2A	12,220	10,100	0.83	D	196,000	4M+2A	12,220	8,900	0.73	C	0.10	No
			28,100	1 HOV	2,350	1,800	0.77	C		-	-	-	-	-	0.00	No
		SB	131,700	5M	11,750	10,500	0.89	D		5M	11,750	9,300	0.79	C	0.10	No
			23,500	1 HOV	2,350	1,900	0.81	D		-	-	-	-	-	0.00	No
SR-94	17th Street & 25th Street	EB	94,400	4M	9,400	9,300	0.99	**E**	110,000	4M	9,400	7,500	0.80	D	0.19	**Yes**
		WB	105,400	3M+1A	8,460	8,400	0.99	**E**		3M+1A	8,460	6,900	0.82	D	0.17	**Yes**
			3,300	1 HOV	2,350	300	0.13	A		-	-	-	-	-	0.00	No
	25th Street & 28th Street	EB	100,300	4M	9,400	9,900	1.05	**F0**	124,000	4M	9,400	8,300	0.88	D	0.17	**Yes**
			6,200	1 HOV	2,350	600	0.26	A		-	-	-	-	-	0.00	No
		WB	109,200	4M	9,400	8,700	0.93	**E**		4M	9,400	7,400	0.79	C	0.14	**Yes**
			3,300	1 HOV	2,350	300	0.13	A		-	-	-	-	-	0.00	No
	28th Street & 30th Street	EB	112,200	4M	9,400	10,200	1.09	**F0**	132,000	4M	9,400	8,100	0.86	D	0.23	**Yes**
			7,100	1 HOV	2,350	600	0.26	A		-	-	-	-	-	0.00	No
		WB	123,300	4M	9,400	9,900	1.05	**F0**		4M	9,400	7,900	0.84	D	0.21	**Yes**
			3,200	1 HOV	2,350	300	0.13	A		-	-	-	-	-	0.00	No

Table 5.2-22: Freeway Segment Level of Service Results CPU vs. Existing Conditions

Freeway / State Highway	*Segment*	*Direction*	*CPU*						*Existing Conditions*						*Change in V/C (compared to Existing)*	*SI?*
			ADT	*# of Lanes*	*Capacity*	*Peak Hour Volume*	*V/C*	*LOS*	*ADT*	*# of Lanes*	*Capacity*	*Peak Hour Volume*	*V/C*	*LOS*		
SR-94	30th Street & I-15	EB	115,900	4M+1A	10,810	10,500	0.97	**E**	146,000	4M+1A	10,810	9,000	0.83	D	0.14	**Yes**
			7,100	1 HOV	2,350	600	0.26	A		-	-	-	-	-	0.00	No
		WB	127,400	4M+1A	10,810	10,200	0.94	**E**		4M+1A	10,810	8,700	0.80	D	0.14	**Yes**
			3,200	1 HOV	2,350	300	0.13	A		-	-	-	-	-	0.00	No
	I-15 & Home Avenue	EB	99,500	4M+1A	10,810	9,100	0.84	D	140,000	4M+1A	10,810	8,600	0.80	D	0.04	No
			5,600	1 HOV	2,350	500	0.21	A		-	-	-	-	-	0.00	No
		WB	109,400	4M	9,400	8,800	0.94	**E**		4M	9,400	8,300	0.88	D	0.06	**Yes**
			2,100	1 HOV	2,350	200	0.09	A		-	-	-	-	-	0.00	No
	Home Avenue & I-805	EB	101,300	4M+1A	10,810	9,200	0.85	D	128,000	4M+1A	10,810	7,900	0.73	C	0.12	No
			5,900	1 HOV	2,350	500	0.21	A		-	-	-	-	-	0.00	No
		WB	111,300	4M	9,400	8,900	0.95	**E**		4M	9,400	7,600	0.81	D	0.14	**Yes**
			2,100	1 HOV	2,350	200	0.09	A		-	-	-	-	-	0.00	No
	I-805 & 47th Street	EB	146,000	5M	11,750	13,300	1.13	**F0**	172,000	5M	11,750	10,600	0.90	D	0.23	**Yes**
		WB	160,400	4M+1A	10,810	12,800	1.18	**F0**		4M+1A	10,810	10,200	0.94	**E**	0.24	**Yes**
	47th Street & Euclid Avenue	EB	140,000	5M+1A	13,160	12,700	0.97	**E**	171,000	5M+1A	13,160	10,500	0.80	D	0.17	**Yes**
			5,300	1 HOV	2,350	500	0.21	A		-	-	-	-	-	0.00	No
		WB	153,800	4M+1A	10,810	12,300	1.14	**F0**		4M+1A	10,810	10,200	0.94	**E**	0.20	**Yes**
			7,600	1 HOV	2,350	600	0.26	A		-	-	-	-	-	0.00	No
	Euclid Avenue & Kelton Road	EB	131,600	5M	11,750	12,000	1.02	**F0**	156,000	5M	11,750	9,600	0.82	D	0.20	**Yes**
			5,100	1 HOV	2,350	500	0.21	A		-	-	-	-	-	0.00	No
		WB	136,100	4M+1A	10,810	10,500	0.97	**E**		4M+1A	10,810	8,400	0.78	C	0.19	**Yes**
			6,500	1 HOV	2,350	500	0.21	A		-	-	-	-	-	0.00	No

Table 5.2-22: Freeway Segment Level of Service Results CPU vs. Existing Conditions

Freeway / State Highway	*Segment*	*Direction*	*CPU*						*Existing Conditions*						*Change in V/C (compared to Existing)*	*SI?*
			ADT	*# of Lanes*	*Capacity*	*Peak Hour Volume*	*V/C*	*LOS*	*ADT*	*# of Lanes*	*Capacity*	*Peak Hour Volume*	*V/C*	*LOS*		
SR-94	Kelton Road & Federal Boulevard	EB	128,300	4M+1A	10,810	11,600	1.07	**F0**	161,000	4M+1A	10,810	9,300	0.86	D	0.21	**Yes**
			3,700	1 HOV	2,350	300	0.13	A		-	-	-	-	-	0.00	No
		WB	140,100	4M+1A	10,810	10,800	1.00	**E**		4M+1A	10,810	8,700	0.80	D	0.20	**Yes**
			6,000	1 HOV	2,350	500	0.21	A		-	-	-	-	-	0.00	No
	Federal Boulevard & College Grove Way	EB	110,600	4M	9,400	10,000	1.06	**F0**	145,000	4M	9,400	8,400	0.89	D	0.17	**Yes**
			3,800	1 HOV	2,350	300	0.13	A		-	-	-	-	-	0.00	No
		WB	120,800	4M	9,400	9,300	0.99	**E**		4M	9,400	7,800	0.83	D	0.16	**Yes**
			6,500	1 HOV	2,350	500	0.21	A		-	-	-	-	-	0.00	No
	College Grove Way & College Avenue	EB	113,400	4M	9,400	10,200	1.09	**F0**	145,000	4M	9,400	8,400	0.89	D	0.20	**Yes**
			3,800	1 HOV	2,350	300	0.13	A		-	-	-	-	-	0.00	No
		WB	124,500	4M	9,400	10,300	1.10	**F0**		4M	9,400	8,400	0.89	D	0.21	**Yes**
			5,500	1 HOV	2,350	500	0.21	A		-	-	-	-	-	0.00	No

Notes:

SI = Significant Impact

Bold letter indicates unacceptable LOS E or F.

M = Mainline. A = Auxiliary Lane. HOV = High Occupancy Vehicle Only

Source: Chen Ryan Associates; June 2015

CPU

As shown in Table 5.2-22, under buildout of the CPU, the following 24 freeway segments within the project study area are anticipated to operate at less than desirable LOS E or F:

- I-5, between 17th Street and SR-94 – (SB: LOS F);
- I-5, between SR-94 and Imperial Avenue – (NB: LOS F / SB: LOS E);
- I-5, between Imperial Avenue and SR-75 – (NB: LOS E);
- I-5, between SR-75 and 28th Street – (NB: LOS E);
- I-5, between 28th Street and I-15 – (NB: LOS F / SB: LOS E);
- I-5, between I-15 and Main Street – (NB: LOS F / SB: LOS F);
- I-15, between I-805 and SR-94 – (SB: LOS E);
- I-15, between Market Street and Ocean View Boulevard – (NB: LOS E / SB: LOS F);
- I-805, between Home Avenue and SR-94 – (NB: LOS E / SB: LOS E);
- I-805, between SR-94 and Market Street – (NB: LOS E / SB: LOS E);
- I-805, between Market Street and Imperial Avenue – (NB: LOS E / SB: LOS E);
- I-805, between Imperial Avenue and 43rd Street – (NB: LOS E / SB: LOS F);
- SR-94, between 17th Street and 25th Street – (EB: LOS E / WB: LOS E);
- SR-94, between 25th Street and 28th Street – (EB: LOS F / WB: LOS E);
- SR-94, between 28th Street and 30th Street – (EB: LOS F / WB: LOS F);
- SR-94, between 30th Street and I-15 – (EB: LOS E / WB: LOS E);
- SR-94, between I-15 and Home Avenue – (WB: LOS E);
- SR-94, between Home Avenue and I-805 – (WB: LOS E);
- SR-94, between I-805 and 47th Street – (EB: LOS F / WB: LOS E);
- SR-94, between 47th Street and Euclid Avenue - (EB: LOS E / WB: LOS F);
- SR-94, between Euclid Avenue and Kelton Road - (EB: LOS F / WB: LOS E);
- SR-94, between Kelton Road and Federal Boulevard – (EB: LOS F / WB: LOS E);
- SR-94, between Federal Boulevard and College Grove Way – (EB: LOS F / WB: LOS E); and
- SR-94, between College Grove Way and College Avenue – (EB: LOS F / WB: LOS F).

Based on the criteria documented previously, the CPU would have a significant impact to all freeway segments listed above with the exceptions listed below. Note that the following locations are not considered significantly impacted because future operations are improved over existing conditions.

- I-805, between Home Avenue and SR-94; and
- I-805, between SR-94 and Market Street.

Ramp Metering Analysis

Table 5.2-23 summarizes the freeway ramp metering analysis results under both Existing Conditions and the CPU scenarios. As shown, the peak hour demand under Existing Conditions is below the metering rate, therefore On-Ramp queuing issues due to ramp metering do not currently exist under the AM or PM peak period at any of the studied ramps under Existing Conditions. Additionally, the projected CPU peak hour demand is not anticipated to exceed the meter rate at any of the study ramp meter locations. Therefore, no freeway On-Ramp queuing issues are anticipated under buildout of the CPU.

Table 5.2-23: Ramp Metering Analysis CPU vs. Existing Conditions

Location	*Peak Hour*	*# of Lanes*		*CPU*					*Existing Conditions*				*Community*	*SI?*
		SOV	*HOV*	*D_{vol} - Demand[1] (veh/hr per lane)*	*Meter Rate[2] (veh/hr)*	*Excess Demand[3] (veh/hr)*	*Delay[4] (min)*	*Queue[5] (ft)*	*D_{vol} - Demand[1] (veh/hr per lane)*	*Excess Demand (veh/hr)*	*Delay (min)*	*Queue (ft)*		
SR-94 EB On-Ramp @ 25th Street	PM	2	0	840	868	0	0	0	738	0	0	0	Southeastern San Diego	No
SR-94 EB On-Ramp @ 28th Street	PM	1	0	730	868	0	0	0	646	0	0	0	Southeastern San Diego	No
SR-94 EB On-Ramp @ 32nd Street	PM	1	0	0	0	0	0	0	405	0	0	0	Southeastern San Diego	No
I-805 NB On-Ramp @ 47th Street	AM	2	0	740	880	0	0	0	401	0	0	0	Encanto	No
I-805 NB On-Ramp @ Imperial Avenue	AM	2	0	1380	1589	0	0	0	1251	0	0	0	Encanto	No
SR-94 WB On-Ramp @ Euclid Avenue	AM	2	0	630	1522	0	0	0	454	0	0	0	Encanto	No
SR-94 WB On-Ramp @ Kelton Road	AM	1	1	480	577	0	0	0	295	0	0	0	Encanto	No
SR-94 WB On-Ramp @ Federal Boulevard / Home Avenue	AM	1	0	800	805	0	0	0	614	0	0	0	Encanto	No

Notes:
SI = Significant Impact?
SOV = Single Occupancy Vehicle; HOV = High Occupancy Vehicle.
[1] Demand is the peak hour demand expected to use the on-ramp.
[2] Meter Rate is the peak hour capacity expected to be processed through the ramp meter. This value was obtained from Caltrans.
[3] Excess Demand = (Demand) – (Meter Rate) or zero, whichever is greater.
[4] Delay = (Excess Demand / Meter Rate) X 60 min/hr.
[5] Queue = (Excess Demand) X 29 ft/veh.

Source: Chen Ryan Associates; June 2015

Freeway Mitigation Measures

I-5, between 17th Street and SR-94; I-5, between SR-94 and Imperial Avenue; I-5, between Imperial Avenue and SR-75; I-5, between SR-75 and 28th Street; I-5, between 28th Street and I-15; and I-5, between I-15 and Main Street – The SANDAG 2050 Revenue Constrained RTP includes operational improvements along I-5 between 17th Street and Main Street. These improvements are expected to be built by Year 2050. There is some uncertainty related to the actual developments and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and Encanto Neighborhoods CPUs will significantly impact the freeway segments and future potential mitigations measures and fair share contribution should be further evaluated at the project level.~~The SESD and Encanto Neighborhoods CPUs' significant traffic impact to this freeway segment would remain significant unmitigated at the program level.~~

I-15, between I-805 and SR-94; I-15, between Market Street and Ocean View Boulevard - The SANDAG 2050 Revenue Constrained RTP includes construction of managed lanes along I-15 between I-805 and Ocean View Boulevard. These improvements are expected to be built by Year 2035. There is some uncertainty related to the actual developments and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and Encanto Neighborhoods CPUs will significantly impact the freeway segments and future potential mitigations measures and fair share contribution should be further evaluated at the project level.~~The SESD and Encanto Neighborhoods CPUs' significant traffic impact to this freeway segment would remain significant unmitigated at the program level.~~

I-805, between Market Street and Imperial Avenue; and I-805, between Imperial Avenue and 43rd Street – The SANDAG 2050 Revenue Constrained RTP includes construction of managed lanes along I-805 between Market Street and 43rd Street. These improvements are expected to be built by Year 2030. There is some uncertainty related to the actual developments and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and Encanto Neighborhoods CPUs will significantly impact the freeway segments and future potential mitigations measures and fair share contribution should be further evaluated at the project level.~~The SESD and Encanto Neighborhoods CPUs' significant traffic impact to this freeway segment would remain significant unmitigated at the program level.~~

SR-94, between 17th Street and 25th Street; SR-94, between 25th Street and 28th Street; SR-94, between 28th Street and 30th Street; SR-94, between 30th Street and I-15; SR-94, between I-15 and Home Avenue; and SR-94, between Home Avenue and I-805 – The SANDAG 2050 Revenue Constrained RTP includes construction of managed lanes along SR-94 between 17th

Street and I-805. These improvements are expected to be built by Year 2020. There is some uncertainty related to the actual developments and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and Encanto Neighborhoods CPUs will significantly impact the freeway segments and future potential mitigations measures and fair share contribution should be further evaluated at the project level.~~The SESD and Encanto Neighborhoods CPUs' significant traffic impact to this freeway segment would remain significant unmitigated at the program level.~~

SR-94, between I-805 and 47th Street; SR-94, between 47th Street and Euclid Avenue; SR-94, between Euclid Avenue and Kelton Road; SR-94, between Kelton Road and Federal Boulevard; SR-94, between Federal Boulevard and College Grove Way; and SR-94, between College Grove Way and College Avenue – The SANDAG 2050 Revenue Constrained RTP includes construction of managed lanes along SR-94 between I-805 and College Avenue. These improvements are expected to be built by Year 2040. There is some uncertainty related to the actual developments and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and Encanto Neighborhoods CPUs will significantly impact the freeway segments and future potential mitigations measures and fair share contribution should be further evaluated at the project level.~~The SESD and Encanto Neighborhoods CPUs significant traffic impact to this freeway segment would remain significant unmitigated at the program level.~~

CPU Policies that Reduce the Impact

CPU policies from both Southeastern San Diego and Encanto Neighborhoods P-MO-19, P-MO-21, P-MO-22, P-MO-24, P-MO-26, P-MO-27, and P-MO-28 would apply.

Significance after Implementation of Mobility Element Policies

The city shall implement all policies identified in the Mobility Element to reduce the demand for vehicles on the regional transportation system. However, as identified above, even with implementation of these policies, the impacts to I-5, I-15, I-805, and SR-94 shall remain significant and unavoidable.

Impact 5.2-3 Implementation of the CPUs would result in a substantial impact upon existing or planned transportation system. (*Significant and Unavoidable*)

As shown under Impact 5.2-1 and Impact 5.2-2, adoption of the CPU would results in a substantial impact upon the existing transportation system.

CPU Policies that Reduce the Impact

CPU policies from both Southeastern San Diego and Encanto Neighborhoods P-MO-16, P-MO-17, P-MO-18, P-MO-19, P-MO-20, P-MO-21, P-MO-22, P-MO-23, P-MO-24, P-MO-25, P-MO-26, P-MO-27, and P-MO-28 would apply.

Significance after Implementation of Mobility Element Policies

The city shall implement all policies identified in the Mobility Element to reduce the demand for vehicles on the existing and planned transportation system. However, as identified above, even with implementation of these policies, the impacts to existing or planned transportation system shall remain significant and unavoidable at the program level.

Impact 5.2-4 Implementation of the CPUs would result in substantial alterations to present circulation movements including effects on existing public access areas. (*Less than Significant*)

As shown in the SESD CPU Mobility Element (Figure 3-1 – Pedestrian Routes, Figure 3-2 - Planned Bicycle Network, Figure 3-8 – Buildout Street Classification) and Encanto Neighborhoods CPU Mobility Element (Figure 3-1 – Pedestrian Routes, Figure 3-2 - Planned Bicycle Network, Figure 3-8 – Buildout Street Classification), the CPUs propose minor alterations to the existing circulation system through roadway reclassifications within the CPU areas. Buildout of the CPUs would result in improved access for transit users, bicycles, and pedestrians.

Temporary closures with detours may be required during street improvements and would be addressed through traffic control plans in accordance with City policy as construction plans for future projects are processed through the City. No existing public access points would be permanently closed as part of CPU implementation.

CPU Policies that Reduce the Impact

CPU policies from both Southeastern San Diego and Encanto Neighborhoods P-MO-17, P-MO-21, and P-MO-23 would apply.

Mitigation Framework

Impacts would be less than significant; therefore, no mitigation is required.

Impact 5.2-5 Implementation of the CPUs would result in conflict with adopted policies, plans or programs supporting alternative transportation modes. (*Less than Significant*)

The CPUs include a comprehensive plan to improve the pedestrian, transit, and bicycle transportation network. In some cases, improvements that would reduce vehicular level of service impacts were not recommended as part of the CPU in order provide a better pedestrian and bicycle environment. Planned improvements for each of the transportation modes are shown below:

Planned Pedestrian Improvements

Pedestrian improvements identified in the following previous planning efforts are included in the associated community's Impact Fee Study (IFS).

Southeastern San Diego

The Pedestrian Master Planning (PMP) - Phases 2 & 3 effort developed pedestrian improvement concepts at specific high priority locations.

As displayed in Table 5.2-24, seven high priority locations were identified within the Southeastern San Diego community, five intersections and two corridors.

Table 5.2-24: Southeastern High-Priority Improvement Areas

Number	*Improvement Area*	*Recommendation*	*Ranking*
SE1	43rd St and Logan Ave	Crosswalk improvements, signal improvements	49
SE2	32nd St and Market St	Median installation, curb extensions, crosswalk improvements	36
SE3	32nd St and Ocean View Blvd	Curb extensions	48
SE4	Boundary St and Market St	Curb extensions, crosswalk improvements	37
SE5	24th St and Market St	Lane reduction, pedestrian signals, curb extensions, crosswalks	47
SE6	Market St (22nd St - 33rd St)	Bike lanes, road diet, sidewalk improvements, landscaping enhancements	17C

Source: City of San Diego Pedestrian Master Planning – Phases 2 & 3

Commercial Imperial Corridor Master Plan

The Commercial Imperial Corridor Master Plan (CICMP) developed specific multi-modal and land use recommendations to enhance the overall mobility along Imperial Avenue and Commercial Street between 19th Street and 32nd Street. The CICMP made the following recommendations for pedestrian improvements within the project study area:

- Curb bulb outs at the 31st Street / Imperial Avenue intersection;
- Curb bulb outs at all unsignalized intersections along Imperial Avenue within the Village Area (between 22nd Street to 27th Street);
- Enhanced crosswalks at signalized intersections along Imperial Avenue, within the Master Plan area (25th Street, 30th Street and 32nd Street) and the proposed signal at 22nd Street (assumed improvement of the Com 22 Master Plan);
- Pedestrian countdown signals at all signalized intersections;
- Providing consistent sidewalk widths and connectivity along Commercial Street;
- Restriction of driveway access along Imperial Avenue for new developments; and
- Additional buffer width between the pedestrian and vehicular travel lanes, within the Village area, via mid-block cub bulb outs and on-street parking.

National Avenue Corridor Master Plan

Similar to the CICMP, the National Avenue Corridor Master Plan developed specific multi-modal and land use recommendations enhance the overall mobility along National Avenue between 28th Street and 43rd Street. The National Avenue Corridor Master Plan made the following recommendations for pedestrian improvements within the project study area:

- Connect both sides of the street by improving and/or providing highly visible enhanced crosswalks at all intersections where they do not currently exist (final installations are to be based on applicable warrants);
- Enhance landscape along sidewalks with additional street trees and groundcover plantings in order to supplement existing trees and have more continuous shade for pedestrians;
- Curb bulb-outs at intersections (where possible) to reduce the effective width of the right-of-way and pedestrian exposure;
- Enhanced crosswalks (where warranted) to improve their visibility at all study intersections and better highlight the presence of pedestrians in the corridor;
- Implementation of pedestrian countdown heads at National Avenue and 30th Street;
- Install new traffic signals at 31st Street and 41st Street to improve crossing conditions for pedestrians and to better balance delays for all;
- Ensure ADA-compliant facilities; and
- Installation of buffers between pedestrian, bicycle, and vehicular right-of-ways in order to distinguish between designated pedestrian, bicycle, and vehicular zones.

Encanto Neighborhoods

Two Corridor Master Plans were recently completed that developed and recommended pedestrian improvements within specific areas of the Encanto Neighborhoods community.

Euclid Avenue Corridor Master Plan

The Euclid Avenue Corridor Master Plan developed specific multi-modal and land use recommendations to enhance the overall mobility along Euclid Avenue between SR-94 and Guymon Street. The Master Plan had the following recommendations for pedestrian improvements within the project study area:

- Curb bulb-outs at intersections to reduce the effective crossing distance and curb-to-curb width;
- Enhanced crosswalks to improve their visibility;
- Restriction of driveway access along Euclid Avenue to reduce curb cuts and turning movements; and

Installation of buffers between pedestrian, bicycle, and vehicular rights-of-way to distinguish between designated pedestrian, bicycle, and vehicular zones.

Euclid + Market Land Use & Mobility Plan

The Euclid + Market Land Use & Mobility Plan (EMLUMP) developed specific multi-modal and land use recommendations designed to help integrate and connect the Euclid and Market Village area to the surrounding community by creating mixed-use, multi-modal corridors along Euclid Avenue and Market Street with an emphasis for mixed use at the transit hubs. The EMLUMP had the following recommendations for pedestrian improvements within the project study area:

- Proposed design of Chollas Creek Trail that would intersect the Major Street network at two locations:
  - Market Street
  - 47th Street.
- Proposed Sidewalk Improvements along Euclid near Trolley Crossing.
- Proposed Signalized Crosswalk on Euclid Avenue at Castana.

Planned Transit Improvements

The CPU transit analysis assumed the completion of all transit improvements outlined in the San Diego Association of Government's 2050 Regional Transportation Plan Revenue Constrained (SANDAG RTP) scenario which were planned to be constructed by Year 2035. The assumed improvements are listed below:

I-805 BRT, Route 680 - Otay Mesa to Sorrento Mesa via I-805 Corridor, Otay Ranch/ Millenia, National City, Southeastern San Diego, Kearny Mesa. A Bus Rapid Transit (BRT) service is planned for San Diego along the Interstate 805 corridor as part of the TransNet program. The BRT will connect the Otay Mesa Port of Entry to Kearny Mesa, Sorrento Mesa, UCSD and UTC, providing access to employment and activity centers in a rapid and reliable manner. The 2050 RTP indicates this route will be implemented by the year 2018. Members of the Southeastern San Diego community have expressed an interest in having the South Bay BRT service the 47th Street Trolley Station. This was included in the 2050 RTP unconstrained network and SANDAG is conducting a planning study to evaluate potential station design concepts; therefore, it was not included in the CPU transit analysis.

SANDAG is currently working with Caltrans on a Project Study Report (PSR) for the I-805 BRT/47th Street Trolley Station Area Planning Project which should be complete by the end of the year. This PSR will help guide the project scope for a future environmental document that would provide Rapid bus access from the I-805 Managed Lanes to the 47th Street Trolley Station.

It should be noted that the draft San Diego Forward 2050: The Regional Plan, released for public comment on April 24th, includes a proposed Light Rail Line (LRT) from San Ysidro to Kearny Mesa via the I-805 and SR 15 corridors, including a station at the 47th Street Trolley Station. This LRT line is included in the 2035 network. No specific funding has been identified by SANDAG and future federal contributions that would be matched by other state and local funding sources are assumed in the Draft Regional Plan.

No decision has yet been made on whether to pursue a LRT line or BRT line along the I-805/I-15 corridor. Advanced planning studies on the proposed San Ysidro- Kearny Mesa LRT line will start later this summer, and an active community outreach process is being developed to gain public input throughout the study. Future studies will include evaluation of alternatives for the corridor that would include both LRT and BRT. Any LRT or BRT project along the I-805/I-15 corridor would include discussion of improving east-west pedestrian connection at the 47th Street station.

Rapid Bus, Route 11 – between Spring Valley and SDSU via Southeastern San Diego, Downtown, Hillcrest, and Mid-City. The 2050 RTP indicates this route will be implemented by the year 2035.

Rapid Bus, Route 637 – between North Park to 32nd Street Trolley Station via Golden Hill. The 2050 RTP indicates this route will be implemented by the year 2035.

Light Rail Transit (LRT), Orange Line – The 2050 RTP indicates the Orange Line will have increased service frequencies by the year 2030 to 7.5-minute peak / 15-minute off-peak, and a further increase by 2040 to 7.5-minute off-peak. (The latter was not included since it is not scheduled by 2035.) An extended linkage to the Airport Intermodal Transit Center is also planned by the year 2035.

LRT, Orange Line Express – between El Cajon and downtown San Diego. The 2050 RTP indicates this route will not be implemented until the year 2040; therefore, it was not included in the CPU transit analysis.

LRT, New Line – between UTC and San Ysidro via Kearny Mesa, Mission Valley, Mid-City, Southeastern San Diego, National City/Chula Vista via Highland Avenue/4th Avenue. The 2050 RTP indicates this route will not be implemented until the year 2050; therefore, it was not included in the CPU transit analysis.

Local Buses – The 2050 RTP also identifies that local bus service frequencies will be improved to 15-minute headways along key corridors (all urban routes) by the year 2020, with further improvements to 10-minute (all day) frequency by 2030.

In addition to the regional transit improvement outlined in SANDAG's RTP, the CPU also anticipates the placement of benches at all transit stops within both the SESD and Encanto Neighborhoods CPU areas.

Planned Bicycle Improvements

The following recommended bicycle improvements are included in the associated community's Impact Fee Study (IFS).

Southeastern San Diego

The CPU proposes a well-connected network of bicycle facilities. The plan proposes a variety of standard and innovative bicycle facilities in Southeastern San Diego, most notably:

- Market Street, between 19th Street and 32nd Street – One-way cycle track in both directions;
- Imperial Avenue, between 19th Street and 36th Street – Buffered bike lanes in both directions; and
- National Avenue, between 19th Street and Logan Avenue - Buffered bike lanes in both directions.

Additionally, the CPU Bicycle Network includes a Class I Multi-Use Path within the existing MTS Trolley right-of-way. This Class I Path is included in the City of San Diego Bicycle Master Plan, December 2013 and is carried over to the community plan. However, it should be noted that a feasibility analysis has not yet been conducted for this facility and it is unclear if it can be constructed due to constrains to the right-of-way, and the right-of-way being on structure for portions of it. Figure 5.2-~~15~~ 17 displays the location of bicycle facilities within SESD CPU area.

Encanto Neighborhoods

The CPU proposes a well-connected network of bicycle facilities. The plan proposes a variety of standard and innovative bicycle facilities in Encanto Neighborhoods, as described below:

- Market Street, between I-805 and Pita Street – One-way cycle track in both directions.
- Imperial Avenue, between I-805 Street and Madera Street – Buffered bike lanes in both directions.
- Logan Avenue, between I-805 and Euclid Avenue - Buffered bike lanes in both directions.
- 47th Street, between SR-94 and Market Street & Nogal Street and Logan Avenue - One-way cycle track in both directions.
- 47th Street, between Market Street and Nogal Street – Bike lanes in both directions (requires the removal of 50 on-street parking spaces).
- Euclid Avenue, between SR-94 and Imperial Avenue – Buffered bike lanes in both directions.
- Euclid Avenue, between Imperial Avenue and Solola Avenue - One-way cycle track in both directions.
- Skyline Drive, between 61st Street and the community boundary – Buffered bike lanes in both directions.
- Woodman Street, between Skyline Drive and the community boundary - Buffered bike lanes in both directions.
- Chollas Creek Trail would traverse through the Encanto Neighborhoods which intersect the major street network at two locations:
  - Market Street (approximately 450 feet west of Euclid Avenue); and
  - 47th Street (approximately 360 feet south of the entrance to the 47th Street Trolley Station).

Figure 5.2-~~16~~ 18 displays the location of bicycle facilities within the Encanto Neighborhoods CPU area.

Figure 5.2-17: Southeastern San Diego Preferred Plan Bicycle Network

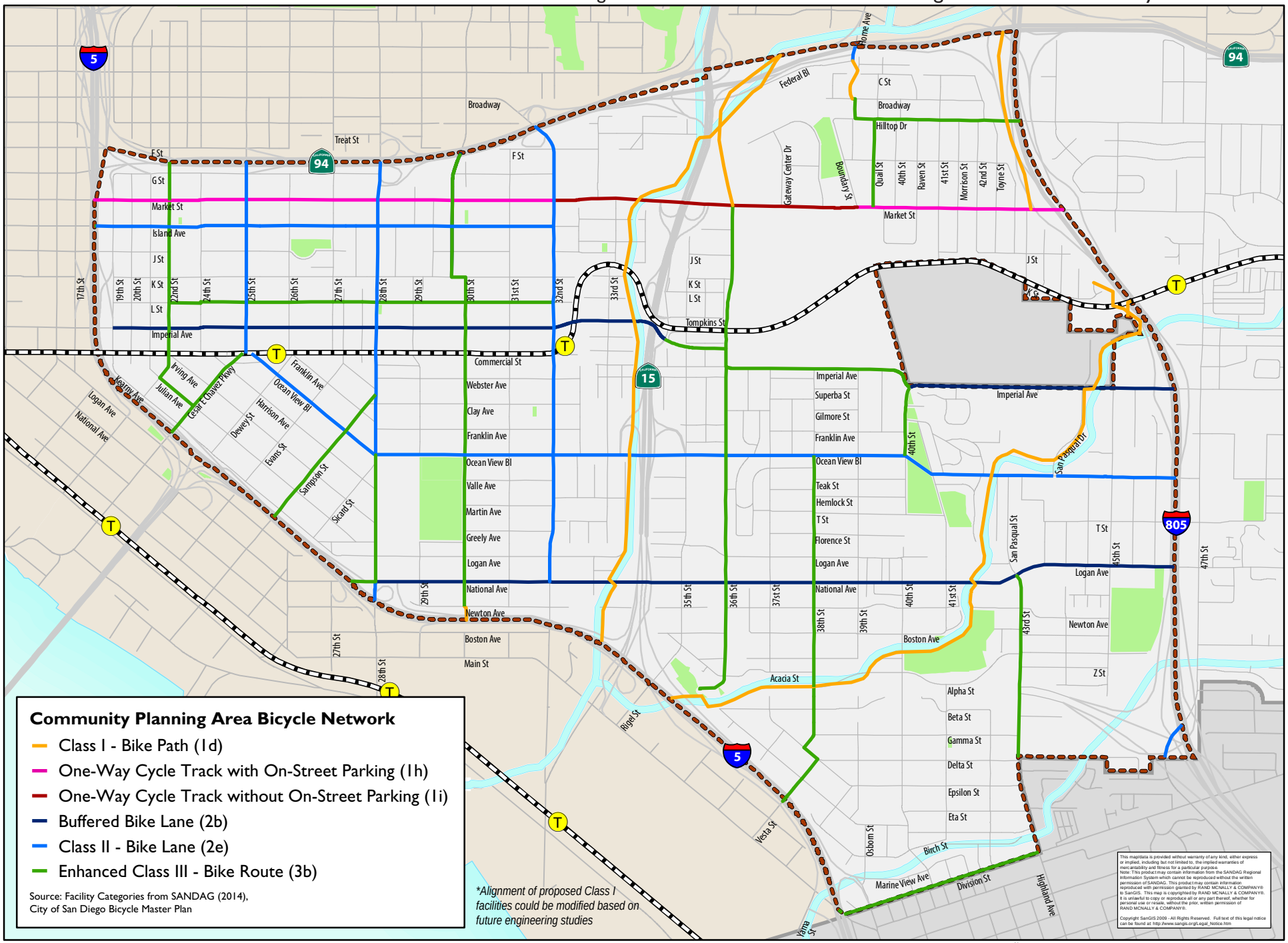
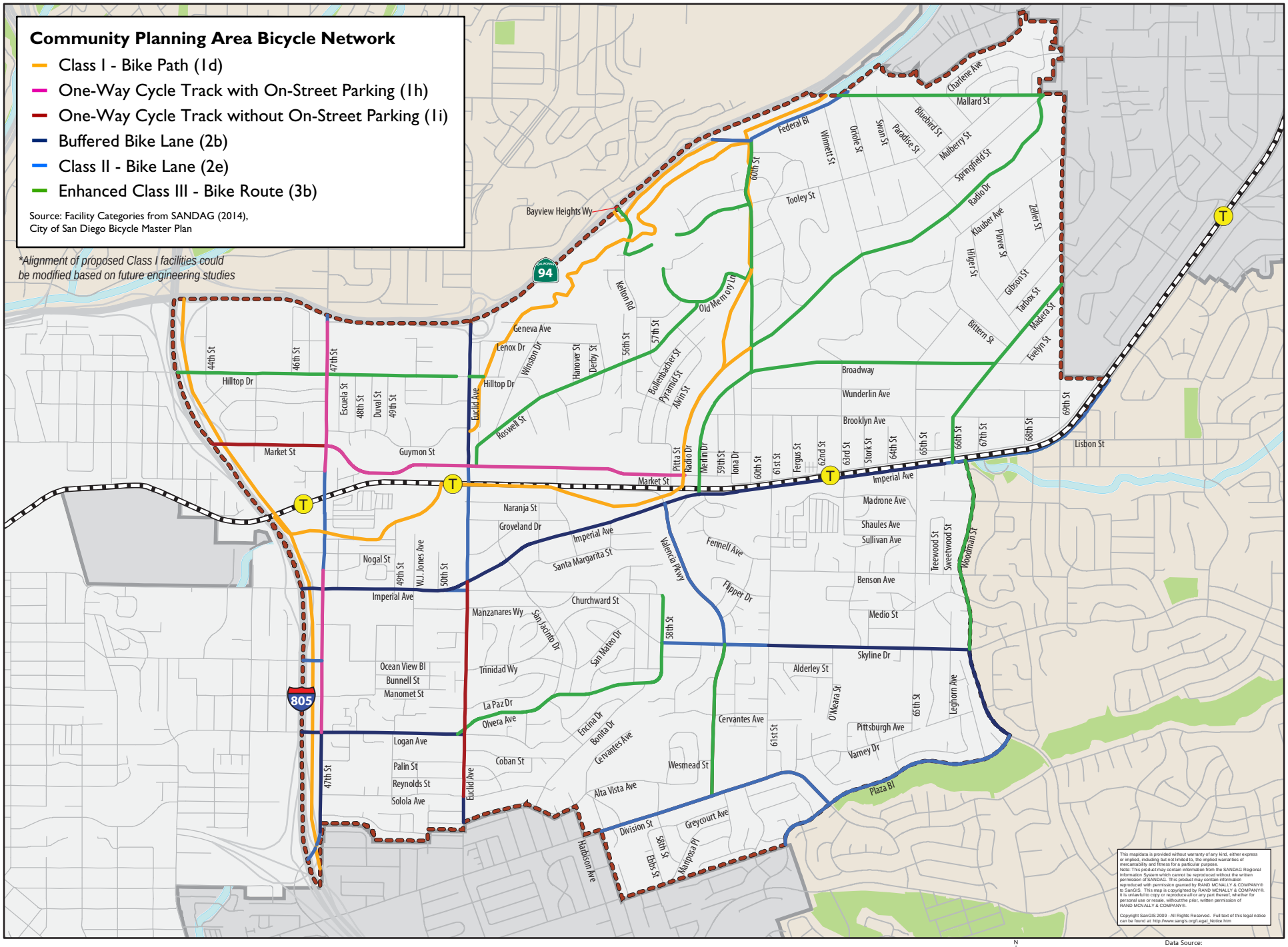


Figure 5.2-18: Encanto Neighborhoods Preferred Plan Bicycle Network



SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Data Source:
City of San Diego, 2012; SanGIS Regional Data Warehouse, 2012;
Dyett & Bhatia, 2012

As shown, the CPUs include a comprehensive plans to support alternative transportation modes, including pedestrian, transit, and bicycle. Additionally, the CPUs include policies that would lead to a robust multimodal network that encourages walking, bicycle, and taking transit (see CPU policies: P-MO-16, P-MO-17, P-MO-18, P-MO-19, P-MO-20, P-MO-24, P-MO-25, P-MO-27, & P-MO-28).

CPU Policies that Reduce the Impact

CPU policies from both Southeastern San Diego and Encanto Neighborhoods P-MO-16, P-MO-17, P-MO-18, P-MO-19, P-MO-20, P-MO-24, P-MO-25, P-MO-27, and P-MO-28 would apply.

Mitigation Framework

Impacts would be less than significant; therefore, no mitigation is required.

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5.3 Air Quality

This section addresses the potential air quality impacts that would result from implementation of the CPUs. It also discusses the regulations applicable to subsequent projects contemplated by the CPUs and the existing air quality setting within the study area. This section is based on the Air Quality and Health Risk Technical Report prepared by RECON (2015) for the project (Appendix C). Issues addressed include criteria pollutants, health risks associated with toxic air contaminants, and compliance with air quality plans and policies.

Environmental Setting

PHYSICAL SETTING

Climate and Meteorology

The CPU areas are located within the San Diego Air Basin (SDAB), which encompasses the entire county of San Diego. The westerly, coastal areas of the SDAB typically experience westerly winds which direct pollutants eastward, as described below. The eastern portion of the SDAB is surrounded by mountains to the north, east, and south. These mountains tend to restrict airflow and concentrate pollutants in the valleys and low-lying areas below.

The CPU areas are located approximately 2 miles east of San Diego Bay and 4 miles east of the Pacific Ocean and, 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 for the project area is 65 degrees Fahrenheit (°F). The average annual precipitation is 12 inches, falling primarily from November to April. Winter low temperatures in the study area average approximately 56°F, and summer high temperatures average approximately 86°F. The average relative humidity is 69 percent and is based on the yearly average humidity at Lindbergh Field (Western Regional Climate Center [WRCC] 2014).

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

Fluctuations in the strength and pattern of winds from the Pacific High Pressure Zone interacting with the daily local cycle produce periodic temperature inversions that influence the dispersal or containment of air pollutants in the 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. Greater difference between morning and afternoon mixing depth corresponds to a greater pollutant dispersion rate.

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. In winter, the morning inversion layer is about 800 feet above mean sea level. In summer, the morning inversion layer is about 1,100 feet above mean sea level. Therefore, air quality generally tends to be better in the winter than in the summer.

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

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

Sensitive Receptors

A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples include residences, schools, playgrounds, childcare centers, churches, retirement homes, and long-term health care facilities. The U.S. EPA has urged that extra care must be taken when dealing with contaminants and pollutants in close proximity to sensitive receptors. Both Southeastern San Diego and Encanto Neighborhoods are heavily developed areas with large amounts of residential development, and the existing populations can be subjected to associated air quality issues. As such, a large number of sensitive receptors reside in each community.

Existing Air Quality – Criteria Pollutants

Criteria pollutants are defined as commonly found air pollutants of primary concern to public health and welfare. They include: ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead (Pb), 10-micron particulate matter (PM_{10}), and 2.5-micron particulate matter ($PM_{2.5}$). Criteria pollutant levels are used as a general indicator of overall air quality. As discussed further in the Regulatory Settings section and displayed in Table 5.3-2, national and state ambient air quality standards represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. Areas that comply with these standards are referred to as attainment areas and areas where pollutant levels exceed standards are referred to as non-attainment areas. When pollutant levels in a nonattainment area fall below air quality standards, the area is referred to as a maintenance area until monitoring has confirmed continuing attainment for a period of 10 years.

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. Motor vehicles are San Diego County's leading source of air pollution and the largest contributor to greenhouse gases (County of San Diego 2013). In addition to these sources, other mobile sources include construction equipment, trains, and airplanes. Emission standards for mobile sources are established by state and federal agencies such as the CARB and the EPA. In addition to mobile sources, stationary sources also contribute to air pollution. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the California Air Resources Board (CARB) or federal standards set by the U.S. Environmental Protection Agency (EPA). The San Diego County Air Pollution Control District (SDAPCD) maintains 11 air quality monitoring stations located throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels. The air quality monitoring station nearest the CPU areas is the San Diego-Beardsley Street monitoring station that is located at 1110 Beardsley Street, just outside the westernmost CPU boundary. Table 5.3-1 provides a summary of measurements of criteria pollutants collected at the Beardsley Street monitoring station for the years 2009 through 2013.

Table 5.3-1: Summary of Air Quality Measurements Recorded the San Diego–1110 Beardsley Street Monitoring Station

Pollutant/Standard	*2009*	*2010*	*2011*	*2012*	*2013*
Ozone					
Days Federal 1-hour Standard Exceeded (0.12 ppm)[1]	0	0	0	0	0
Days State 1-hour Standard Exceeded (0.09 ppm)	0	0	0	0	0
Days Federal 8-hour Standard Exceeded (0.075 ppm)	0	0	0	0	0
Days State 8-hour Standard Exceeded (0.07 ppm)	0	0	0	0	0
Max. 1-hr (ppm)	0.085	0.078	0.082	0.071	0.063
Max. 8-hr (ppm)	0.063	0.066	0.061	0.065	0.053
Carbon Monoxide[2]					
Days Federal 8-hour Standard Exceeded (35 ppm)	0	0	0	0	NA
Days State 8-hour Standard Exceeded (20 ppm)	0	0	0	0	NA
Max. 1-hr (ppm)	NA	NA	NA	NA	NA
Max. 8-hr (ppm)	2.77	2.17	2.44	1.81	NA
Nitrogen Dioxide					
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)	0.078	0.077	0.067	0.065	0.072
Annual Average (ppm)	0.017	0.015	0.014	0.013	0.014

Table 5.3-1: Summary of Air Quality Measurements Recorded the San Diego–1110 Beardsley Street Monitoring Station

Pollutant/Standard	*2009*	*2010*	*2011*	*2012*	*2013*
Sulfur Dioxide[3]					
Days State 24-hour Standard Exceeded (0.04 ppm)	0	0	0	NA	NA
Max 24-hr (ppm)	0.006	0.002	0.003	NA	NA
Annual Average (ppm)	0.001	0.000	NAb	NA	NA
PM_{10}					
Days State 24-hour Standard Exceeded (50 μg/m3)*	18.2	0	0	0	6
Days Federal 24-hour Standard Exceeded (150 μg/m3)	0	0	0	0	0
Max. Daily—Federal (μg/m3)	59.0	40.0	48.0	45	90
Max. Daily—State (μg/m3)	60.0	40.0	49.0	47	92
Federal Annual Average (μg/m3)	28.8	22.8	23.3	21.8	24.9
State Annual Average (μg/m3)	29.4	23.4	24.0	22.2	25.4
$PM_{2.5}$					
Days Federal 24-hour Standard Exceeded (35 μg/m3)*	3.4	0	0	1	1.1
Max. Daily—Federal (μg/m3)	52.1	29.7	34.7	39.8	37.4
Max. Daily—State (μg/m3)	52.1	31.0	35.5	39.8	37.4
Federal Annual Average (μg/m3)	11.7	10.4	10.8	11.0	10.3
State Annual Average (μg/m3)	11.8	NA	10.9	NA	10.4

Notes:

[1] The federal 1-hour standard for ozone (0.12 ppm) has been revoked.

[2] The CO monitor was decommissioned on June 30, 2012.

[3] The SO_2 monitor was decommissioned on June 30, 2011.

*Calculated days. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. Particulate measurements are collected every six days. The number of days above the standard is not necessarily the number of violations of the standard for the year.

NA = Not available.

Source: State of California 2015

Ozone (O_3)

Nitrogen oxides and hydrocarbons (reactive organic gases [ROG]) are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone. Ozone is the primary air pollution problem in the SDAB. Because sunlight plays such an important role in its formation, ozone pollution, or smog, is mainly a concern during the daytime in summer months. The SDAB is currently designated a federal and state non-attainment area for ozone.

During the past 20 years, San Diego has experienced a decline in the number of days with unhealthy levels of ozone despite the region's growth in population and vehicle miles traveled

(County of San Diego 2010). More strict automobile emission controls, including more efficient automobile engines, have played a large role in why ozone levels have steadily decreased.

In order to address adverse health effects due to prolonged exposure, the EPA phased out the national 1-hour ozone standard and replaced it with the more protective 8-hour ozone standard. The SDAB is currently a nonattainment area for the previous (1997) national 8-hour standard and is recommended as a nonattainment area for the revised (2008) national 8-hour standard of 0.075 ppm.

In the SDAB overall, during the five-year period of 2009 to 2013, the revised 2008 national 8-hour standard of 0.075 was exceeded 24 days in 2009, 14 days in 2010, 10 days in 2011, 10 days in 2012, and 7 days in 2013. The stricter state 8-hour ozone standard of 0.07 ppm was exceeded 47 days in 2009, 21 days in 2010, 33 days in 2011, 25 days in 2012, and 28 days in 2013. Also during the five-year period of 2009 to 2013, the state 1-hour standard (0.09 ppm) was exceeded 8 days in 2009, 7 days in 2010, 5 days in 2011, 2 days in 2012, and 2 days in 2013. At the San Diego-Beardsley monitoring station, national and state 1-hour and 8-hour ozone standards were not exceeded during the five-year period of 2009 to 2013.

As mentioned, not all of the ozone within the SDAB is derived from local sources. Under certain meteorological conditions, such as during Santa Ana wind events, ozone and other pollutants are transported from the South Coast Air Basin and combine with ozone formed from local emission sources to produce elevated ozone levels in the SDAB. Local agencies can control neither the source nor the transportation of pollutants from outside the air basin; therefore, the Air Pollution Control District's (APCD's) policy has been to control local sources effectively enough to reduce locally produced contamination to clean air standards.

Carbon Monoxide (CO)

The SDAB is classified as a state attainment area and as a federal maintenance area for CO (County of San Diego 2013). Until 2003, no violations of the state standard for CO had been recorded in the SDAB since 1991, and no violations of the national standard had been recorded in the SDAB since 1989. The violations that took place in 2003 were likely the result of massive wildfires that occurred throughout the San Diego region. No violations of the state or federal CO standards have occurred since 2003. The state and national standards have not been exceeded at the San Diego—Beardsley monitoring station or the SDAB during the five-year period from 2009 to 2013.

Small-scale localized concentrations of CO above the state and national standards have the potential to occur at intersections with stagnation points, such as those that occur on major highways and heavily traveled and congested roadways. Localized high concentrations of CO are referred to as "CO hot spots" and are a concern at congested intersections when automobile engines burn fuel less efficiently and their exhaust contains more CO.

Particulate Matter Less than 10 Microns (PM_{10})

PM_{10} is particulate matter with an aerodynamic diameter of 10 microns or less, and is usually a complex mixture of very tiny solid or liquid particles composed of chemicals, soot, and dust.

Sources of PM_{10} emissions in the SDAB consist mainly of urban activities, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere.

The SDAB is designated as federal unclassified and state nonattainment for PM_{10}. The measured federal PM_{10} standard was exceeded once in 2007, and once in 2008 in the SDAB. The 2007 exceedance occurred on October 21, 2007, at a time when major wildfires were raging throughout the San Diego region. Because this exceedance was likely caused by the wildfires and was beyond the control of the APCD, this event is covered under the EPA's Natural Events Policy that permits, under certain circumstances, the exclusion of air quality data attributable to uncontrollable natural events (e.g., volcanic activity, wildland fires, and high wind events). The 2008 exceedance was not during a wildfire and, therefore, was not covered under this policy. No exceedances of the federal standard have occurred since 2008.

The stricter state standard was exceeded a calculated number of 146.4 days in 2009, 136.0 in 2010, 138.5 in 2011, 6.1 in 2012, and 6.0 in 2013. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. Particulate measurements are collected every six days. At the San Diego—Beardsley monitoring station, the national 24-hour PM_{10} standard was not exceeded during the years 2009 through 2013. The stricter state 24-hour PM_{10} standard was exceeded three times in 2009 and once in 2013. These exceedances result in a calculated number of days that the state standard was exceeded of approximately 18.2 days in 2009 and 6.0 days in 2013.

Particulate Matter Less than 2.5 Microns ($PM_{2.5}$)

Airborne, inhalable $PM_{2.5}$ has been recognized as an air quality concern requiring regular monitoring. Federal regulations required that $PM_{2.5}$ monitoring begin January 1, 1999 (County of San Diego 1999). The San Diego–1110 Beardsley Street monitoring station is one of five stations in the SDAB that monitors $PM_{2.5}$. Federal $PM_{2.5}$ standards established in 1997 include an annual arithmetic mean of 15 micrograms per cubic meter ($\mu g/m^3$) and a 24-hour concentration of 65 $\mu g/m^3$. As discussed above, the 24-hour $PM_{2.5}$ standard has been changed to 35 $\mu g/m^3$. State $PM_{2.5}$ standards established in 2002 are an annual arithmetic mean of 12 $\mu g/m^3$.

The SDAB was classified as an attainment area for the previous federal 24-hour $PM_{2.5}$ standard of 65 $\mu g/m^3$ and has been classified as an attainment area for the revised federal 24-hour $PM_{2.5}$ standard of 35 $\mu g/m^3$ (EPA 2009). The SDAB is a non-attainment area for the state $PM_{2.5}$ standard (County of San Diego 2013). The federal 24-hour standard of 35 $\mu g/m^3$ was exceeded 3 days in 2009, one day in 2012, and one day in 2013. These exceedances result in a calculated number of days that the federal standard was exceeded of approximately 3.4 days in 2009, 1.0 day in 2012, and 1.0 day in 2013. The state annual average standard of 12 $\mu g/m^3$ was exceeded in 2012.

Nitrogen Dioxide, Sulfur Dioxide, Lead, and Other Criteria Pollutants

The federal and state standards for NO_2, SO_2, and previous standard for lead are being met in the SDAB, and the latest pollutant trends suggest that these standards will not be exceeded in the foreseeable future. New standards for these pollutants have been recently adopted and new designations for the SDAB will be determined in the future. The SDAB is also in attainment of the state standards for hydrogen sulfides, sulfates, and visibility-reducing particles.

REGULATORY SETTING

Federal Regulations

Federal Clean Air Act

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

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

State Regulations

California Clean Air Act

The U.S. EPA allows states the option to develop different (stricter) air quality standards. The state of California generally has set more stringent limits on the six criteria pollutants. In addition to the federal criteria pollutants, the California Ambient Air Quality Standards (CAAQS) also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. NAAQS and CAAQS are presented in Table 5.3-2 (State of California 2013).

The California Clean Air Act (CCAA) divided the state geographically into 15 districts/air basins for the purpose of managing the air resources of the state on a regional basis. Regulation of each geographically defined air basin is overseen by an air pollution control district or air quality management district. The State requires that districts assess their progress triennially and report to CARB as part of the triennial plan revisions. The CCAA additionally requires that Air Quality Management Districts implement regulations to reduce emissions from mobile sources through the adoption and enforcement of transportation control measures and:

- Demonstrate the overall effectiveness of the air quality program;
- Reduce nonattainment pollutants at a rate of 5 percent per year, or include all feasible measures and expeditious adoption schedule;
- Reduce population exposure to severe nonattainment pollutants according to a prescribed schedule; and
- Rank control measures by cost-effectiveness and implementation priority.

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the air quality standards. The SIP includes rules, regulations, and programs to attain state and federal air quality standards, and appropriates money (including permit fees) to achieve these objectives. The portion of the SIP applicable to the SDAB, also known as the San Diego Regional Air Quality Strategy (RAQS) is prepared by the SDAPCD. The San Diego RAQS is discussed further under Local Regulations.

Table 5.3-2: State and National Ambient Air Quality Standards

		California Standards[1]		*National Standards*[2]		
Pollutant	*Averaging Time*	*Concentration*[3]	*Method*[4]	*Primary*[3, 5]	*Secondary*[3, 6]	*Method*[7]
Ozone	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)		0.075 ppm (147 µg/m^3)		
Respirable Particulate Matter (PM_{10})[8]	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 ($PM_{2.5}$)[8]	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)[9]	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)[10]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	–	Ultraviolet Fluorescence; Spectro photometry (Pararosanilin e 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)[10]	–	

Table 5.3-2: State and National 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]
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas)[10]	–	
Lead[11, 12]	30 Day Average	1.5 µg/m³	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m³ (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m³		
Visibility Reducing Particles[13]	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[11]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Notes:

ppm = parts per million; ppb = parts per billion; µg/m³ = 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/m³ 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

Table 5.3-2: State and National Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1] Concentration[3]	California Standards[1] Method[4]	National Standards[2] Primary[3, 5]	National Standards[2] Secondary[3, 6]	National Standards[2] Method[7]

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 December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standards of 15 µg/m³. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[9] 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.

[10] 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.

[11] 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.

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

[13] 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.

California Air Toxics Program

In 1983, the California Legislature enacted Assembly Bill (AB) 1807 Toxic Air Contaminant Identification and Control Act. The Bill establishes the process for the identification and control of toxic air contaminants (TACs) and includes provisions to make the public aware of significant toxic exposures and for reducing risk. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) was adopted to supplement the AB 1807 program by requiring a statewide air toxics inventory, notification of people exposed to a significant health risk, and facility plans to reduce these risks. Adopted in 1999, the Children's Environmental Health Protection Act (Senate Bill 25) further requires the CARB and the Office of Environmental Health Hazard Assessment to review all health-based CAAQS to determine if public health, particularly the health of infants and children, is adequately protected. It also requires a review of the air monitoring network to determine if it accurately measures the amount of pollutants in the air. Additionally, the state's list of TACs must be reviewed, and Air Toxic Control Measures must be implemented, in order to

reduce exposure to TACs that cause children to be especially susceptible to illness. Together, these three bills form the foundation for the California Air Toxics Program.

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. 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. Under the California Air Toxics Program, stationary sources are required to report the types and quantities of certain substances routinely released into the air. This helps to collect emission data, identify facilities having localized impacts, ascertain health risks, notify nearby residents of significant risks, and reduce those significant risks to acceptable levels.

Local Regulations

Regional Air Quality Strategy

The SDAPCD is the agency that regulates air quality in the SDAB. The SDAPCD established a set of rules and regulations initially adopted on January 1, 1969, and periodically reviewed and updated. Additionally, the SDAPCD prepares triennial updates of the RAQS adopted in 1995, 1998, 2001, 2004, and 2009. The San Diego RAQS outlines additional strategies necessary to achieve compliance with NAAQS and CAAQS in the SDAB. The SDAB is a non-attainment area for the state ozone standards, the state PM_{10} standard, and the state $PM_{2.5}$ standard. It is in attainment for the state's standards for all of the other criteria air pollutants. Thus, the most recent RAQS focuses on measures to reduce particulate matter and ozone precursors.

Transportation-related emissions constitute a large portion of regional emissions to the SDAB. Attached, as part of the RAQS, are the Transportation Control Measures (TCMs) for the air quality plan prepared by the San Diego Association of Governments (SANDAG) and adopted by SANDAG on March 27, 1992.

Impact Analysis

SIGNIFICANCE CRITERIA

Based on the City's 2011 Significance Determination Thresholds, a significant air quality impact would occur if implementation of the CPUs would:

- Conflict or obstruct the implementation of the applicable air quality plan;
- Result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Expose sensitive receptors to substantial pollutant concentrations, including toxins; or
- Result in a substantial alteration of air movement in the area of the project.

METHODOLOGY AND ASSUMPTIONS

Below is a brief discussion of modeling methods and assumptions. For a discussion of all air quality modeling methods, assumptions, and model inputs refer to the Air Quality and Health Risk Technical Report prepared by RECON (2015) for the CPUs (Appendix C).

Construction

Construction emissions were calculated using the California Emissions Estimator Model (CalEEMod) 2013.2.2 (CAPCOA 2013). The CalEEMod program is a tool used to estimate air emissions resulting from land development projects in the state of California. As the CPUs do not specifically identify any projects, CalEEMod was used to develop illustrative construction scenarios. Where applicable, inputs were modified to reflect local ordinances and recent regulations.

Two hypothetical projects were evaluated to illustrate projects that would be expected to occur under the CPU. In the absence of development plans hypothetical projects provide a general assessment of construction emissions. As such, the size and scope of these hypothetical projects was selected to reflect typical projects in heavily developed areas such as Southeastern San Diego and Encanto Neighborhoods. Hypothetical projects include a 1.8-acre multi-family residential project and a 65,000-square-foot light industrial project. The 1.8-acre multi-family development is assumed to consist of the demolition of an existing 5,000-square-foot structure and the construction of a 29-unit multi-family structure. The light industrial development is assumed to consist of the demolition of an existing 5,000-square-foot structure and the construction of 65,000 square feet of industrial use.

Operation

By its very nature, air pollution is largely a cumulative impact. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. Existing air quality is assessed by evaluating the ambient air quality monitored in the region as reported in Table 5.3-1 against the NAAQS and CAAQS as presented in Table 5.3-2. Thus, air quality impacts are not assessed against the change in air quality emissions from one land use to another, but on the incremental increase a project emissions have on a region's existing air quality.

However, the emission estimates included in the RAQS are based, in part, on the Adopted Community Plan land uses. Thus, changes in these land uses may result in greater emissions than estimated in the RAQS, which would represent an inconsistency with the RAQS. Therefore, unlike other air quality impacts, it is necessary to assess the change in emissions from the CPU areas to assess consistency with the RAQS.

Community-wide operational emissions (mobile and area) with and without implementation of the project were calculated using CalEEMod. Modeling was performed with an operational year of 2035, the anticipated year of full project buildout. Mobile source emissions would be created by traffic generated by the project. Area source emissions would result from activities such as the use of natural gas, fireplaces, and consumer products.

Mobile Sources

To assess the potential future change in mobile source emissions, vehicle miles traveled (VMT) were calculated for the study area. VMT for each respective land use category are based on trip generation rates from the Institute of Transportation Engineers Trip Generation 8th Edition and statewide trip average lengths. Vehicle emission factors and fleet mix are derived from the Emission Factors (EMFAC) 2011 model. Vehicle emission factors include the effects from the implementation of many of the state and federal regulations.

Area Sources

CalEEMod estimates the emissions that would occur from the use of hearths (fireplaces), woodstoves, and landscaping equipment. Emissions due to use of consumer products and architectural coatings that have volatile organic compounds (VOC) content are also estimated. The use of hearths and woodstoves directly emits air pollutants from the combustion of natural gas, wood, or biomass. For this analysis, the model defaults were assumed for the existing and future development.

Stationary Sources

Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. The CARB and SDAPCD provide guidance on siting land uses to avoid health risks and avoid nuisances. A common component of such guidance is the recommendation to site sensitive land uses outside specified buffers adjacent to or surrounding major emitters or facilities of concern. Table 5.3-3 summarizes the siting recommendations applicable to the CPU area.

Table 5.3-3: CARB Land Use Siting Constraints

Source Category	*Recommended Buffer Distance (feet)*
Distribution Centers	1,000
Chrome Platers	1,000
Dry Cleaners using Perchloroethylene (1 machine)	300
Dry Cleaners using Perchloroethylene (2 machines)	500
Dry Cleaners using Perchloroethylene (3 or more machines)	Requires consultation with APCD
Large Gas Station (3.6 million gallons or more per year)	300
Other Gas Stations	50

Source: State of California 2005.

In the event that a proposed development is consistent with land use buffers, the development would not have air quality impacts. In the event that development is proposed that conflicts with land use buffers, further project-specific analysis would be warranted to determine if the proposed project would expose sensitive receptors to substantial pollutant concentrations.

Carbon Monoxide Hot Spots

This analysis follows guidance for the evaluation of CO hot spots provided in the *Transportation Project-Level Carbon Monoxide Protocol* (CO protocol) (University of California, Davis 1997) prepared for the Environmental Program of the California Department of Transportation by the Institute of Transportation Studies, University of California Davis. According to the CO protocol, 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.

According to the protocol, the three worst intersections would require detailed modeling with CALINE4 (Caltrans 1989) in order to determine if the CO emissions exceeded the thresholds. If one of the intersections fail, then the next worse intersection would be modeled until it is determined that all remaining intersections would not exceed the NAAQS or CAAQS. The three worst intersections in each CPU area were chosen based on traffic volumes, delay, and intersection configuration. Based on intersection characteristics forecasted in the Mobility Element Update Technical Reports for the CPUs (Chen Ryan 2014a and 2014b), the following six intersections are included in the detailed modeling:

- I-5 SB Off-Ramp/Yama Street/Main Street – LOS F during PM Peak Hour
- 40th Street/Imperial Avenue – LOS E during PM Peak Hour
- 47th Street/Market Street – AM: LOS E, PM: LOS F
- 47th Street/I-805 SB Ramps – LOS E during PM Peak Hour
- Euclid Avenue/Market Street – AM: LOS E, PM: LOS F
- Euclid Avenue/Olvera Avenue – AM: LOS E, PM: LOS E

Detailed modeling is based on the 2035 peak hour (AM and PM) traffic volumes and 2035 emission factors from EMFAC2014 for 5 miles per hour (mph) for traffic approaching an intersection and 10 mph for departing traffic. Modeling assumptions followed a worst-case scenario in which the ambient concentration matched the highest recorded hourly concentration over the past five years (2.7 parts per million [ppm]), wind is blowing toward each receptor, and a mixing height 1,000 feet with a stable atmosphere.

Health Risk

Diesel particulate matter (DPM) has been identified as an air toxic of concern. Vehicles (primarily heavy-duty trucks) emit DPM through the combustion of diesel fuel. This health risk analysis was performed as a several step process.

First, diesel emission factors were modeled base on the total PM_{10} exhaust emissions from diesel-powered vehicles. Emission factors of DPM composite emission factors for the vehicle fleet on the freeways from the EMFAC2014 program (State of California 2014). Emission factors were then applied to each freeway segment and the resulting emissions were modeled using the AERMOD dispersion model (State of California 1989). The AERMOD model results in predicted

concentrations of DPM at modeled locations throughout the community. Air quality concentrations were estimated at various land uses near I-5, I-15, I-805, and SR-94.

Then, potential health risks associated with the DPM emissions were assessed following the Office of Environmental Health Hazard Assessment (OEHHA) Risk Assessment Guidelines (State of California 2003), with supplemental guidance from the SDAPCD (County of San Diego 2006) and the Sacramento Metropolitan Air Quality Management District (SMAQMD; 2011). Significant impacts were defined if a worst-case incremental cancer risk is greater than or equal to 10 in one million, or a worst-case total acute or chronic health hazard index is greater than or equal to one.

SUMMARY OF IMPACTS

Both the Southeastern San Diego (SESD) CPU and the Encanto Neighborhoods CPU would increase land use intensities. This increase in land use intensity is partially offset by increases in land use diversity which would reduce vehicular traffic in the CPUs. As discussed below, total emissions under the SESD CPU are projected to be greater than total emissions under the Adopted Community Plan for ROG, and total emissions under the Encanto Neighborhoods CPU are projected to be greater than total emissions under the Adopted Community Plan for ROG, NO_x, and CO. Therefore, emissions would be greater than what is accounted for in the RAQS. Thus, the SESD CPU and the Encanto Neighborhoods CPU would both conflict with implementation of the RAQS. Because the significant air quality impact stems from an inconsistency between the CPUs and the adopted land use plans upon which the RAQS was based, the only measure that can lessen this effect is the revision of the RAQS and SIP based on the revised CPUs. This effort is the responsibility of SANDAG and the SDAPCD and is outside the jurisdiction of the City. As such, no mitigation is available to the City. Impacts on the applicable air quality plan remain significant and unavoidable.

Emissions due to construction of individual projects are not expected to exceed the City's project-level significance thresholds for construction or operational emissions. However, the construction of projects under the SESD CPU and the Encanto Neighborhoods CPU would result in a cumulatively considerable increase in criteria air pollutant emissions. The mitigation measures would require all projects under the CPUs to implement best available control measures/technology to reduce construction emissions to below daily emission standards established by the City of San Diego. Identified mitigation would reduce emissions and may preclude many potential impacts. However, as air emissions from the future developments within the CPU areas cannot be adequately quantified, impacts would remain significant and unavoidable at the program-level.

Additionally, total emissions under the SESD CPU are projected to be greater than total emissions under the Adopted Community Plan for ROG, and total emissions under the Encanto Neighborhoods CPU are projected to be greater than total emissions under the Adopted Community Plan for ROG, NOx, and CO. The ROG and NOx are precursors to the formation of O_3 and the SDAB is not in attainment for O_3. While identified regulations would reduce emissions and may preclude many potential impacts, as no project-specific data is available at this time air emissions from the future developments within the CPU areas cannot be adequately quantified, this impact would be significant. Although the Mitigation Framework shall be

implemented, impacts on the existing NAAQS and CAAQS violation of O_3 standards would remain significant and unavoidable.

There would be no harmful concentrations of CO, and localized air quality emission would not exceed applicable standards under either the Adopted Community Plan or the CPUs. Additionally, DPM emissions associated with operations in the SESD and the Encanto Neighborhoods CPU areas would result in carcinogenic risk of less than 1 in a million and a chronic hazard index well below 1.0. Thus, carcinogenic and chronic non-carcinogenic risks due to DPM are less than significant.

It is possible that industries that generate air pollutants would be developed within the CPU areas. Specific project-level design information is needed to determine stationary source emission impacts. Thus, mitigation is required to reduce impacts on below a level of significance. The Mitigation Framework would require all projects that are inconsistent with CARB guidance on siting land uses to avoid health risks would be required to demonstrate impacts are below a level of significance. As such, impacts on sensitive receptors from all future projects under the CPUs would be less than significant.

The SESD and Encanto Neighborhoods CPU areas are heavily developed, and it can be assumed that these areas would experience relatively small projects in terms of land area, most of which would involve the demolition of existing structures and improvements. Future development would be similar in height, bulk, and scale to existing development in the area. Thus, implementation of the CPUs would result in a similar development pattern and would not substantially change air movement. Impacts on air movement patterns would be less than significant.

IMPACTS

Impact 5.3-1 Implementation of the CPUs would result in a substantial adverse effect on the implementation of the applicable air quality plan. (*Significant and Unavoidable*)

The CCAA requires areas that are designated nonattainment of state ambient air quality standards for criteria pollutants to prepare and implement plans to attain the standards by the earliest practicable date. The RAQS, in conjunction with the TCM, was most recently adopted in 2009 as the air quality plan for the region. The two pollutants addressed in the RAQS are VOC and NOx, which are precursors to the formation of ozone. The criteria pollutant emission projections used to develop the RAQS are based on population and vehicle trends as projected by SANDAG and planned land use established in adopted community and general plans. As such, projects that propose development that is consistent with the growth anticipated by the Adopted Community Plan would be consistent with the RAQS. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that is greater than anticipated in the growth projections, further analysis would be warranted to determine if the proposed project would exceed the growth projections used in the RAQS.

Southeastern San Diego

The SESD CPU proposes an increase over existing conditions of 2,984 housing units and approximately 1.6 million square feet of non-residential development. Thus, further analysis of the CPU was performed to assess if it would exceed the growth projections used in the RAQS. A summary of the modeling results for the SESD CPU area, which includes both mobile and area source emissions, is shown below in Table 5.3-4. Total emissions under the SESD CPU are projected to be greater than total emissions under the Adopted Community Plan for ROG. Thus, emissions of ROG would be greater than what is accounted for in adopted regional air quality improvement plans. Therefore, the SESD CPU would conflict with implementation of the RAQS and would have a potentially significant impact on regional air quality without mitigation.

Table 5.3-4: Southeastern San Diego Operational Emissions

	Pollutant (tons/year)					
	ROG	*NO_X*	*CO*	*SO_X*	*PM_{10}*	*$PM_{2.5}$*
No-Project	1,380	174	2,367	4	418	263
Buildout	1,410	163	2,363	3	375	251
Change	30	-11	-4	-1	-43	-12

CPU Policies that Reduce the Impact

Land Use Element (Southeastern San Diego)

P-LU-35 Protect public health by evaluating the effects of noise and air pollution from freeway traffic on community land uses. Reduce, or eliminate where feasible, impacts on sensitive land uses, including housing, schools and outdoor athletic areas, through appropriate buffers, barriers, and best-practice construction measures.

P-LU-36 Avoid siting of new sensitive receptors – schools, homes, and other community facilities – adjacent to freeways, truck distribution centers, dry cleaners, and gas stations.

Public Facilities, Services and Safety Element (Southeastern San Diego)

P-PF-24 Avoid supporting on-site remediation of contaminated soil if the process causes external air and water quality impacts to the surrounding environment.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-31 Implement the General Plan air quality policies found in the Conservation Element Section F through land use organization, economic development policies, and landscape policies.

P-CS-32 Promote retention of existing, or addition of new, drought resistant trees to absorb pollutants.

P-CS-33 Educate businesses and residents on the benefits of alternative modes of transportation including public transit, walking, bicycling, car and van pooling, and telecommuting.

P-CS-34 Create incentives to encourage relocation of incompatible uses that contribute to poor air quality.

P-CS-35 Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and pollutants.

Mitigation Framework

Because the significant air impact stems from an inconsistency between the SESD CPU and the adopted land use plans upon which the RAQS was based, the only measure that can lessen this effect is the revision of the RAQS and SIP based on the revised CPUs. This effort is the responsibility of SANDAG and the SDAPCD and is outside the jurisdiction of the City. As such, no mitigation is available to the City. Impacts remain significant and unavoidable.

Encanto Neighborhoods

As compared to existing conditions, the Encanto Neighborhoods CPU proposes a reduction of 819 housing units and an increase of approximately 0.9 million square feet of non-residential development. Thus, further analysis of the CPU was performed to assess if it would exceed the growth projections used in the RAQS. A summary of the modeling results for the Encanto Neighborhoods CPU, which includes both mobile and area source emissions, is shown below in Table 5.3-5.

Table 5.3-5: Encanto Neighborhoods Operational Emissions

	Pollutant (tons/yr)					
	ROG	*NO_X*	*CO*	*SO_X*	*PM_{10}*	*$PM_{2.5}$*
No-Project	1,519	147	2,379	3	405	279
Buildout	1,568	156	2,507	3	396	277
Change	49	9	128	0	-9	-2

As shown, total emissions under the Encanto Neighborhoods CPU are projected to be greater than total emissions under the Adopted Community Plan for ROG, NO_x, and CO. Thus, emissions of these pollutants would be greater than what is accounted for in adopted regional air quality improvement plans. Therefore, the Encanto Neighborhoods CPU would conflict with implementation of the RAQS and would have a potentially significant impact on regional air quality unless mitigation was incorporated.

CPU Policies that Reduce the Impact

Land Use Element (Encanto Neighborhoods)

P-LU-2 Protect public health by evaluating the effects of noise and air pollution from freeway traffic on community land uses. Reduce, or eliminate where feasible, impacts on sensitive land uses, including housing, schools and outdoor athletic areas, through appropriate buffers, barriers, and best-practice construction measures.

P-LU-13 Contribute to the attainment of regional air quality standards for greenhouse gases (GHG) by providing compact, mixed-use development that reduces automobile use and vehicle miles traveled.

Public Facilities, Services and Safety Element (Encanto Neighborhoods)

P-PF-26 Avoid supporting on-site remediation of contaminated soil if the process causes external air and water quality impacts to the surrounding environment.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-39 Implement the General Plan air quality policies found in the Conservation Element Section F through land use organization, economic development policies, and landscape policies.

P-CS-40 Promote retention of existing, or addition of new drought resistant trees to absorb pollutants.

P-CS-41 Educate businesses and residents on the benefits of alternative modes of transportation including public transit, walking, bicycling, car and van pooling, and telecommuting.

P-CS-42 Create incentives to encourage relocation of incompatible uses that contribute to poor air quality.

P-CS-43 Encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and pollutants.

Mitigation Framework

Because the significant air impact stems from an inconsistency between the Encanto Neighborhoods CPU and the adopted land use plans upon which the RAQS was based, the only measure that can lessen this effect is the revision of the RAQS and SIP based on the revised CPUs. This effort is the responsibility of SANDAG and the SDAPCD and is outside the jurisdiction of the City. As such, no mitigation is available to the City. Impacts remain significant and unavoidable.

Impact 5.3-2 Implementation of the CPUs would substantially contribute to the existing violation of state and federal ambient air quality standards for ozone. (*Significant and Unavoidable*)

The SDAB is not in attainment for O_3, PM_{10}, and $PM_{2.5}$. Construction under the CPUs could potentially contribute to localized violations, and operational emissions could potentially contribute to regional violations.

Southeastern San Diego

Approval of the SESD CPU would not permit the construction of any individual project, and no specific development details are available at this time. As discussed in the Methodology and Assumptions Section, two hypothetical projects were evaluated to illustrate the range of potential

construction-related air quality impacts from projects that could occur. Hypothetical projects include a 1.8-acre multi-family residential project and a 65,000-square-foot light industrial project. Table 5.3-6 displays the emissions associated with these hypotheticals, and the Air Quality and Health Risk Technical Report contains further modeling details (Appendix C).

Table 5.3-6: Sample Daily Construction Emissions (pounds/day)

Project Type	*ROG*	*NO_X*	*CO*	*SO_X*	*PM_{10}*	*$PM_{2.5}$*
Residential Project	55	30	23	0	4	3
Industrial Project	91	33	23	0	11	5
Threshold	250	250	550	250	100	100

Source: CAPCOA 2013

The analysis indicates that the individual modeled scenarios would not exceed the City's standards. However, future projects that conform to the SESD CPU could contribute to cumulatively considerable emissions if multiple projects are implemented simultaneously.

The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan. In general, implementation of the policies in the CPU and General Plan would preclude or reduce air quality impacts. However, it is possible that for certain projects, adherence to the regulations may not adequately protect air quality, and such projects would require additional measures to avoid or reduce significant air quality impacts. Therefore, construction activities under the SESD CPU would have a potentially significant impact on local air quality without mitigation. Mitigation Framework measure MM-AQ-1 below pertains to construction emissions.

Additionally, operational emissions of land uses proposed under the SESD CPU could potentially contribute to regional violations. The RAQS outlines additional strategies necessary to achieve compliance with NAAQS and CAAQS in the SDAB. As discussed under Impact 5.3-1, total ROG emissions under the SESD CPU would conflict with implementation of the RAQS. Therefore, the CPU would contribute substantially to an existing air quality violation and would have a potentially significant impact on regional air quality without mitigation. Mitigation Framework measure MM-AQ-2 below pertains to operational emissions.

CPU Policies that Reduce the Impact

CPU policies listed under Impact 5.3-1 would apply.

Mitigation Framework

The goals, policies, and recommendations of the City combined with the federal, state, and local regulations provide a framework for developing project-level air quality protection measures for future discretionary projects. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan and CPUs. In general, implementation of the policies in the CPUs and General Plan would preclude or reduce air quality impacts. Compliance with the standards is required of all projects

and is not considered to be mitigation. However, it is possible that for certain projects, adherence to the regulations would not adequately protect air quality, and such projects would require additional measures to avoid or reduce significant air quality impacts. These additional measures would be considered mitigation.

Where mitigation is determined to be necessary and feasible, these measures shall be included in a Mitigation Monitoring and Reporting Program for the project.

Mitigation Framework measures MM-AQ-1 and MM-AQ-2 shall be implemented to reduce project-level impacts. These measures shall be updated, expanded and refined when applied to specific future projects based on project-specific design and changes in existing conditions, and local, state, and federal laws.

MM-AQ-1 Future projects that would exceed daily construction emissions thresholds established by the City of San Diego shall incorporate best available control measures/technology to reduce construction emissions to below daily emission standards established by the City of San Diego. Best available control measures/technology shall include:

A. Minimizing simultaneous operation of multiple pieces of construction equipment;

B. Use of more efficient, or low pollutant emitting, equipment, e.g., Tier III or IV rated equipment;

C. Use of alternative fueled construction equipment;

D. Minimizing idling time by construction vehicles;

E. Haul trucks shall be covered when loaded with soil;

F. Paved streets shall be swept at least once per day where there is evidence of dirt that has been carried on to the roadway;

G. Active disturbed areas shall have water applied to them two times daily;

H. Inactive disturbed areas shall be revegetated to prevent soil erosion;

I. For disturbed surfaces to be left inactive for 4 or more days and that will not be revegetated, a chemical stabilizer shall be applied per manufacturer's instruction;

J. Vehicle speed on unpaved roads shall be limited to 15 miles per hour (mph);

K. For open storage piles that will remain on-site for 2 or more days, water shall be applied once per hour, or coverings shall be used;

L. For paved road track-out, all haul vehicles shall be covered, or shall comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for all public and private roads;

M. During high wind conditions (sustained wind speeds in excess of 25 mph), all earthmoving activities shall cease or water shall be applied to soil not more than 15 minutes prior to disturbing such soil.

MM-AQ-2 Development that would significantly impact air quality, either individually or cumulatively, shall receive entitlement only if it is conditioned with all reasonable mitigation to avoid, minimize, or offset the impact. As a part of this process, future projects shall be required to buffer sensitive receptors from air pollution sources through the use of landscaping, open space, and other separation techniques.

Significance after Mitigation

Identified mitigation would reduce emissions and may preclude many potential impacts. As no project-specific data are available at this time, air emissions from the future developments within the CPU areas cannot be adequately quantified. Mitigation Framework measures MM-AQ-1 and MM-AQ-2 would be implemented; however, impacts would remain significant and unavoidable at the program level.

Encanto Neighborhoods

Approval of the Encanto Neighborhoods CPU would not permit the construction of any individual project, and no specific development details are available at this time. Hypothetical projects shown in Table 5.3-6 above are also representative of typical development under the Encanto Neighborhoods CPU.

Similar to SESD CPU, future projects that conform to the Encanto Neighborhoods CPU could contribute to cumulatively considerable emissions if multiple projects are implemented simultaneously. In general, implementation of the policies in the CPU and General Plan would preclude or reduce air quality impacts. However, it is possible that for certain projects, adherence to the regulations may not adequately protect air quality, and such projects would require additional measures to avoid or reduce significant air quality impacts. Therefore, construction activities under the Encanto Neighborhoods CPU would have a potentially significant impact on local air quality without mitigation.

Additionally, operational emissions of land uses proposed under the Encanto Neighborhoods CPU could potentially contribute to regional violations. As discussed under Impact 5.3-1, total ROG, NOx, and CO emissions under the SESD CPU would conflict with implementation of the RAQS. Therefore, the CPU would contribute substantially to an existing air quality violation and would have a potentially significant impact on regional air quality without mitigation.

CPU Policies that Reduce the Impact

CPU policies listed under Impact 5.3-1 would apply.

Mitigation Framework

Mitigation Framework measures MM-AQ-1 & MM-AQ-2 shall also apply to the Encanto Neighborhoods CPU.

Significance after Mitigation

Identified mitigation would reduce emissions and may preclude many potential impacts. As no project-specific data are available at this time, air emissions from the future developments within the CPU areas cannot be adequately quantified. Mitigation Framework measures MM-AQ-1 and MM-AQ-2 shall be implemented; however, impacts would remain significant and unavoidable at the program level.

Impact 5.3-3 Implementation of the CPUs would not expose sensitive receptors to substantial pollutant concentrations. (*Less than Significant with Mitigation*)

Implementation of the CPUs could potentially result in exposure of sensitive receptors to CO or DPM from traffic or general pollution from stationary sources. As discussed in the Methodology and Assumptions Section, CO hot spots were modeled using CALINE4 and evaluated following CO protocol. Emissions of DPM were modeled using AERMOD and evaluated following OEHHA Risk Assessment Guidelines.

As discussed in the Methodology and Assumptions Section, stationary sources proposed under the CPUs would not be anticipated to expose sensitive receptors to substantial pollutants if proposed development is consistent with CARB land use offsets (see Table 5.3-3). In the event that proposed development conflicts with land use offsets, further project-specific analysis would be warranted to determine if the proposed project would expose sensitive receptors to substantial pollutant concentrations.

Southeastern San Diego

CO Hot Spots

Table 5.3-7 summarizes the maximum CO concentrations for the SESD CPU. Further details regarding modeling assumptions and output data are contained in the Air Quality and Health Risk Technical Report (Appendix C).

Table 5.3-7: Southeastern San Diego Maximum Buildout CO Concentrations

Roadway	*1-Hour CO ppm*	*1-Hour CO Standard CAAQS/NAAQS*	*8-Hour CO ppm*[1]	*8-Hour CO Standard CAAQS/NAAQS*
I-5 SB Off-Ramp/Yama Street/Main Street	4.5	9.0/9 ppm	3.2	20/35 ppm
40th Street/Imperial Avenue	3.2		2.2	
47th Street/I-805 SB Ramps	4.2		2.9	

Notes:

[1]8-hour concentrations developed from 1-hour concentrations based on a 70% persistence factor.

The hot spot analysis indicates that the increases of CO due to adoption of the SESD CPU would be below the federal and state 1-hour standard. Based on the modeling results, increases of CO due to the SESD CPU would be below the federal and state 8-hour standards. Therefore, there would be no harmful concentrations of CO and localized pollutant emissions would not exceed applicable standards under either the adopted community plan or the SESD CPU.

Mobile Source Emissions

A single AERMOD run was created for all freeway sources in both CPU planning areas to evaluate impacts due to DPM. The resulting total average annual diesel particulate matter concentrations were then used to calculate the incremental cancer risk and chronic health hazard index at each receiver as described above. In general for health risk assessments it is recommended that the residential incremental cancer risk be reported for the average (65th percentile), 80th percentile, and high end (95th percentile) breathing rates. The results of the risk assessment indicate that based on the 65th percentile, 80th percentile, and 95th percentile breathing rates, the residential and worker incremental cancer risk—due to diesel particulate matter emissions associated with operations in the project area—are less than 1 in one million. Thus, this impact would not be considered significant for the SESD CPU area.

The results of the modeling analysis were also used to calculate chronic non-carcinogenic risks. The results indicate that the maximum chronic hazard index at any of the modeled receivers is 0.0002, below the significance threshold of 1.0. Chronic risks resulting from diesel particulate matter emissions associated with the vehicles operating within and adjacent to the CPU areas are not projected to be significant within the SESD CPU area.

Stationary Source Emissions

The SESD CPU includes light industrial uses which could generate air pollutants. Without appropriate controls, air emissions associated with planned industrial uses would represent a significant adverse air quality impact. Stationary sources also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources of air pollution are regulated by the local air pollution control or management district, in this case the SDAPCD.

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

In accordance with AB 2588, any new facility proposed that would have the potential to emit toxic air contaminants would be required to assess air toxic problems that would result from their facility's emissions. Larger industrial facilities are required to provide information regarding emission inventories and health risk assessments. If adverse health impacts exceeding public notification levels are identified, the facility would provide public notice, and if the facility poses a

potentially significant public health risk, the facility must submit a risk reduction audit and plan to demonstrate how the facility would reduce health risks.

Collocation

The SESD CPU contains several areas where residential and other sensitive uses would be placed adjacent to light industrial or commercial uses. It is possible that industries that generate air pollutants would be developed at these locations. Land uses conflicting with Table 5.3-3 may result in exposure of sensitive receptors to substantial pollutant concentrations. Project-level information, including air emission risk assessments, is used by the SDAPCD in the evaluation and permitting of stationary sources. Where risks exceed acceptable levels, the SDAPCD requires the incorporation of best available control technologies to reduce health impacts on surrounding residents. However, the reduction of risk and health impacts does not mean that they are completely eliminated. Therefore, at the program level, impacts would be potentially significant.

CPU Policies that Reduce the Impact

CPU policies listed under Impact 5.3-1 would apply.

Mitigation Framework

Stationary Source Emissions

MM-AQ-3 Prior to the issuance of building permits for any new facility that would have the potential to emit toxic air contaminants, in accordance with AB 2588, an emissions inventory and health risk assessment shall be prepared. If adverse health impacts exceeding public notification levels (cancer risk equal to or greater than 10 in 1,000,000) are identified, the facility shall provide public notice to residents located within the public notification area and submit a risk reduction audit and plan to the APCD that demonstrates how the facility would reduce health risks to less than significant levels within five years of the date the plan. -

Collocation

MM-AQ-4 Prior to the issuance of building permits for any project containing a facility identified in Table 5.3-3, or locating air quality sensitive receptors closer than the recommended buffer distances, future projects implemented in accordance with the CPUs shall be required to prepare a health risk assessment (HRA) with a Tier I analysis in accordance with APCD HRA Guidelines and the Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics "Hot Spots" Program Risk Assessment Guidelines (APCD 2006; OEHHA 2003).

All HRAs shall include:

1. The estimated maximum 70-year lifetime cancer risk,

2. The estimated maximum non-cancer chronic health hazard index (HHI), and

3. The estimated maximum non-cancer acute health hazard index (HHI).

Risk estimates shall each be made for the off-site point of maximum health impact (PMI), the maximally exposed individual resident (MEIR), and the maximally exposed individual worker (MEIW). The location of each of these receptors shall be specified. The lifetime cancer risk, non-cancer chronic and acute health hazard indexes for nearby sensitive receptors shall also be reported. Cancer and non-cancer chronic risk estimates shall be based on inhalation risks. HRAs shall include estimates of population exposure, including cancer burden, as well as cancer and noncancer chronic and acute risk isopleths (contours). The HRA shall identify best available control technology (BACT) required to reduce risk to less than 10 in 1,000,000.

Significance after Mitigation

Project-level review must demonstrate that health risks would be below a level of significance for all future projects. Thus, air quality impacts implemented in accordance with the SESD CPU would be below a level of significance.

Encanto Neighborhoods

CO Hot Spots

Table 5.3-8 summarizes the maximum CO concentrations for the Encanto Neighborhoods CPU. Further details regarding modeling assumptions and output data are contained in the Air Quality and Health Risk Technical Report (Appendix C).

Table 5.3-8: Encanto Neighborhoods Maximum Buildout Co Concentrations

Roadway	*1-Hour CO ppm*	*1-Hour CO Standard CAAQS/NAAQS*	*8-Hour CO ppm*[1]	*8-Hour CO Standard CAAQS/NAAQS*
47th Street/Market Street	3.2		2.2	
Euclid Avenue/Market Street	5.4	9.0/9 ppm	3.8	20/35 ppm
Euclid Avenue/Olvera Avenue	4.6		3.2	

Notes:

[1]8-hour concentrations developed from 1-hour concentrations based on a 70% persistence factor.

The hot spot analysis indicates that the increases of CO due to adoption of the Encanto Neighborhoods CPU would be below the federal and state 1-hour standard. Based on this calculation, increases of CO due to the CPU would be below the federal and state 8-hour standards. Therefore, there would be no harmful concentrations of CO, and localized pollutant emissions would not exceed applicable standards under either under either the adopted community plan or the Encanto Neighborhoods CPU.

Mobile Source Emissions

A single AERMOD run was created for all freeway sources in both CPU planning areas to evaluate impacts due to DPM. The resulting total average annual diesel particulate matter concentrations were then used to calculate the incremental cancer risk and chronic health hazard index at each receiver as described above. In general for health risk assessments it is

recommended that the residential incremental cancer risk be reported for the average (65th percentile), 80th percentile, and high end (95th percentile) breathing rates. The results of the risk assessment indicate that based on the 65th percentile, 80th percentile, and 95th percentile breathing rates, the residential and worker incremental cancer risk—due to diesel particulate matter emissions associated with operations in the project area—are less than 1 in one million. Thus, this impact would not be considered significant for the Encanto Neighborhoods CPU area.

The results of the modeling analysis were also used to calculate chronic non-carcinogenic risks. The results indicate that the maximum chronic hazard index at any of the modeled receivers is 0.0002, below the significance threshold of 1.0. Chronic risks resulting from diesel particulate matter emissions associated with the vehicles operating within and adjacent to the CPU areas are not projected to be significant within the Encanto Neighborhoods CPU area.

Stationary Source Emissions

The Encanto Neighborhoods CPU contains several areas where residential and other sensitive uses would be placed adjacent to light industrial or commercial uses. These sensitive land uses could be exposed to toxic air emissions that have the potential to be generated with operation of certain commercial and light industrial uses.

As stated previously, approval of the Encanto Neighborhoods CPU would not permit the construction of any individual project, and no specific development details are available at this time. Land uses conflicting with Table 5.3-3 may result in exposure of sensitive receptors to substantial pollutant concentrations and thus would require further analysis on a project-by-project basis. As no project-specific data are available at this time, air emissions associated with planned industrial uses would represent a significant adverse air quality impact. Therefore, at the program level, impacts would be potentially significant.

CPU Policies that Reduce the Impact

CPU policies listed under Impact 5.3-1 would apply.

Mitigation Framework

Mitigation Framework measures MM-AQ-3 and MM-AQ-4 shall also apply to the Encanto Neighborhoods CPU.

Significance after Mitigation

Project-level review must demonstrate that health risks would be below a level of significance for all future projects. Thus, impacts from all future projects implemented in accordance with the Encanto Neighborhoods CPU would be below a level of significance.

Impact 5.3-4 Implementation of the CPUs would not result in the substantial alteration of air movement. (*Less than Significant*)

Southeastern San Diego

The SESD CPU area is heavily developed, and it can be assumed that it would experience relatively small projects in terms of land area, most of which would involve the demolition of existing structures and improvements. Future development would be similar in height, bulk, and

scale to existing development in the area. Implementation of the SESD CPU would result in a similar development pattern and would not substantially change air movement. Impacts would be less than significant.

CPU Policies that Reduce the Impact

There are no CPU policies related to air movement.

Mitigation Framework

Impacts would be less than significant. No mitigation measures are required.

Encanto Neighborhoods

The Encanto Neighborhoods CPU area is heavily developed, and it can be assumed that it would experience relatively small projects in terms of land area, most of which would involve the demolition of existing structures and improvements. Future development would be similar in height, bulk, and scale to existing development in the area. Implementation of the Encanto Neighborhoods CPU would result in a similar development pattern and would not substantially change air movement. Impacts would be less than significant.

CPU Policies that Reduce the Impact

There are no CPU policies related to air movement.

Mitigation Framework

Impacts would be less than significant. No mitigation measures are required.

5.4 Noise

This section addresses the potential noise impacts that would result from implementation of the CPUs. It also discusses the regulations applicable to subsequent projects contemplated by the CPUs and the existing noise setting within the study area. This section is based on the Noise Analysis for the Southeastern San Diego (SESD) and Encanto Neighborhoods Community Plan Updates (Noise Report) prepared by RECON (2015) for the project (Appendix E) and the Existing Air Quality, Greenhouse Gas Emissions, and Noise Conditions Report for the Southeast San Diego Community Plan Update (existing conditions report) (RECON 2013).

Environmental Setting

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

PHYSICAL SETTING

Existing noise sources in the CPU areas are transportation and stationary sources. Transportation noise sources include vehicle traffic, trolleys, and commercial and military air traffic. Stationary noise sources include industrial and commercial operations. Noise from these sources conflicts with existing noise sensitive receptors throughout the communities.

Vehicle Traffic Noise

The dominant noise source in both communities is traffic on roadways. Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. The roads generating the greatest noise level in the SESD CPU area are Interstate 5 (I-5), I-805, State Route 15 (SR-15), SR-94, Market Street, National Avenue, Ocean View Boulevard, and 43rd Street. In the Encanto

Neighborhoods CPU area, the two freeways that surround the community (SR-94 and I-805) are the primary sources of motor vehicle noise within the community.

Figures 5.4-1 and 5.4-2 show the existing vehicle noise contours in the SESD and Encanto Neighborhoods CPU area, respectively.

Rail Traffic Noise

Railway noise results from trolley travel, horns, emergency signaling devices, and stationary bells at grade crossings. The San Diego Metropolitan Transit System (SDMTS) provides trolley service along a light rail alignment designated the "Orange Line," which passes through both of the CPU areas. The Orange Line is located on Commercial Street in the SESD CPU area and along Imperial Avenue in the Encanto Neighborhoods CPU area.

Existing trolley noise levels were determined based on noise measurements of several pass-bys and the Federal Transit Administration (FTA) recommended Chicago Rail Efficiency and Transportation Efficiency (CREATE) railroad noise model. The trolley is estimated to generate 65 CNEL at 32 feet from the centerline of the trolley.

The San Diego and Imperial Valley Railroad (SDIY) also operates short-haul freight service in San Diego County along the Orange Line trolley corridor through Southeastern San Diego during the early morning hours. This service provides connection between the Burlington Northern Santa Fe Railway Company (BNSF) and freight rail service in Mexico. Existing freight train noise levels were determined based the FTA CREATE railroad noise model. The freight train is estimated to generate 65 CNEL at 20 feet from the centerline of the trolley.

Airport Noise

The San Diego International Airport (SDIA) is located approximately two miles northwest of the SESD CPU area. As shown on Figure 5.4-3, both the 60 and 65 CNEL noise contour for the SDIA extend into SESD CPU area. The 60 CNEL noise contour also extends to the Encanto Neighborhoods CPU area.

Other Noise Sources

Other sources of noise within the CPU areas are due to the normal activities associated with a given land use. For example, within residential areas noise sources include dogs, landscaping activities, and parties. Commercial uses include car washes, fast food restaurants, and auto repair facilities. Sources of noise in industrial and manufacturing areas include heavy machinery and truck loading/unloading. Noises from these types of activities would be considered normal environmental noises that would be expected to occur within these types of land uses and are not typically considered significant sources of noise. The City's Municipal Code regulates excessive noises resulting from these types of activities.

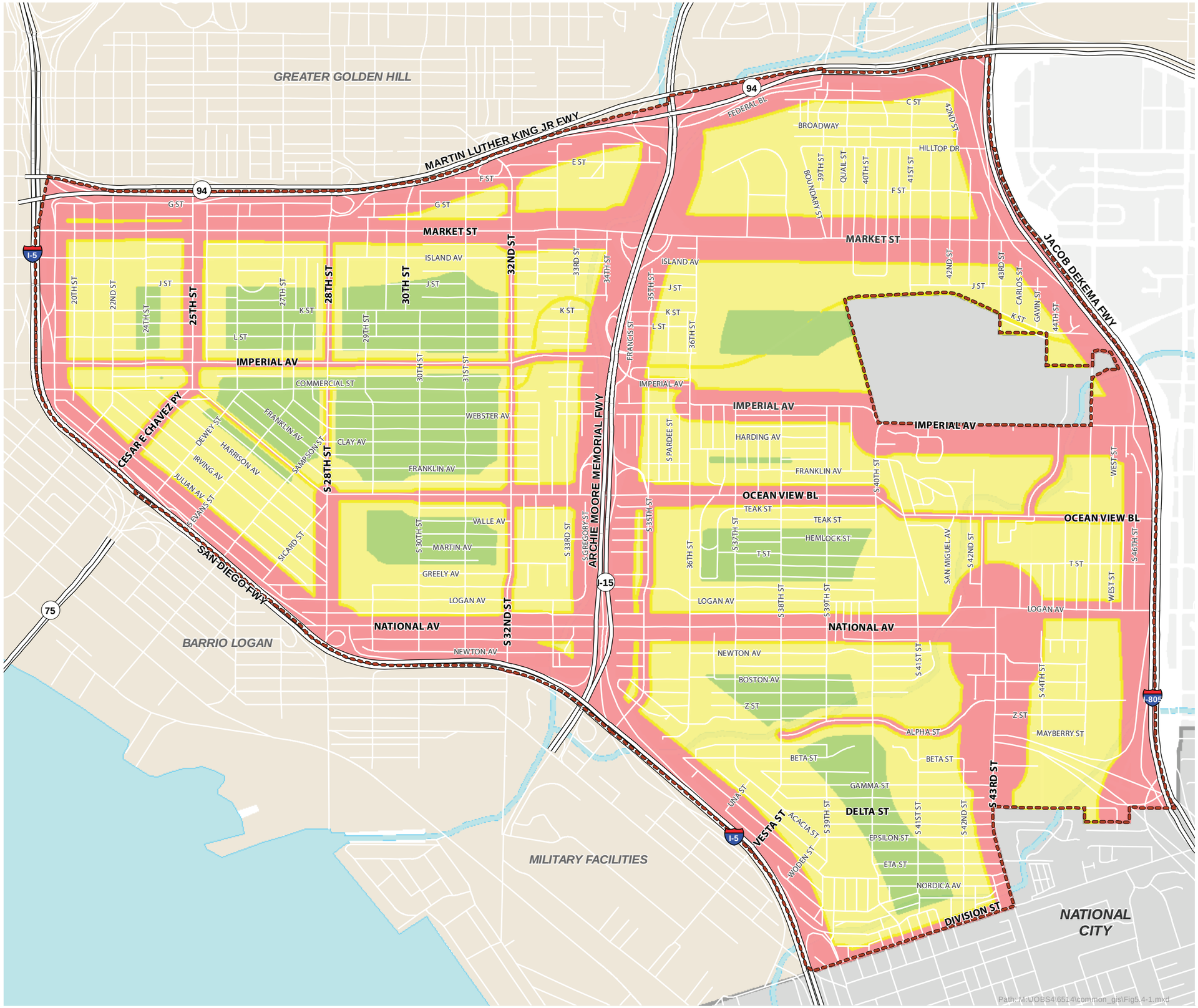

Figure 5.4-1

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Existing Traffic Noise Level Contours
Southeastern San Diego

Southeastern San Diego Community Plan Boundary

Freeways/Major Highways

Existing Traffic Noise

CNEL 60

CNEL 65

CNEL 70

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

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Figure 5.4-2

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Existing Traffic Noise Level Contours Encanto

Encanto Community Plan Boundary

Freeways/Major Highways

Existing Traffic Noise

- CNEL 55
- CNEL 60
- CNEL 65
- CNEL 70

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014, RECON 2015

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Figure 5.4-3

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Airport Noise Contours

Encanto and Southeastern San Diego Community Plan Boundary

Freeways/Major Highways

San Diego Airport Forecast Noise Exposure (2014)

60-65 dB CNEL

65-70 dB CNEL

70-75 dB CNEL

0 0.325 0.65 1.3

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

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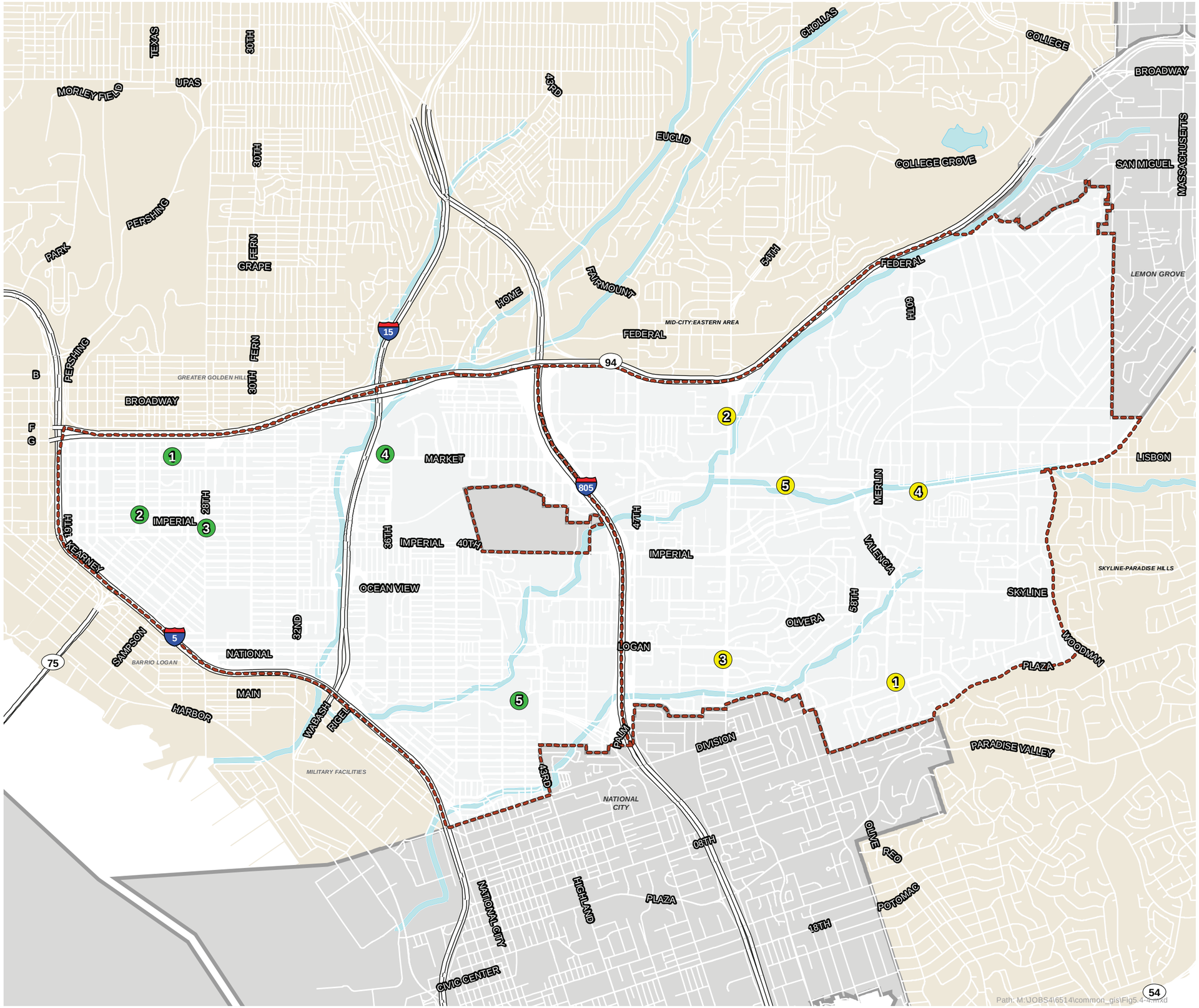
Figure 5.4-4

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Noise Measurement Locations



Encanto and Southeastern San Diego Community Plan Boundary

Freeways/Major Highways

Encanto Noise Measurement Locations

Southeastern San Diego Noise Measurement Locations

0 0.325 0.65 1.3

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

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Noise Sensitive Receptors

Noise sensitive receptors are land uses for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common noise sensitive receptors include: residences, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space. Both Southeastern San Diego and Encanto Neighborhoods are heavily developed areas with large amounts of residential development. As such, noise sensitive receptors occur throughout each community.

Existing Noise Levels

Ambient noise levels were measured to characterize the variability of noise and to assist in determining constraints and opportunities to avoid noise conflicts. Five, 15-minute, daytime noise level measurements were conducted in each CPU area as shown on Figure 5.4-4 and summarized in Table 5.4-1.

Table 5.4-1: Ambient Noise Measurements (November 2012)

ID	*Location*	*Time*	*Primary Noise Source*	*Vehicle Speed (MPH)*	L_{eq}	L_{max}
Southeastern San Diego						
SE-1	Market Street between 26th and 27th Street	9:15 A.M.	Vehicle Traffic	30-50	62.8	76.2
SE-2	25th Street between Imperial Avenue and Commercial Street	5:28 P.M.	Vehicle Traffic	15-30	63.0	79.6
SE-3	28th Street between Imperial Avenue and Commercial Street	5:05 P.M.	Vehicle Traffic, Recycling Operations	15-25	63.6	63.6
SE-4	Market Street between 36th Street and I-15	4:23 P.M.	Vehicle Traffic	0-40	63.5	73.4
SE-5	Alpha Street between South 41st Street and South 43rd Street	3:46 P.M.	Vehicle Traffic	29-33	56.8	68.1
Encanto Neighborhoods						
EN-1	Division Street east of Ava Street	2:00 P.M.	Vehicle Traffic	30-40	61.0	76.0
EN-2	Euclid Avenue and Hilltop Drive	12:30 P.M.	Vehicle Traffic	25-45	65.2	80.2
EN-3	Euclid Avenue and Logan Avenue	2:37 P.M.	Vehicle Traffic	30-40	62.7	75.2
EN-4	Imperial Avenue between 60th and 61st Street	1:31 P.M.	Vehicle Traffic	25-55	62.6	75.5
EN-5	54th and Market Street	1:03 P.M.	Vehicle Traffic, Trolley & trolley bells	35-45	66.3	85.9

Source: RECON 2013.

Based on the measurement data shown in Table 5.4-1, daytime noise levels in the project area are typical of an urban environment. The dominant source of noise in the CPU areas is vehicle traffic on the freeways and area roadways.

REGULATORY SETTING

State Regulations

California Code of Regulations

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

Local Regulations

Airport Land Use Compatibility Plan (ALUCP)

The airport nearest the CPU areas is the SDIA. The adopted Airport Land Use Compatibility Plan (ALUCP) for SDIA contains policies that limit residential uses in areas experiencing noise above 60 CNEL by placing conditions on residential uses within the 60 CNEL contour. In the SESD CPU area this includes residential uses located in the northeast corner of the CPU, north of the trolley line and east of Boundary Street. In the Encanto Neighborhoods CPU area the 60 CNEL contour includes residential land uses located within the northwest and central portions of the CPU. Figure 5.4-3 displays the airport noise contours. Table 5.4-2 provides the allowable noise levels by land use.

Table 5.4-2: Airport Noise Compatibility Criteria

Land Use Category[a]	*Exterior Noise Exposure (CNEL)*			
Note: Multiple categories may apply to a project	*60-65*	*65-70*	*70-75*	*75+*
Residential				
Single-family, Multi-family	45	45[1]	45[1,2]	45[1,2]
Single Room Occupancy (SRO) Facility	45	45[1]	45[1,2]	45[1,2]
Group Quarters[b]	45	45[1]	45[1,2]	45[1,2]
Commercial, Office, Service, Transient Lodging				
Hotel, Motel, Resort	45/50	45/50	45/50	45/50
Office – Medical, Financial, Professional Services, Civic			50	50
Retail (e.g., Convenience Market, Drug Store, Pet Store)			50	50

Table 5.4-2: Airport Noise Compatibility Criteria

Land Use Category[a] *Note: Multiple categories may apply to a project*	*Exterior Noise Exposure (CNEL)* 60-65	65-70	70-75	75+
Service – Low Intensity (e.g., Gas Station, Auto Repair, Car Wash)			50	50
Service – Medium Intensity (e.g., Check-cashing, Veterinary Clinics, Kennels, Personal Services)			50	50
Service – High Intensity (e.g., Eating, Drinking Establishment, Funeral Chapel, Mortuary)			50	50
Sport/Fitness Facility			50	50
Theater – Movie/Live Performance/Dinner		45	45	45
Educational, Institutional, Public Services				
Assembly – Adult (Religious, Fraternal, Other)	45	45[1]	45[1]	45[1]
Assembly – Children (Instructional Studios, Cultural Heritage Schools, Religious, other)[3]	45			
Cemetery				
Child Day Care Center/Pre-K	45			
Convention Center				
Fire and Police Stations			50	50
Jail, Prison		45/50	45/50	45/50
Library, Museum, Gallery		45	45	45
Medical Care – Congregate Care Facility, Nursing and Convalescent Home[b]	45			
Medical Care – Hospital	45			
Medical Care – Out-Patient Surgery Centers	45			
School for Adults – College, University, Vocational/Trade School	45	45[1]	45[1]	
School – Kindergarten through Grade 12 (Includes Charter Schools)	45			
Industrial				
Junkyard, Dump, Recycling Center, Construction Yard				
Manufacturing/Processing – General				
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only				
Manufacturing/Processing of Hazardous Materials[4]				
Mining/Extractive Industry				
Research and Development – Scientific, Technical				
Sanitary Landfill				
Self-Storage Facility				
Warehousing/Storage – General				

Table 5.4-2: Airport Noise Compatibility Criteria

Land Use Category[a]	*Exterior Noise Exposure (CNEL)*			
Note: Multiple categories may apply to a project	*60-65*	*65-70*	*70-75*	*75+*
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only				
Warehousing/Storage of Hazardous Materials[4]				

	Compatible: Use is permitted.
	Conditionally Compatible: Use is permitted subject to stated conditions.
	Incompatible: Use is not permitted under any circumstances
45	Indoor uses: building must be capable of attenuating exterior noise to 45 CNEL.
50	Indoor uses: building must be capable of attenuating exterior noise to 50 CNEL.
45/50	Sleeping rooms must be attenuated to 45 CNEEL and any other indoor areas must be attenuated to 50 CNEL.
1	Aviation easement must be dedicated to the Airport owner/operator.
2	New residential use is permitted above the 70 CNEL contour only if the current General/Community Plan designation allows for residential use. General/Community Plan amendments from a nonresidential designation to a residential designation are not permitted.
3	Refer to Appendix A of the SDIA Land Use Compatibility Plan for definition of Assembly – Children.
4	Refer to Appendix A of the SDIA Land Use Compatibility Plan for definitions of manufacturing, processing and storage of hazardous materials.
a	Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses. Refer to Appendix A of the SDIA Land Use Compatibility Plan.
b	If this land use would occur within a single- or multi-family residence, it must be evaluated using the criteria for single- or multi-family residential.

Notes:

Exterior noise levels due to aircraft operations would not 70 CNEL in the SESD CPU area and would not exceed 65 CNEL in the Encanto Neighborhoods CPU area (refer to Figure 5.4-3).

Source: San Diego County Regional Airport Authority 2014.

City of San Diego General Plan

Exterior Noise

The City specifies compatibility standards for different categories of land use in the Noise Element of the General Plan. Table 5.4-3 provides the allowable noise levels by land use as identified in the City's General Plan (City of San Diego 2008).

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

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

measures to ensure an interior noise level of 45 dB(A) CNEL where a community plan allows multi-family and mixed-use.

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

It should also be noted that in June 2015, the City Council will consider approval of a General Plan amendment to the Noise Element to change the guidelines for park uses. With this amendment, park uses would be considered compatible in areas up to 70 dB(A) CNEL and conditionally compatible in areas between 70 and 75 dB(A) CNEL.

Table 5.4-3: City of San Diego Noise and Land Use Compatibility

	Exterior Noise Exposure [CNEL]			
Land Use Category	*60*	*65*	*70*	*75*
Open Space, Parks, and Recreational				
Community and Neighborhood Parks; Passive Recreation				
Regional Parks; Outdoor Spectator Sports, Golf Courses; Athletic Fields; Water Recreational Facilities; Horse Stables; Park Maintenance Facilities				
Agricultural				
Crop Raising and Farming; Aquaculture, Dairies; Horticulture Nurseries and Greenhouses; Animal Raising, Maintaining and Keeping; Commercial Stables				
Residential				
Single Units; Mobile Homes; Senior Housing		45		
Multiple Units; Mixed-Use Commercial/Residential; Live Work; Group Living Accommodations		45	45	
Institutional				
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Places of Worship; Child Care Facilities		45		
Vocational or Professional Educational Facilities; Higher Education Institution Facilities (Community or Junior Colleges, Colleges, or Universities)		45	45	
Cemeteries				
Sales				
Building Supplies/Equipment; Food, Beverage, and Groceries; Pets and Pet Supplies; Sundries, Pharmaceutical, and Convenience Sales; Wearing Apparel and Accessories			50	50

Table 5.4-3: City of San Diego Noise and Land Use Compatibility

Land Use Category	*Exterior Noise Exposure [CNEL]*			
	60	*65*	*70*	*75*
Commercial Services				
Building Services; Business Support; Eating and Drinking; Financial Institutions; Assembly and Entertainment; Radio and Television Studios; Golf Course Support		50	50	
Visitor Accommodations	45	45	45	
Offices				
Business and Professional; Government; Medical, Dental, and Health Practitioner; Regional and Corporate Headquarters		50	50	
Vehicle and Vehicular Equipment Sales and Services Use				
Commercial or Personal Vehicle Repair and Maintenance; Commercial or Personal Vehicle Sales and Rentals; Vehicle Equipment and Supplies Sales and Rentals; Vehicle Parking				
Wholesale, Distribution, Storage Use Category				
Equipment and Materials Storage Yards; Moving and Storage Facilities; Warehouse; Wholesale Distribution				
Industrial				
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking and Transportation Terminals; Mining and Extractive Industries				
Research and Development			50	

Notes:

Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level.
	Outdoor Uses	Activities associated with the land use may be carried out.
Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number for occupied areas.
	Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable.
Incompatible	Indoor Uses	New construction should not be undertaken.
	Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.

Source: City of San Diego 2008.

Interior Noise

Noise-sensitive residential/habitable interior spaces have an interior standard of 45 CNEL, as stated in the City's 2011 Significance Determination Thresholds and the California Noise Insulation Standards. The Significance Determination Thresholds indicate that for multi-family

development, exterior noise levels would be considered significant if future projected traffic would result in noise levels exceeding 65 CNEL at exterior usable areas or interior noise levels exceeding 45 CNEL.

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

City of San Diego Municipal Code

Construction Noise

Construction noise is regulated by the City Municipal Code. Section 59.5.0404 of the City Municipal Code, the Noise Abatement and Control Ordinance, states that:

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

Noise Abatement and Control Ordinance

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

Impact Analysis

SIGNIFICANCE CRITERIA

Based on the City's 2011 Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the CPUs, a significant noise impact would occur if implementation of the CPUs would:

- Result in the exposure of people to future transportation noise levels which exceed the land use compatibility standards established in the General Plan; or
- Result in or create a significant increase in the existing ambient noise levels
- Result in the exposure of people to noise levels which exceed standards established in the Noise Abatement and Control Ordinance.

General Plan standards are discussed above in the Regulatory Setting section and Table 5.4-3 defines acceptable noise levels by land use.

A significant impact would occur if implementation of the SESD or Encanto Neighborhoods CPU resulted in or created a significant increase in the existing ambient noise levels. Studies have shown that the average human ear can barely perceive a change in sound level of 3 dB(A). A change of at least 5 dB(A) is considered a readily perceivable change in a normal environment. A 10 dB(A) increase is subjectively heard as a doubling in loudness and would cause a community response. The City's 2011 Significance Determination Thresholds state that if a project is currently at or exceeds the significance thresholds for traffic noise and noise levels result in less than a 3 dB(A) increase, the impact would not be considered significant (City of San Diego 2011).

Therefore, based on these concepts of increase and perception, if an area is already exposed to noise levels in excess of the land use compatibility guidelines (see Table 5 of the existing conditions report) and noise levels were to result in greater than a 3 dB(A) increase, then the impact would be considered significant. If an area is currently exposed to noise levels that do not exceed the land use compatibility guidelines and noise levels were to result in greater than a 5 dB(A) increase, then the impact would be considered significant. There are areas within both CPU boundaries that are currently exposed to noise levels that are exactly at or very near the land use compatibility guidelines. For these areas, the increase in ambient noise levels would be considered significant if noise levels resulted in greater than a 5 dB(A) increase or if resulting noise levels were 3 dB(A) more than the compatibility guideline (e.g., if the compatibility guideline is 65 CNEL, the existing noise level is currently 63 CNEL, and the future noise level is 67 CNEL, impacts would be less than significant because the increase in noise would be less than 5 dB(A) and the resulting noise level would not exceed 68 CNEL).

METHODOLOGY AND ASSUMPTIONS

Vehicle Traffic Noise

Traffic noise occurs adjacent to every roadway and is directly related to the traffic volume, speed, and vehicle mix.

Existing and future traffic volumes and speeds were obtained from the traffic study prepared for the CPUs (Chen Ryan 2014a, 2014b). For I-5, I-15, I-805, and SR-94, vehicle mixes were derived from California Department of Transportation (Caltrans) traffic counts (Caltrans 2012). For all other roadways, vehicle mix was modeled based on traffic counts taken during the existing conditions noise measurements.

The existing and future noise environment was modeled using Federal Highway Administration (FHWA) Traffic Noise Model algorithms. Modeling conservatively assumed flat topography with no intervening terrain between sensitive land uses and roadways. Resulting noise contours represent a worst-case scenario; in actuality buildings and other obstructions along the roadways would shield distant receivers from the traffic noise.

Rail Noise

As mentioned in the Physical Setting section, the SDMTS "Orange Line" trolley service generally runs along Commercial Street in the SESD CPU area and Imperial Avenue in the Encanto Neighborhoods CPU area. Based on the distances between trolley stations and the average timing between stations trolleys, trolley speeds reach approximately 30 miles per hour (mph) in the CPU areas.

Noise associated with future Orange Line trolley operations was modeled using the Federal Transit Administration (FTA)-recommended Chicago Rail Efficiency and Transportation Efficiency (CREATE) railroad noise model (Harris Miller Miller & Hanson, Inc. 2006). The trolleys were modeled at 30 mph in the CPU areas. This is based on the distances between trolley stations and the average timing between stations obtained from published trolley schedules. Noise contour distances were calculated assuming flat-site conditions and no intervening buildings that would provide noise attenuation.

Additionally, the SDIY also operates short-haul freight service in San Diego County along the Orange Line trolley corridor through Southeastern San Diego during the early morning hours when the trolley is not operating. One freight train operating during the nighttime hours was modeled at 30 mph using the CREATE railroad noise model. Noise contour distances were calculated assuming flat-site conditions and no intervening buildings that would provide noise attenuation.

Airport Noise

Airport/aircraft noise is evaluated based on the noise contours developed by the San Diego County Regional Airport Authority (SDCRAA) and provided in the 2014 San Diego International Airport ALUCP (SDCRAA 2014). Noise contours for the SDIA are shown in Figure 5.4-3.

Stationary Noise

Stationary sources of noise include activities associated with a given land use. For example, noise sources in commercial uses would include car washes, fast food restaurants, auto repair facilities, parking lots, and a variety of other uses. Mixed-use areas would also contain residential and commercial interfaces. Stationary noise is considered a "point source" and attenuates over distance at a rate of 6 dBA for each doubling of distance.

Construction Noise

During development of future projects consistent with the CPUs, construction noise would be generated by diesel-powered construction equipment used for site preparation and grading, removal of existing structures and pavement, loading, unloading, and placing materials and paving.

Under load conditions, diesel engine noise levels may be 85 to 90 dBA at a distance of 50 feet from the equipment (FHWA 2006). Construction equipment noise is considered a "point source" and attenuates over distance at a rate of 6 dBA for each doubling of distance. Thus, a noise level of 85 dBA at 50 feet would be 79 dBA at 100 feet and 73 dBA at 200 feet from the source.

During excavating, 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. Although maximum noise levels may be 85 to 90 dBA at a distance of 50 feet during most construction activities, hourly average noise levels would be 82 dBA at 50 feet from the center of construction activity when assessing the loudest pieces of equipment working simultaneously.

SUMMARY OF IMPACTS

Both CPUs contain noise-related policies that aim to reduce exposure of noise sensitive receptors to noise levels which exceed applicable standards. If the CPUs are adopted, all discretionary projects would be reviewed for consistency with these policies, which would be applied as part of the City's environmental review process. Thus, future development projects implemented in accordance with the CPUs would be required to demonstrate land use compatibility or incorporate mitigation measures to reduce noise levels to acceptable levels. However, because the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program-level of analysis, the CPUs may expose noise sensitive receptors to noise levels exceeding applicable standards. Therefore, the program-level noise impact remains significant and unavoidable.

Additionally, both CPUs propose increased land use density. This would result in increased traffic volume on numerous roadway segments within each CPU. Therefore, a corresponding increase in ambient noise levels due to vehicle traffic would be significant and unavoidable. Although CPU policies require new development projects to demonstrate land use compatibility, noise levels at existing structures may exceed applicable standards. Because land use incompatibilities would occur at existing homes in an already urbanized area, there is no feasible mitigation. Therefore, impacts would remain significant and unavoidable.

IMPACTS

Impact 5.4-1 Implementation of the CPUs would result in the exposure of people to future transportation noise levels which exceed the land use compatibility standards established in the General Plan. (*Significant and Unavoidable*)

According to the General Plan, noise sensitive receptors include, but are not necessarily limited to, residential uses, hospitals, nursing facilities, intermediate care facilities, child educational facilities, libraries, museums, places of worship, child care facilities, and certain types of passive recreational parks and open space.

Vehicle Traffic Noise

The City of San Diego noise and land use compatibility guidelines are presented in Table 5.4-3. The CPUs propose single-family residential, multi-family residential, commercial, office, industrial and utilities, community facilities, and park and open space land uses.

- Single-family residential is compatible up to 60 CNEL and conditionally compatible up to 65 CNEL.
- Multi-family residential and mixed uses are compatible up to 60 CNEL and conditionally compatible up to 70 CNEL. Additionally, as stated in Section B of the City's Noise Element, although not generally considered compatible, the City conditionally allows multi-family and mixed-use residential uses up to 75 CNEL in areas affected by motor vehicle traffic noise with existing residential uses. Any future residential use exposed to noise levels above 70 CNEL must include attenuation measures to ensure an interior noise level of 45 CNEL and be located in an area where a community plan allows multi-family and mixed-use residential uses.
- Commercial, office, and industrial uses are compatible up to 65 CNEL and conditionally compatible up to 75 CNEL.
- Neighborhood parks are compatible up to 60 CNEL and conditionally compatible up to 65 CNEL. It should also be noted that in June 2015, the City Council will consider approval of a General Plan amendment to the Noise Element to change the guidelines for park uses. With this amendment, park uses would be considered compatible in areas up to 70 CNEL and conditionally compatible in areas between 70 and 75 CNEL.

Noise contours for existing and future conditions were modeled using measured and projected traffic volumes on freeways and major roadways within the CPU areas and are expressed in contour lines showing the anticipated noise levels as measured by the CNEL. The distances to the 60, 65, 70, and 75 CNEL noise contours for freeways and major roadways in the SESD CPU area and the Encanto Neighborhoods CPU area are shown in Tables 5.4-4 and 5.4-5, respectively.

Table 5.4-4: Future Vehicle Traffic Contour Distances – SESD CPU Area

	Segment		*Distance to (feet)*			
Roadway	*From*	*To*	*75 CNEL*	*70 CNEL*	*65 CNEL*	*60 CNEL*
Hilltop Drive	Boundary Street	I-805	1	5	15	47
Market Street	17th Street	19th Street	4	12	38	120
	19th Street	25th Street	5	17	54	169
	25th Street	28th Street	6	20	63	199
	28th Street	32nd Street	8	26	81	256
	32nd Street	I-15 SB Ramps	13	42	132	416
	I-15 SB Ramps	I-15 NB Ramps	17	52	166	524
	I-15 NB Ramps	Boundary Street	23	74	234	740
	Boundary Street	I-805 SB Ramps	2	7	22	71
	I-805 SB Ramps	I-805 NB Ramps	12	38	120	379

Table 5.4-4: Future Vehicle Traffic Contour Distances – SESD CPU Area

	Segment		*Distance to (feet)*			
Roadway	*From*	*To*	*75 CNEL*	*70 CNEL*	*65 CNEL*	*60 CNEL*
Imperial Avenue	17th Street	19th Street	6	19	60	190
	19th Street	25th Street	4	14	44	138
	25th Street	28th Street	4	13	43	135
	28th Street	30th Street	3	10	32	102
	30th Street	32nd Street	3	8	25	79
	32nd Street	36th Street	5	15	49	155
	36th Street	40th Street	5	17	55	173
	40th Street	I-805 SB Ramps	21	66	208	659
	I-805 SB Ramps	I-805 NB Ramps	23	74	234	740
Commercial Street	17th Street	19th Street	2	7	22	71
	19th Street	25th Street	2	5	15	48
	25th Street	28th Street	1	3	10	32
	28th Street	30th Street	1	3	11	35
	30th Street	32nd Street	1	4	12	39
Ocean View Boulevard	25th Street	28th Street	3	9	29	93
	28th Street	30th Street	3	11	34	107
	30th Street	32nd Street	4	14	45	141
	32nd Street	I-15 SB Ramps	7	23	74	234
	I-15 SB Ramps	I-15 NB Ramps	8	26	81	256
	I-15 NB Ramps	36th Street	7	21	67	213
	36th Street	40th Street	7	21	66	208
	40th Street	47th Street	5	17	52	166
National Avenue	Commercial Street	Beardsley Street	5	17	55	173
	Beardsley Street	SR-75 Off-Ramp	7	23	72	229
	SR-75 Off-Ramp	26th Street	3	9	29	91
	26th Street	27th Street/I-5 SB Off-Ramp	5	17	55	173
	27th Street/I-5 SB Off-Ramp	28th Street	7	23	74	234
	28th Street	I-5 NB Ramps	9	27	87	275
	I-5 NB Ramps	32nd Street	6	19	60	190
	32nd Street	43rd Street	6	19	62	195
Logan Avenue	43rd Street	45th Street	5	15	48	151
	45th Street	47th Street	8	26	83	262
Acacia Street	36th Street	38th Street	1	4	12	39

Table 5.4-4: Future Vehicle Traffic Contour Distances – SESD CPU Area

	Segment		Distance to (feet)			
Roadway	*From*	*To*	*75 CNEL*	*70 CNEL*	*65 CNEL*	*60 CNEL*
Alpha Street	38th Street	43rd Street	2	7	22	69
Division Street	Main Street	Osborn Street	8	24	76	239
	Osborn Street	Highland Avenue	6	18	57	182
	Highland Avenue	Palm Avenue	8	26	81	256
Cesar Chavez Parkway	Commercial Street	I-5 NB Ramps	3	10	32	102
	I-5 NB Ramps	SR-75 On-Ramp/Logan Avenue	5	17	54	169
25th Street	SR-94 WB Off-Ramp	SR-94 EB On-Ramp	8	27	85	269
	SR-94 EB On-Ramp	Market Street	9	28	89	281
	Market Street	Imperial Avenue	9	27	87	275
	Imperial Avenue	Commercial Street	6	18	56	177
28th Street	SR-94 WB Ramps	SR-94 EB Ramps	5	16	50	158
	SR-94 EB Ramps	Market Street	5	17	52	166
	Market Street	Imperial Avenue	4	12	39	123
	Imperial Avenue	Commercial Street	3	8	27	85
	Commercial Street	Ocean View Boulevard	3	10	32	102
	Ocean View Boulevard	National Avenue	5	17	52	166
	National Avenue	Boston Avenue	13	40	126	397
30th Street	E Street	Imperial Avenue	2	8	24	77
	Imperial Avenue	Commercial Street	1	5	15	47
	Commercial Street	National Avenue	2	5	15	49
Broadway	SR-94 WB	SR-94 EB On-Ramp/F Street	5	17	52	166
32nd Street	SR-94 EB On-Ramp/F Street	Market Street	5	17	52	166
	Market Street	Imperial Avenue	4	13	41	129
	Imperial Avenue	Commercial Street	3	8	26	83

Table 5.4-4: Future Vehicle Traffic Contour Distances – SESD CPU Area

Roadway	*Segment*		*Distance to (feet)*			
	From	*To*	*75 CNEL*	*70 CNEL*	*65 CNEL*	*60 CNEL*
	Commercial Street	Ocean View Boulevard	3	9	29	91
	Ocean View Boulevard	National Avenue	3	10	32	100
	National Avenue	Boston Avenue	4	13	42	132
35th Street	Ocean View Boulevard	Main Street	3	10	33	104
36th Street	Imperial Avenue	Ocean View Boulevard	1	4	13	40
	Ocean View Boulevard	Acacia Street	1	4	13	43
38th Street	Ocean View Boulevard	Acacia Street	1	4	12	37
Vesta Street	Acacia Street	Main Street	2	6	19	59
40th Street	Imperial Avenue	Ocean View Boulevard	2	5	15	48
	National Avenue	Division Street	1	4	11	36
Boundary Street	Hilltop Drive	Market Street	1	3	9	29
San Pasqual Drive	Imperial Avenue	Ocean View Boulevard	2	6	20	64
	Ocean View Boulevard	Logan Avenue	4	11	35	112
43rd Street	Logan Avenue	Newton Avenue	6	20	63	199
	Newton Avenue	Beta Street	7	23	72	229
	Beta Street	Delta Street	11	36	115	362
	Delta Street	Division Street	10	31	97	308
Highland Avenue	Division Street	4th Street	12	39	123	388
45th Street	Imperial Avenue	Logan Avenue	1	4	13	42
I-5	17th Street	SR-94	1,021	3,228	10,209	32,283
	SR-94	Imperial Avenue	998	3,155	9,976	31,548
	Imperial Avenue	SR-75	931	2,944	9,310	29,442
	SR-75	28th Street	975	3,083	9,749	30,830
	28th Street	I-15	910	2,877	9,099	28,772
	I-15	Main Street	1,199	3,793	11,994	37,929

Table 5.4-4: Future Vehicle Traffic Contour Distances – SESD CPU Area

	Segment		*Distance to (feet)*			
Roadway	*From*	*To*	*75 CNEL*	*70 CNEL*	*65 CNEL*	*60 CNEL*
I-15	I-805	SR-94	561	1,774	5,610	17,741
	SR-94	Market Street	548	1,734	5,482	17,337
	Market Street	Ocean View Boulevard	601	1,901	6,011	19,009
	Ocean View Boulevard	I-5	574	1,815	5,741	18,154
	I-5	Norman Scott Road	141	446	1,409	4,456
I-805	Home Avenue	SR-94	1,145	3,622	11,454	36,222
	SR-94	Market Street	1,119	3,540	11,194	35,397
	Market Street	Imperial Avenue	1,442	4,560	14,420	45,601
	Imperial Avenue	43rd Street	1,409	4,456	14,092	44,563
	43rd Street	Plaza Boulevard	1,377	4,355	13,771	43,548
SR-94	17th Street	25th Street	811	2,564	8,109	25,643
	25th Street	28th Street	869	2,748	8,689	27,477
	28th Street	30th Street	975	3,083	9,749	30,830
	30th Street	I-15	1,021	3,228	10,209	32,283
	I-15	Home Avenue	869	2,748	8,689	27,477
	Home Avenue	I-805	889	2,812	8,891	28,117
	I-805	47th Street	1,227	3,881	12,274	38,812

Source: Recon 2015 (Appendix E)

Table 5.4-5: Future Vehicle Traffic Contour Distances – Encanto Neighborhoods CPU Area

	Segment		*Distance to (feet)*			
Roadway	*From*	*To*	*75 CNEL*	*70 CNEL*	*65 CNEL*	*60 CNEL*
Mallard Street	Federal Boulevard	69th Street	4	12	37	117
Federal Boulevard	60th Street	Mallard Street	14	45	141	446
	Mallard Street	MacArthur Drive	12	38	120	379
Tooley Street	60th Street	Paradise Street	0	1	2	6
Hilltop Drive	I-805	47th Street	1	5	15	47
Roswell Street	51st Street	Old Memory Lane	1	4	13	42
Old Memory Lane	Roswell Street	60th Street	0	1	4	14
Radio Drive	60th Street	Mallard Street	14	46	144	456
Klauber Avenue	Broadway	69th Street	20	64	204	644
Broadway	60th Street	Madera Street	1	4	11	35
Market Street	I-805 SB Ramps	I-805 NB Ramps	12	38	120	379
	I-805 NB Ramps	47th Street	13	41	129	406
	47th Street	Euclid Avenue	13	42	132	416
Market Street/ Akins Avenue	Euclid Avenue	60th Street	4	11	36	115
Imperial Avenue	I-805 SB Ramps	I-805 NB Ramps	23	74	234	740
	I-805 NB Ramps	47th Street	28	89	281	889
	47th Street	Euclid Avenue	26	81	256	811
	Euclid Avenue	Valencia Parkway	13	42	132	416
	Valencia Parkway	Woodman Street	14	46	144	456
	Woodman Street	69th Street	20	64	204	644
	69th Street	Viewcrest Drive	23	72	229	723
Lisbon Street	Imperial Avenue	71st Street	9	29	91	288
Churchward Street/58th Street	Euclid Avenue	Skyline Drive	2	5	16	50
Skyline Drive	58th Street	Valencia Parkway	6	18	57	182
	Valencia Parkway	61st Street	10	31	97	308
	61st Street	Omeara Street	8	25	79	251
	Omeara Street	Woodman Street	8	24	76	239
	Woodman Street	69th Street	7	22	71	223
Logan Avenue	45th Street	47th Street	8	26	83	262
	47th Street	Euclid Avenue	9	29	93	294
Olvera Avenue/58th Street	Euclid Avenue	Skyline Drive	3	11	35	109

Table 5.4-5: Future Vehicle Traffic Contour Distances – Encanto Neighborhoods CPU Area

	Segment		Distance to (feet)			
Roadway	From	To	75 CNEL	70 CNEL	65 CNEL	60 CNEL
Division Street	Palm Avenue	Euclid Avenue	8	27	85	269
	Euclid Avenue	Harbison Avenue	8	25	79	251
	Harbison Avenue	58th Street	8	27	85	269
	58th Street	Valencia Parkway	6	19	62	195
	Valencia Parkway	61st Street	4	14	44	138
	61st Street	Plaza Boulevard	4	12	37	117
Plaza Boulevard	Paradise Valley Road	Division Street	4	13	43	135
	Division Street	Woodman Street	8	24	77	245
47th Street	SR-94 EB On-Ramp	Market Street	11	35	112	354
	Market Street	Imperial Avenue	14	45	141	446
	Imperial Avenue	Logan Avenue	13	43	135	426
	Logan Avenue	I-805 NB Ramps	14	45	141	446
	I-805 NB Ramps	I-805 SB Ramps	10	30	95	301
47th Street/Palm Avenue	I-805 SB Ramps	Division Street	23	72	229	723
Euclid Avenue	SR-94 WB Ramps	SR-94 EB Ramps	20	64	204	644
	SR-94 EB Ramps	Market Street	18	57	182	574
	Market Street	Imperial Avenue	17	52	166	524
	Imperial Avenue	Logan Avenue	8	26	83	262
	Logan Avenue	Division Street	8	26	81	256
51st Street	Market Street	Roswell Street	1	4	13	40
San Jacinto Drive	Imperial Avenue	Olvera Avenue	1	4	12	37
Bayview Heights Way	SR-94 WB Ramps	SR-94 EB Ramps	8	24	77	245
Kelton Road	SR-94 EB Ramps	Alvin Street	6	19	59	186
Alvin Street	Kelton Road	Pitta Street	4	14	45	141
Pitta Street	Alvin Street	Market Street	3	10	31	97
Merlin Drive	Broadway	Imperial Avenue	1	5	15	47
Valencia Parkway	Imperial Avenue	Skyline Drive	6	20	63	199
	Skyline Drive	Cervantes Avenue	3	10	33	104
	Cervantes Avenue	Wesmead Street	3	9	28	89
	Wesmead Street	Division Street	2	6	19	62
60th Street	Federal Boulevard	Imperial Avenue	7	22	69	218
61st Street	Imperial Avenue	Division Street	3	11	35	109

Table 5.4-5: Future Vehicle Traffic Contour Distances – Encanto Neighborhoods CPU Area

	Segment		*Distance to (feet)*			
Roadway	*From*	*To*	*75 CNEL*	*70 CNEL*	*65 CNEL*	*60 CNEL*
Winnett Street	Federal Boulevard	Radio Drive	1	3	10	32
Paradise Street	Mallard Street	Radio Drive	0	1	3	9
Madera Street	Massachusetts Avenue	69th Street	1	3	11	35
Madera Street/66th Street	69th Street	Akins Avenue	1	4	13	42
Woodman Street	Imperial Avenue	Skyline Drive	6	20	64	204
	Skyline Drive	Plaza Boulevard	10	33	104	330
	Plaza Boulevard	Paradise Valley Road	14	46	144	456
69th Street	San Miguel Avenue	Mallard Street	2	5	17	55
	Mallard Street	Imperial Avenue	1	5	15	47
	Imperial Avenue	Skyline Drive	1	5	15	47
Hilltop Drive	47th Street	Euclid Avenue	2	5	17	54
I-805	Home Avenue	SR-94	1,145	3,622	11,454	36,222
	SR-94	Market Street	1,119	3,540	11,194	35,397
	Market Street	Imperial Avenue	1,442	4,560	14,420	45,601
	Imperial Avenue	47th Street	1,409	4,456	14,092	44,563
	47th Street	Plaza Boulevard	1,377	4,355	13,771	43,548
SR-94	Home Avenue	I-805	889	2,812	8,891	28,117
	I-805	47th Street	1,227	3,881	12,274	38,812
	47th Street	Euclid Avenue	1,227	3,881	12,274	38,812
	Euclid Avenue	Kelton Road	1,119	3,540	11,194	35,397
	Kelton Road	Federal Boulevard	1,119	3,540	11,194	35,397
	Federal Boulevard	College Grove Way	975	3,083	9,749	30,830
	College Grove Way	College Avenue	998	3,155	9,976	31,548

Source: Recon 2015 (Appendix E)

Future horizon year (2035) noise contours for the SESD CPU area and the Encanto Neighborhoods CPU area are shown on Figures 5.4-5 and 5.4-6, respectively.

Figure 5.4-5

SOUTHEASTERN SAN DIEGO
AND ENCANTO NEIGHBORHOODS
COMMUNITY PLAN UPDATES

Future (2035) Traffic Noise Contours
Southeastern San Diego

Southeastern San Diego Community Plan Boundary

Freeways/Major Highways

Future Traffic Noise Contours

- 60-65 CNEL
- 65-70 CNEL
- 70-75 CNEL
- >75 CNEL

Proposed Land Use

- Mixed Use
- Residential
- Commercial, Employment, and Industrial
- Parks, Open Space & Recreation

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

Figure 5.4-6

SOUTHEASTERN SAN DIEGO
AND ENCANTO NEIGHBORHOODS
COMMUNITY PLAN UPDATES

Future (2035) Traffic Noise Contours
Encanto Neighborhoods

Encanto Community Plan Boundary

Freeways/Major Highways

Future Traffic Noise Contours

- 60-65 CNEL
- 65-70 CNEL
- 70-75 CNEL
- >75 CNEL

Proposed Land Use

- Mixed Use
- Residential
- Commercial, Employment, and Industrial
- Parks, Open Space & Recreation

0 0.2 0.4 0.8
Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

The roads generating the greatest noise level in the CPU areas are I-5, I-805, I-15, SR-94, Market Street, Imperial Avenue, Ocean View Boulevard, 47th Street, Euclid Avenue, and National Avenue. The local freeways are the dominant noise sources in the CPU areas and, as shown on Figures 5.4-1 and 5.4-2, traffic noise levels at residential land uses nearest these freeways currently exceed the City's compatibility thresholds for residential land uses. As shown on Figures 5.4-5 and 5.4-6, traffic noise levels at existing and proposed residential use areas closest to the freeways and heavily traveled roadways would exceed the City's compatibility thresholds for residential land uses.

While the City has a compatibility level of 60 CNEL or less for residential uses, noise levels up to 65 CNEL for single-family residential and up to 70 CNEL for multi-family residential are considered conditionally compatible, since interior noise levels can be reduced to 45 CNEL through design features such as closing/sealing windows and providing mechanical ventilation. Additionally, as stated in Section B of the City's Noise Element, although not generally considered compatible, the City conditionally allows multi-family and mixed-use residential uses up to 75 CNEL in areas affected by motor vehicle traffic noise with existing residential uses. Any future residential use exposed to noise levels above 70 CNEL must include attenuation measures to ensure an interior noise level of 45 CNEL and be located in an area where a community plan allows multi-family and mixed-use residential uses. Incorporation of barrier walls can serve as noise walls to reduce exterior noise levels to comply with City standards. The majority of proposed residential land uses would be located within the conditionally compatible zone.

Multi-family residential uses located where exterior noise levels range from 65 to 70 CNEL are considered conditionally compatible and can generally provide the required structural attenuation to reduce noise levels at interior locations. Additionally, due to the provision of common exterior use areas, these projects can generally provide greater shielding to these smaller areas, thus providing exterior use areas that comply with City standards.

Noise levels greater than 70 CNEL require a greater level of design considerations to reduce to compatible interior noise levels in most residential structures, and noise sensitive receptors are typically precluded from these areas as they are considered incompatible. Additionally, land uses in areas with noise levels at or exceeding 70 CNEL are not usually capable of providing sufficient shielding for exterior use areas.

Noise levels greater than 75 CNEL are considered incompatible for all land use types. Uses located adjacent to I-5, I-15, I-805, and SR-94 have the potential to be exposed to noise levels greater than 75 CNEL.

As discussed in the Environmental Setting section, noise levels at noise sensitive receptors may already exceed applicable standards due to noise from vehicle traffic. Traffic levels are forecasted to increase over time, thus, future noise levels would increase with or without adoption of the CPU. This increase in noise levels may cause existing and proposed noise sensitive receptors to be exposed to noise levels in excess of applicable standards. Thus, without mitigation, implementation of the CPUs may result in significant impacts by allowing sensitive receivers to be located in areas where exterior noise levels exceed the compatibility standards established by the General Plan. Impacts associated with the increase in ambient noise are discussed in greater detail under Impact 5.4-2.

Implementation of the policies in the CPUs and General Plan would preclude or reduce traffic noise impacts. In addition, the City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan. Compliance with the standards is required of all projects and is not considered to be mitigation. However, it is possible that for certain projects, adherence to the regulations may not adequately reduce noise levels, and such projects would require additional measures to comply with applicable standards. Adherence to the Mitigation Framework detailed in MM-NOS-1 and MM-NOS-2, which requires regulatory compliance as noted above, would ensure that impacts related to exterior and interior noise for new development are reduced; however, even with strict adherence to the Mitigation Framework, these impacts cannot be reduced to below a level of significance and therefore, the impacts remain significant and unavoidable.

Rail Noise

Within the CPU areas, the SDMTS provides trolley service along a light rail alignment designated the "Orange Line." The Orange Line trolley generally parallels Commercial Street. There are trolley warning signals operating while the trolley is in the vicinity of the at-grade crossings. There are two trolley stations within the SESD CPU area: the 25th/Commercial Station and 32nd/Commercial Station. There are three trolley stations within the Encanto Neighborhoods CPU area: the 47th Street Station, Euclid Avenue Station, and Encanto/62nd Street Station.

Railway noise consists of noise from the trolleys and emergency signaling devices. Trolley vehicles are equipped with horns for use in emergency situations and as a general audible warning to track workers and trespassers within the right-of-way as well as to pedestrians and motor vehicles at road grade crossings. Horns on the moving trolley vehicle combined with stationary bells at grade crossings can generate excessive noise levels that can affect noise sensitive receptors.

The majority of the trolleys run between the hours of 7:00 A.M. and 10:00 P.M. The Orange Line trolley operations consist of 144 scheduled trolleys each weekday with fewer trolleys on weekends (SDMTS 2014). Of this total, 96 trolleys occur during the daytime hours (i.e., 7 A.M.–7 P.M.), 17 occur during the evening hours (i.e., 7 P.M.–10 P.M.), and 31 occur during the nighttime hours (i.e., 10 P.M.–7 A.M.).

The modeled trolley noise levels indicate that noise levels range up to approximately 61 CNEL at 50 feet associated with the trolley (without the use of a trolley horn and 63 CNEL at 50 feet with the use of trolley horns). Thus, the 60 CNEL contour from trolley operations would fall approximately 56 feet from the centerline of the trolley tracks, and the 65 CNEL would fall approximately 32 feet from the centerline. At intersections where the trolley horn is used, the 60 CNEL contour would fall approximately 71 feet from the centerline of the trolley tracks, and the 65 CNEL contour would fall approximately 40 feet from the centerline.

There are no residential land uses located within 32 feet of the trolley tracks. Thus, noise levels due to trolley operations are not anticipated to exceed 65 CNEL. Noise impacts due to trolley operations would be less than significant.

SDIY also operates short-haul freight service along the Orange Line trolley corridor through Southeastern San Diego during the early morning hours when the trolley is not operating. It was

assumed that one freight train would travel along the corridor per night, and would travel at the same speed as the trolleys. The modeled freight noise levels indicate that noise levels range up to approximately 57 CNEL at 50 feet. Thus, the 60 CNEL contour from freight operations would fall approximately 35 feet from the centerline of the trolley tracks, and the 65 CNEL contour would fall approximately 20 feet from the centerline. There are no residential land uses located within 20 feet of the trolley tracks. Thus, noise levels due to freight operations are not anticipated to exceed 65 CNEL. Noise impacts due to freight operations would be less than significant.

Airport Noise

Southeastern San Diego CPU

The SDIA is located approximately two miles northwest of the SESD CPU area. As shown in Figure 5.4-3, the 60 and 65 CNEL contours for the SDIA extend into the SESD CPU area. Residential uses located north of Market Street, west of Boundary Street, and east of 42nd Street would have the potential to be exposed to aircraft noise levels exceeding 65 CNEL. Residential uses located in the northeast corner of the SESD CPU area north of the trolley line and east of Boundary Street would have the potential to be exposed to aircraft noise levels exceeding 60 CNEL. However, the SESD CPU would not change the land use of the existing single-family residential land uses located within the 65 to 70 CNEL contours for the SDIA. Future single-family homes would include noise attenuation consistent with the Noise Element of the General Plan and the ALUCP for the SDIA. Impacts due to aircraft noise would be less than significant.

Encanto Neighborhoods CPU

As shown in Figure 5.4-3, the Encanto Neighborhoods CPU area is located entirely outside the 65 CNEL noise contour for the SDIA. Additionally, a majority of the CPU area is located outside the 60 CNEL contour. Future single-family homes would include noise attenuation consistent with the Noise Element of the General Plan and the ALUCP for the SDIA. Impacts due to aircraft noise would be less than significant.

CPU Policies that Reduce the Impact

Land Use Element (Southeastern San Diego)

P-LU-48 Utilize the Community Plan and the Airport Land Use Compatibility Plan noise contours when making land use planning decisions.

P-LU-49 Reduce the effect of non-aircraft noise through the following techniques:

- Use building setbacks to increase distance between the noise source and receiver;
- Orient buildings to shield outdoor spaces from noise sources;
- Locate parking lots, and other non-habitable uses between the noise source and receptor;

Reduce the effect of non-aircraft and aircraft noise through the following techniques:

- Incorporate forced-air ventilation systems to allow windows and doors to be closed;

- Use double-paned or sound rated windows;
- Incorporate sound insulating exterior walls and roofs;
- Use attic vents to minimize sound intrusion into structures.

P-LU-50 Ensure that future residential uses above the 60 dBA CNEL aircraft noise contour include noise attenuation measures to create an interior noise level of 45 dBA CNEL and provide an aviation easement to the airport operator for SDIA

P-LU-53 Reduce excessive rail, truck and other motor vehicle traffic noise levels that impact noise-sensitive land uses.

P-LU-55 Reduce potential noise impacts, particularly from the trolley, by orienting windows and openings away from noise sources or developing mitigations for noise and vibrations.

Land Use Element (Encanto Neighborhoods)

P-LU-72 Locate noise-sensitive uses, such as schools and homes, away from noise sources.

P-LU-73 Utilize the Community Plan and the Airport Land Use Compatibility Plan noise contours when making land use planning decisions.

P-LU-74 Reduce the effect of non-aircraft noise through the following techniques:

- Use building setbacks to increase distance between the noise source and receiver;
- Provide sound barriers (earth berms or masonry walls) between habitable space and the noise source;
- Orient buildings to shield outdoor spaces from noise sources;
- Locate parking lots, and other non-habitable uses between the noise source and receptor.

P-LU-75 Reduce the effect on non-aircraft and aircraft noise through the following techniques:

- Incorporate forced-air ventilation systems to allow windows and doors to be closed;
- Use double-paned or sound rated windows;
- Incorporate sound insulating exterior walls and roofs;
- Use attic vents to minimize sound intrusion into structures.

Note: berms and sound walls are ineffective—they merely reflect sound and push it further away. The only reason to use these would be if noise-sensitive uses are already located next to a roadway and need protection.

P-LU-76 Ensure that future residential uses above the 60 dBA CNEL aircraft noise contour include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL.

P-LU-79 Reduce potential noise impacts, particularly from the trolley, by orienting windows and openings away from noise sources or developing mitigations for noise and vibrations.

Mitigation Framework

The following Mitigation Framework measures shall apply to Impact 5.4-1 for both CPU areas:

MM-NOS-1 Site-specific exterior noise analyses demonstrating that the project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility standards of the City's General Plan shall be required as part of the environmental and discretionary review of future development proposals. Effective noise reduction measures may include, but are not limited to, building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

MM-NOS-2 When building plans are available and prior to the issuance of building permits, site-specific interior noise analyses demonstrating compliance with the interior noise compatibility standards of the City's General Plan and other applicable regulations shall be prepared for noise sensitive receptors located in areas where exterior noise levels exceed the noise compatibility standards of the City's General Plan. Noise control measures including but not limited to, increasing roof, wall, window, and door sound attenuation ratings, placing heating, ventilation, and air conditioning (HVAC) units in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

Significance after Mitigation

Future development proposals implementing the CPUs would be required to incorporate feasible mitigation measures and alternatives adopted in conjunction with the certification of the PEIR. However, because the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program-level of analysis, the program-level impact related to exterior and interior noise impacts would remain significant and unavoidable, even with adherence to the Mitigation Framework.

Additionally, traffic noise may cause noise levels at existing residences to exceed applicable standards. Possible exterior noise mitigation would include the construction of barriers between heavily traveled roadways and noise-sensitive exterior use areas. Possible interior noise reduction measures would include retrofitting older homes with new window and door components with higher sound transmission class (STC) ratings. However, because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts would remain significant and unavoidable.

Impact 5.4-2 Implementation of the CPUs would result in a significant increase in the existing ambient noise levels. (*Significant and Unavoidable*)

Vehicle Traffic Noise

As indicated above, existing ambient noise levels in the CPU areas are dominated by vehicle traffic noise, particularly from I-5, I-805, I-15, SR-94, Market Street, Imperial Avenue, Ocean View Boulevard, 47th Street, Euclid Avenue, and National Avenue. Increases in traffic noise gradually degrade the ambient noise environment, especially with respect to sensitive receptors.

As discussed under the Significance Criteria, if an area is already exposed to noise levels in excess of the land use compatibility guidelines (see Table 5.4-3) and noise levels were to result in greater than a 3 dB(A) increase, then the impact would be considered significant. If an area is currently exposed to noise levels that do not exceed the land use compatibility guidelines and noise levels were to result in greater than a 5 dB(A) increase, then the impact would be considered significant. There are areas that are currently exposed to noise levels that are exactly at or very near the land use compatibility guidelines. For these areas, the increase in ambient noise levels would be considered significant if noise levels resulted in greater than a 5 dB(A) increase or if resulting noise levels were 3 dB(A) more than the compatibility guideline (e.g., if the compatibility guideline is 65 CNEL, the existing noise level is currently 63 CNEL, and the future noise level is 67 CNEL, impacts would be less than significant because the increase in noise would be less than 5 dB(A) and the resulting noise level would not exceed 68 CNEL).

Vehicular traffic on roadways in the CPU areas would increase due to two factors: continued buildout of the CPUs, and increases in pass-through traffic on I-5, I-805, I-15, SR-94. Tables 5.4-6 and 5.4-7 indicate the existing and projected traffic noise levels along various roadway segments for the SESD and Encanto Neighborhoods CPUs, respectively. Roadway noise is measured in CNEL at 50 feet from the roadway centerline.

There are areas within both CPU boundaries that are currently exposed to significant traffic noise levels greater than established General Plan Noise Element noise – land use comparability guidelines in the CPU areas. The CPUs would not result in a change in that condition, and these areas would continue to be exposed to significant noise levels. Where traffic noise was calculated to be less than 65 CNEL but to increase by 5 dB(A) or more, and where traffic noise was calculated to be greater than 65 CNEL and to increase by 3 dB(A) or more, the adjacent land uses under the CPUs were examined and buildout noise levels were compared to the General Plan compatibility guidelines.

As shown, a potentially significant impact would occur along 14 roadway segments in the SESD CPU area and 10 roadway segments in the Encanto Neighborhoods CPU area. There are existing sensitive uses located adjacent to these roadway segments, and there could be also future sensitive uses located adjacent to them. Possible noise-reduction measures would include retrofitting older homes with new window and door components with higher STC ratings. However, for existing uses, it cannot be determined whether the existing structures contain adequate attenuation to reduce interior noise to the 45 CNEL standard nor what measures would be required to retrofit these structures. In addition, there is no mechanism in place for implementing such a retrofit program. Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Thus, impacts to existing sensitive land uses due to the

increase in ambient noise levels associated with buildout of the CPUs would remain significant and unmitigated.

A mitigation framework exists for new development in areas exposed to high levels of ambient noise. Implementation of General Plan and CPU policies, requirements in the Municipal Code, and compliance with applicable regulations (Title 24) would reduce traffic noise exposure, because they set standards for the siting of sensitive land uses. Site-specific noise analyses that demonstrate that the project would not place sensitive receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility standards of the City's General Plan would be required for multi-family development proposals. With this framework, noise impacts to new multi-family development would be less than significant. This would also be the case for other discretionary projects, as the Mitigation Framework can be required as conditions of future permit approvals. Additionally, for ministerial projects, during the application process, the City evaluates the project location in relation to noise contours provided in community plans. Projects located in areas that exceed the applicable land use and noise compatibility level would be required to demonstrate that noise levels would not exceed the General Plan noise compatibility guidelines for the subject land use. Compliance with the standards is required of all projects and is not considered to be mitigation. However, it is possible that for certain projects, adherence to the regulations may not adequately reduce noise levels, and such projects would require additional measures to comply with applicable standards. Thus, without mitigation, implementation of the CPUs would result in a significant impact from traffic noise, because the CPUs would potentially allow sensitive receptors to be located in areas where exterior noise levels exceed the compatibility standards established by the General Plan. Adherence to the Mitigation Framework detailed in MM-NOS-1 and MM-NOS-2, which requires regulatory compliance as noted above, would ensure that impacts related to exterior and interior noise are reduced; however, even with strict adherence to the Mitigation Framework, these impacts cannot be reduced to below a level of significance. Therefore, the impacts would remain significant and unavoidable at the program level.

Tables 5.4-6 and 5.4-7 summarize the future noise level and the increase in ambient noise levels for roadway segments in the CPU areas where noise levels would exceed 65 CNEL or increase would be greater than 3 CNEL. Future noise levels and increases along roadways not included in Tables 5.4-6 and 5.4-7 would be less than 65 CNEL or increase would be less than 3 CNEL, and impact along these segments would be less than significant. As shown in Tables 5.4-6 and 5.4-7, neither the Encanto Neighborhoods CPU nor SESD CPU would significantly worsen the noise exposure (i.e., future noise increase would be less than 3 dB(A) in areas already exposed to noise levels in excess of compatibility guidelines, or future noise increase would be less than 5 dB(A) in areas currently exposed to noise levels lower than compatibility guidelines), and impacts due to the increase in ambient noise would be less than significant.

The CPUs would not result in a substantial increase in airport or trolley traffic or associated noise.

CPU Policies that Reduce the Impact

Land Use Element (Southeastern San Diego)

P-LU-48 Utilize the Community Plan and the Airport Land Use Compatibility Plan noise contours when making land use planning decisions.

P-LU-49 Reduce the effect of non-aircraft noise through the following techniques:

- Use building setbacks to increase distance between the noise source and receiver;
- Orient buildings to shield outdoor spaces from noise sources;
- Locate parking lots, and other non-habitable uses between the noise source and receptor.

Reduce the effect of non-aircraft and aircraft noise through the following techniques:

- Incorporate forced-air ventilation systems to allow windows and doors to be closed;
- Use double-paned or sound rated windows;
- Incorporate sound insulating exterior walls and roofs;
- Use attic vents to minimize sound intrusion into structures.

Land Use Element (Encanto Neighborhoods)

P-LU-72 Locate noise-sensitive uses, such as schools and homes, away from noise sources.

P-LU-73 Utilize the Community Plan and the Airport Land Use Compatibility Plan noise contours when making land use planning decisions.

P-LU-74 Reduce the effect of non-aircraft noise through the following techniques:

- Use building setbacks to increase distance between the noise source and receiver;
- Provide sound barriers (earth berms or masonry walls) between habitable space and the noise source;
- Orient buildings to shield outdoor spaces from noise sources;
- Locate parking lots, and other non-habitable uses between the noise source and receptor.

P-LU-75 Reduce the effect of non-aircraft and aircraft noise through the following techniques:

- Incorporate forced-air ventilation systems to allow windows and doors to be closed;
- Use double-paned or sound rated windows;
- Incorporate sound insulating exterior walls and roofs;
- Use attic vents to minimize sound intrusion into structures.

Note: berms and sound walls are ineffective--they merely reflect sound and push it further away. The only reason to use these would be if noise-sensitive uses are already located next to a roadway and need protection.

Mitigation Framework

Mitigation Framework measures MM-NOS-1 and MM-NOS-2 would apply to vehicular traffic noise for both CPU areas.

Impact 5.4-3 Implementation of the CPUs would result in the exposure of people to noise levels which exceed standards established in the Noise Abatement and Control Ordinance. (*Less than Significant with Mitigation*)

Stationary Noise

Stationary sources of noise include activities associated with a given land use. For example, noise sources in commercial uses would include car washes, fast food restaurants, auto repair facilities, parking lots, and a variety of other uses.

Mixed-use areas would contain residential and commercial interfaces. Mixed-use sites and areas where residential uses are located in proximity to commercial sites could result in an exposure of sensitive receptors to noise levels in excess of the limits established in the Noise Abatement and Control Ordinance. Noise conflicts between commercial and residential uses could occur because of traffic, loading docks, mechanical equipment (such as generators and HVAC units), deliveries, trash-hauling activities, and customer and employee use of commercial facilities.

Table 5.4-6: Increase in Ambient Traffic Noise – SESD CPU Area

	Segment		*CNEL at 50 Feet*		
Roadway	*From*	*To*	*Existing*	*2035*	*Change in dB*
Hilltop Drive	Boundary Street	I-805	67.1	69.3	2.1
Market Street	17th Street	19th Street	73.1	73.4	0.2
	19th Street	25th Street	73.1	74.9	1.8
	25th Street	28th Street	74.0	75.6	1.6
	28th Street	32nd Street	74.5	76.7	2.3
	32nd Street	I-15 SB Ramps	76.5	78.8	2.3
	I-15 SB Ramps	I-15 NB Ramps	78.8	79.8	1.0
	I-15 NB Ramps	Boundary Street	78.8	80.3	1.5
	Boundary Street	I-805 SB Ramps	76.9	78.9	1.9
	I-805 SB Ramps	I-805 NB Ramps	77.8	78.4	0.6
Imperial Avenue	**17th Street**	**19th Street**	**72.4**	**75.4**	**3.0**
	19th Street	25th Street	71.3	74.0	2.7
	25th Street	28th Street	71.4	73.9	2.6
	28th Street	30th Street	71.2	72.7	1.6
	30th Street	32nd Street	70.4	71.6	1.2
	32nd Street	36th Street	72.3	74.5	2.2
	36th Street	40th Street	73.2	75.0	1.8
	40th Street	**I-805 SB Ramps**	**76.8**	**80.8**	**3.9**

Table 5.4-6: Increase in Ambient Traffic Noise – SESD CPU Area

Roadway	*Segment*		*CNEL at 50 Feet*		
	From	*To*	*Existing*	*2035*	*Change in dB*
	I-805 SB Ramps	I-805 NB Ramps	80.8	81.3	0.5
Commercial Street	**17th Street**	**19th Street**	**63.3**	**71.1**	**7.7**
	19th Street	**25th Street**	**63.4**	**69.5**	**6.1**
	25th Street	28th Street	62.8	67.6	4.8
	28th Street	**30th Street**	**62.2**	**68.0**	**5.8**
	30th Street	**32nd Street**	**60.1**	**68.5**	**8.4**
Ocean View Boulevard	**25th Street**	**28th Street**	**67.6**	**72.3**	**4.7**
	28th Street	30th Street	71.6	72.9	1.3
	30th Street	32nd Street	73.2	74.1	0.9
	32nd Street	I-15 SB Ramps	75.6	76.3	0.7
	I-15 SB Ramps	I-15 NB Ramps	76.5	76.7	0.2
	I-15 NB Ramps	36th Street	75.5	75.9	0.4
	36th Street	40th Street	75.0	75.8	0.8
	40th Street	**47th Street**	**71.1**	**74.8**	**3.7**
National Avenue	**Commercial Street**	**Beardsley Street**	**68.3**	**75.0**	**6.8**
	Beardsley Street	**SR-75 Off-Ramp**	**69.9**	**76.2**	**6.3**
	SR-75 Off-Ramp	26th Street	69.5	72.2	2.7
	26th Street	27th Street/I-5 SB Off-Ramp	74.8	75.0	0.2
	27th Street/I-5 SB Off-Ramp	28th Street	76.2	76.3	0.1
	28th Street	I-5 NB Ramps	76.8	77.1	0.2
	I-5 NB Ramps	32nd Street	74.2	75.4	1.2
	32nd Street	43rd Street	74.4	75.5	1.1
Logan Avenue	43rd Street	45th Street	73.0	74.4	1.4
	45th Street	47th Street	74.5	76.8	2.3
Acacia Street	**36th Street**	**38th Street**	**64.2**	**68.5**	**4.3**
Alpha Street	38th Street	43rd Street	70.0	71.0	1.0
Division Street	Main Street	Osborn Street	76.2	76.4	0.2
	Osborn Street	Highland Avenue	74.3	75.2	0.9
	Highland Avenue	Palm Avenue	75.5	76.7	1.2
Cesar Chavez Parkway	Commercial Street	I-5 NB Ramps	70.1	72.7	2.6
	I-5 NB Ramps	SR-75 On-Ramp/Logan Avenue	73.9	74.9	1.0
25th Street	SR-94 WB Off-Ramp	SR-94 EB On-Ramp	75.3	76.9	1.6

Table 5.4-6: Increase in Ambient Traffic Noise – SESD CPU Area

Roadway	Segment		CNEL at 50 Feet		
	From	To	Existing	2035	Change in dB
	SR-94 EB On-Ramp	Market Street	74.6	77.1	2.5
	Market Street	**Imperial Avenue**	**73.8**	**77.0**	**3.2**
	Imperial Avenue	**Commercial Street**	**71.7**	**75.1**	**3.4**
28th Street	SR-94 WB Ramps	SR-94 EB Ramps	74.3	74.6	0.4
	SR-94 EB Ramps	Market Street	74.2	74.9	0.7
	Market Street	Imperial Avenue	72.9	73.5	0.6
	Imperial Avenue	Commercial Street	71.4	71.9	0.5
	Commercial Street	Ocean View Boulevard	71.1	72.7	1.6
	Ocean View Boulevard	National Avenue	73.3	74.8	1.5
	National Avenue	Boston Avenue	75.7	78.6	2.9
30th Street	E Street	Imperial Avenue	69.5	71.5	2.0
	Imperial Avenue	Commercial Street	67.3	69.3	2.0
	Commercial Street	National Avenue	69.4	69.5	0.2
Broadway	SR-94 WB	SR-94 EB On-Ramp/F Street	74.8	74.8	0.0
32nd Street	SR-94 EB On-Ramp/F Street	Market Street	72.0	74.9	2.8
	Market Street	Imperial Avenue	71.3	73.7	2.5
	Imperial Avenue	Commercial Street	69.1	71.8	2.7
	Commercial Street	Ocean View Boulevard	70.2	72.2	2.0
	Ocean View Boulevard	National Avenue	70.6	72.6	1.9
	National Avenue	Boston Avenue	71.5	73.8	2.3
35th Street	Ocean View Boulevard	Main Street	71.3	72.8	1.5
36th Street	Imperial Avenue	Ocean View Boulevard	67.9	68.6	0.6
	Ocean View Boulevard	Acacia Street	67.9	68.9	1.0
38th Street	Ocean View Boulevard	Acacia Street	68.1	68.3	0.3
Vesta Street	Acacia Street	Main Street	68.5	70.3	1.8
40th Street	Imperial Avenue	Ocean View Boulevard	69.0	69.4	0.4

Table 5.4-6: Increase in Ambient Traffic Noise – SESD CPU Area

Roadway	*Segment*		*CNEL at 50 Feet*		
	From	*To*	*Existing*	*2035*	*Change in dB*
	National Avenue	Division Street	65.5	68.2	2.7
Boundary Street	Hilltop Drive	Market Street	65.7	67.2	1.5
San Pasqual Drive	Imperial Avenue	Ocean View Boulevard	69.9	70.7	0.7
	Ocean View Boulevard	**Logan Avenue**	**70.0**	**73.1**	**3.1**
43rd Street	Logan Avenue	Newton Avenue	75.4	75.6	0.2
	Newton Avenue	Beta Street	75.3	76.2	1.0
	Beta Street	Delta Street	76.5	78.2	1.7
	Delta Street	Division Street	76.0	77.5	1.4
Highland Avenue	Division Street	4th Street	76.5	78.5	2.1
45th Street	Imperial Avenue	Logan Avenue	67.1	68.8	1.7

Note:
Bold = Potentially Significant Impact

Source: Recon 2015 (Appendix E)

Table 3.4-7: Increase in Ambient Traffic Noise – Encanto Neighborhoods CPU Area

	Segment		*CNEL at 50 Feet*		
Roadway	*From*	*To*	*Existing*	*2035*	*Change in dB*
Mallard Street	Federal Boulevard	69th Street	72.9	73.3	0.4
Federal Boulevard	60th Street	Mallard Street	79.1	79.1	0.0
	Mallard Street	MacArthur Drive	78.3	78.4	0.0
Tooley Street	60th Street	Paradise Street	59.2	60.3	1.1
Hilltop Drive	I-805	47th Street	69.0	69.3	0.3
Roswell Street	**51st Street**	**Old Memory Lane**	**64.2**	**68.8**	**4.6**
Old Memory Lane	Roswell Street	60th Street	63.7	64.0	0.3
Radio Drive	60th Street	Mallard Street	59.2	63.3	4.2
Klauber Avenue	Broadway	69th Street	62.2	62.5	0.4
Broadway	60th Street	Madera Street	66.7	68.1	1.4
Market Street	I-805 SB Ramps	I-805 NB Ramps	77.8	78.4	0.6
	I-805 NB Ramps	47th Street	77.1	78.7	1.6
	47th Street	**Euclid Avenue**	**75.3**	**78.8**	**3.5**
Market Street/Akins Avenue	Euclid Avenue	60th Street	73.0	73.2	0.2
Imperial Avenue	I-805 SB Ramps	I-805 NB Ramps	80.8	81.3	0.5
	I-805 NB Ramps	47th Street	81.9	82.1	0.1
	47th Street	Euclid Avenue	81.6	81.7	0.2
	Euclid Avenue	Valencia Parkway	77.9	78.8	0.9
	Valencia Parkway	Woodman Street	79.2	79.2	0.0
	Woodman Street	69th Street	78.9	80.7	1.8
	69th Street	**Viewcrest Drive**	**78.2**	**81.2**	**3.0**
Lisbon Street	Imperial Avenue	71st Street	74.6	77.2	2.6
Churchward Street/58th Street	**Euclid Avenue**	**Skyline Drive**	**65.6**	**69.6**	**4.1**
Skyline Drive	58th Street	Valencia Parkway	73.6	75.2	1.5
	Valencia Parkway	61st Street	75.7	77.5	1.8
	61st Street	Omeara Street	75.9	76.6	0.6
	Omeara Street	Woodman Street	76.0	76.4	0.4
	Woodman Street	69th Street	76.0	76.1	0.1
Logan Avenue	45th Street	47th Street	74.5	76.8	2.3
	47th Street	Euclid Avenue	74.8	77.4	2.6
Olvera Avenue/58th Street	Euclid Avenue	Skyline Drive	71.3	73.0	1.7
Division Street	Palm Avenue	Euclid Avenue	76.6	76.9	0.3

Table 3.4-7: Increase in Ambient Traffic Noise – Encanto Neighborhoods CPU Area

Roadway	*Segment*		*CNEL at 50 Feet*		
	From	*To*	*Existing*	*2035*	*Change in dB*
	Euclid Avenue	Harbison Avenue	76.4	76.6	0.2
	Harbison Avenue	58th Street	75.8	76.9	1.1
	58th Street	Valencia Parkway	74.5	75.5	1.0
	Valencia Parkway	61st Street	73.8	74.0	0.2
	61st Street	Plaza Boulevard	72.3	73.3	1.0
Plaza Boulevard	**Paradise Valley Road**	**Division Street**	**70.9**	**73.9**	**3.1**
	Division Street	Woodman Street	74.6	76.5	1.9
47th Street	SR-94 EB On-Ramp	Market Street	76.2	78.1	1.9
	Market Street	Imperial Avenue	76.8	79.1	2.3
	Imperial Avenue	Logan Avenue	77.1	78.9	1.8
	Logan Avenue	I-805 NB Ramps	76.5	79.1	2.6
	I-805 NB Ramps	I-805 SB Ramps	76.1	77.4	1.4
47th Street/Palm Avenue	I-805 SB Ramps	Division Street	80.1	81.2	1.1
Euclid Avenue	SR-94 WB Ramps	SR-94 EB Ramps	80.0	80.7	0.7
	SR-94 EB Ramps	Market Street	79.4	80.2	0.8
	Market Street	Imperial Avenue	78.5	79.8	1.2
	Imperial Avenue	Logan Avenue	75.8	76.8	1.1
	Logan Avenue	Division Street	75.6	76.7	1.1
51st Street	Market Street	Roswell Street	66.1	68.6	2.5
San Jacinto Drive	**Imperial Avenue**	**Olvera Avenue**	**65.2**	**68.3**	**3.1**
Bayview Heights Way	SR-94 WB Ramps	SR-94 EB Ramps	74.6	76.5	1.9
Kelton Road	**SR-94 EB Ramps**	**Alvin Street**	**70.0**	**75.3**	**5.3**
Alvin Street	**Kelton Road**	**Pitta Street**	**64.8**	**74.1**	**9.3**
Pitta Street	**Alvin Street**	**Market Street**	**67.3**	**72.5**	**5.2**
Merlin Drive	Broadway	Imperial Avenue	69.0	69.3	0.2
Valencia Parkway	Imperial Avenue	Skyline Drive	75.2	75.6	0.4
	Skyline Drive	Cervantes Avenue	71.0	72.8	1.9
	Cervantes Avenue	Wesmead Street	70.6	72.1	1.4
	Wesmead Street	Division Street	69.0	70.5	1.5
60th Street	**Federal Boulevard**	**Imperial Avenue**	**72.4**	**76.0**	**3.6**
61st Street	Imperial Avenue	Division Street	71.1	73.0	1.9
Winnett Street	Federal Boulevard	Radio Drive	66.8	67.7	1.0

Table 3.4-7: Increase in Ambient Traffic Noise – Encanto Neighborhoods CPU Area

	Segment		*CNEL at 50 Feet*		
Roadway	*From*	*To*	*Existing*	*2035*	*Change in dB*
Paradise Street	Mallard Street	Radio Drive	61.1	62.1	1.0
Madera Street	Massachusetts Avenue	69th Street	68.0	68.0	0.0
Madera Street/66th Street	69th Street	Akins Avenue	67.5	68.8	1.2
Woodman Street	Imperial Avenue	Skyline Drive	73.8	75.7	1.9
	Skyline Drive	Plaza Boulevard	76.4	77.8	1.4
	Plaza Boulevard	Paradise Valley Road	78.9	79.2	0.2
69th Street	San Miguel Avenue	Mallard Street	69.9	70.0	0.2
	Mallard Street	Imperial Avenue	68.6	69.3	0.7
	Imperial Avenue	Skyline Drive	67.8	69.3	1.5

Note:
Bold = Potentially Significant Impact

Source: Recon 2015 (Appendix E)

Although noise-sensitive residential land uses would be exposed to noise associated with the operation of these commercial and industrial uses, City policies in place are intended to control noise and reduce noise impacts between various land uses. The City's noise policies, as contained in the General Plan and Noise Abatement and Control Ordinance, include policies and regulations that require noise studies for land uses proposed for potentially incompatible locations, limits on hours of operation for various noise-generating activities, limits on truck idling time, enclosures for external equipment (generators, HVAC units, etc.) that are adjacent to residential uses and standards for the compatibility of various land uses with the existing and future noise environment. In addition, enforcement of the federal, state, and local noise regulations would reduce impacts. Moreover, the CPUs include policies to reduce noise impacts. Such policies include requiring site design considerations and other measures to reduce noise levels from these noise-generating uses where an interface with noise sensitive receptors occurs. The CPUs also define acceptable methods for separating sensitive receptors within the CPU areas, in the form of parking lots and other non-habitable uses to reduce noise levels to sensitive receptors. These criteria would be applied as future development is proposed to implement the CPUs.

The proposed land uses, which include mixed-use and future development near residential areas, would result in potentially significant noise impacts. While the applicable regulations and policies would reduce direct and indirect impacts associated with the generation of noise levels in excess of standards established in the General Plan or Noise Abatement and Control Ordinance, no project-level site plans or implementation programs have been considered as part of the environmental review of the CPUs. However, without detailed operational data, it cannot be verified that future projects implemented in accordance with the CPUs would be capable of reducing noise levels to comply with City standards. As the degree of success of regulations

cannot be adequately known for each specific project at this program-level analysis, impacts would be significant. Additional mitigation would be required to provide verification that City standards have been met.

Construction Noise

Adoption of the CPUs themselves would not be associated with any ambient noise increases. However, future development implemented in accordance with the CPUs could potentially result in temporary ambient noise increase due to construction activities.

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., demolition/land clearing, grading and excavation, erection). Construction noise in any one particular area would be short term and would include noise from activities such as site preparation, truck hauling of material, pouring of concrete, and use of power tools. Noise would also be generated by construction equipment, including earthmovers, material handlers, and portable generators, and could reach high levels for brief periods.

The exact location of projects and construction activities approved under the CPUs are not known at this time. It is likely that sensitive receptors would be located in the vicinity of construction activities. The City regulates noise associated with construction equipment and activities through its Noise Abatement and Control Ordinance. If construction activities exceed the limitations set forth in Section 59.5.0404 of the City's Noise Abatement and Control Ordinance, then noise impacts would be significant.

Any construction resulting from the adoption of the CPUs must comply with Section 59.5.0404 of the City's Noise Abatement and Control Ordinance. As noted above, construction equipment would generate maximum noise levels between 85 and 90 dB at 50 feet from the source when in operation. Hourly average noise levels would be 82 dBA at 50 feet from the center of construction activity when assessing the loudest pieces of equipment working simultaneously. Noise levels would vary depending on the nature of the construction including the duration of specific activities, nature of the equipment involved, location of the particular receiver, and nature of intervening barriers. Construction noise levels of 82 dBA L_{eq} at 50 feet would attenuate to 75 dBA L_{eq} at 110 feet. Therefore, significant impacts would occur if residential uses are located closer than 110 feet of construction activities.

Therefore, construction activities related to implementation of the CPUs would potentially generate short-term noise levels in excess of 75 dBA L_{eq} at adjacent properties and would therefore be potentially significant. The City regulates noise associated with construction equipment and activities through enforcement of noise ordinance standards (e.g., days of the week and hours of operation) and imposition of conditions of approval for building or grading permits. However, as the degree of success of these measures cannot be adequately known for each specific project at this program-level analysis, mitigation would be required.

CPU Policies that Reduce the Impact

Land Use Element (Southeastern San Diego)

P-LU-51 Reduce the effect of commercial activity noise through site planning and integrating noise attenuation measures in new buildings to reduce interior sound levels. (Refer to General Plan Policies NE-E-1 through NE-E6.)

P-LU-52 Minimize exposure of commercial and industrial noise to noise-sensitive land uses.

P-LU-53 Reduce excessive rail, truck and other motor vehicle traffic noise levels that impact noise-sensitive land uses.

P-LU-54 Control noise impacts at the source through dampening, buffering, or active cancelling, particularly on sites that abut residential development or other sensitive receptors.

Land Use Element (Encanto Neighborhoods)

P-LU-77 Reduce the effect of commercial activity noise through site planning and integrating noise attenuation measures in new buildings to will reduce interior sound levels. (Refer to General Plan Policies NE-E-1 through NE-E6.)

P-LU-78 Control noise impacts at the source through dampening, buffering, or active cancelling, particularly on sites that abut residential development or other sensitive receptors.

Mitigation Framework

The following Mitigation Framework measure shall apply to stationary noise for both CPU areas:

MM-NOS-3 Prior to the issuance of a building permit, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's Noise Abatement and Control Ordinance. Noise reduction measures shall include building noise-attenuating walls, reducing noise at the source by requiring quieter machinery or limiting the hours of operation, or other attenuation measures. Additionally, future projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site specific noise analyses.

The following Mitigation Framework measure shall apply to construction noise for both CPU areas:

MM-NOS-4 For projects that exceed daily construction noise thresholds established by the City of San Diego, best construction management practices shall be used to

reduce construction noise levels to comply with standards established by the Municipal Code in Chapter 5, Article 9.5, Noise Abatement and Control. Project applicant shall prepare and implement a Construction Noise Management Plan. Appropriate management practices shall be determined on a project-by-project basis, and are specific to the location. Control measures shall include:

A. Minimizing simultaneous operation of multiple construction equipment units;

B. Locating stationary equipment as far as reasonable from sensitive receptors;

C. Requiring all internal combustion-engine-driven equipment to be equipped with mufflers that are in good operating condition and appropriate for the equipment; and

D. Construction of temporary noise barriers around construction sites that block the line-of-sight to surrounding receptors.

Significance after Mitigation

Future development proposals implemented in accordance with the CPUs would be required to incorporate feasible mitigation measures and alternatives adopted in conjunction with the certification of this PEIR. However, because the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program-level of analysis, the program-level impact related to exterior and interior noise impacts would remain significant and unavoidable, even with adherence to the Mitigation Framework.

Additionally, traffic noise may cause noise levels at existing residences to exceed applicable standards. Possible exterior noise mitigation would include the construction of barriers between heavily traveled roadways and noise-sensitive exterior use areas. Possible interior noise reduction measures would include retrofitting older homes with new window and door components with higher STC ratings. However, because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts would remain significant and unavoidable.

Future development proposals implemented in accordance with the CPUs would be required to incorporate feasible mitigation measures and alternatives adopted in conjunction with the certification of the PEIR. With adherence to the mitigation measures NOS-3 and NOS-4, the program-level impact related to stationary and construction noise impacts to residential uses and sensitive receptors would be reduced to below a level of significance.

5.5 Biological Resources

This section addresses potential impacts on biological resources due to implementation of the Southeastern San Diego (SESD) and Encanto Neighborhoods Community Plan Updates (CPUs). The existing biological resources within the study area are based on the Biological Resources Report prepared by RECON (Appendix G). The evaluation of the existing biological resources within the survey area is summarized below. Impacts on sensitive plant species, wildlife species, and vegetation communities; jurisdictional wetlands and waters; wildlife movement; and the City of San Diego's Multi-Habitat Planning Area (MHPA) are evaluated in this section.

Environmental Setting

PHYSICAL SETTING

The physical setting includes information on existing vegetation community and land cover types; sensitive vegetation communities; sensitive plant and animal species; jurisdictional wetlands and waters; and wildlife movement corridors within the CPU areas.

Vegetation

The base vegetation community mapping for the CPUs is taken primarily from the San Diego Association of Governments (SANDAG) digital files for San Diego County (SANDAG 2010) and western San Diego County (SANDAG 2012). This vegetation mapping was updated using information from an aerial photograph of the project area (San Diego Geographic Information Source [SanGIS] 2012). Updates to the vegetation map included areas that were mapped as native vegetation or disturbed habitat (i.e., disturbed land), but showed as developed on the 2012 aerial photo. Conversely, areas that were mapped as developed but appeared to support native vegetation were also updated.

Vegetation community classifications follow Holland Code (Holland 1986) as updated by Oberbauer et al. (2008). However, for purposes of this report, "disturbed habitat" as defined by Oberbauer is classified as "disturbed land" for consistency with the City of San Diego Biology Guidelines (2012). Assessments of the sensitivity of habitats are based primarily on the California Native Plant Society (CNPS; 2014), the California Natural Diversity Data Base (CNDDB; State of California 2014a), City of San Diego (1997 and 2012), U.S. Fish and Wildlife Service (USFWS; 2013), and Holland (1986).

The adjacent CPU areas are composed primarily of developed lands with the occasional disturbed parcel of land and limited open space and are very similar in nature from a biological standpoint.

In addition, several modified drainages are found within the CPU areas that remain undeveloped. Both CPU areas are very similar in this respect as well. Nine vegetation types and three classifications of disturbed or developed lands have been observed within the CPU areas. The vegetation communities and land cover types are depicted on Figures 5.5-1 and 5.5-2 and the acreages of each are summarized by CPU area in Table 5.5-1. Descriptions are provided below.

Table 5.5-1: Vegetation Communities and Land Cover Types within the Southeastern San Diego and Encanto Neighborhoods CPU Areas

Vegetation Community/Land Cover Type (Holland Code, as modified by Oberbauer et al. 2008)	*Southeastern (acres)*	*Encanto (acres)*
Southern cottonwood-willow riparian forest (61330)	–	2.3
Southern riparian scrub (63300)	0.7	1.5
Mule fat scrub (63310)	–	0.3
Vernal pool (44000)	–	<0.1[a]
Non-native riparian (65000)	3.2	3.8
Maritime succulent scrub (32400)	–	47.6
Diegan coastal sage scrub (32500)	5.4	94.9
Diegan coastal sage scrub: coastal form (32510)	–	5.8
Valley and foothill grassland (42000)	–	12.1
Non-native grassland (42200)	0.2	40.8
Non-native vegetation (11000)	–	28.0
Disturbed land	53.0	203.9
Urban/developed (12000)	2,866.4	3,369.6
Total	**2,928.9[b]**	**3,810.6[b]**

Notes:

[a]Equals 963 square feet.

[b]Acreages vary slightly from those presented in the CPUs due to rounding.

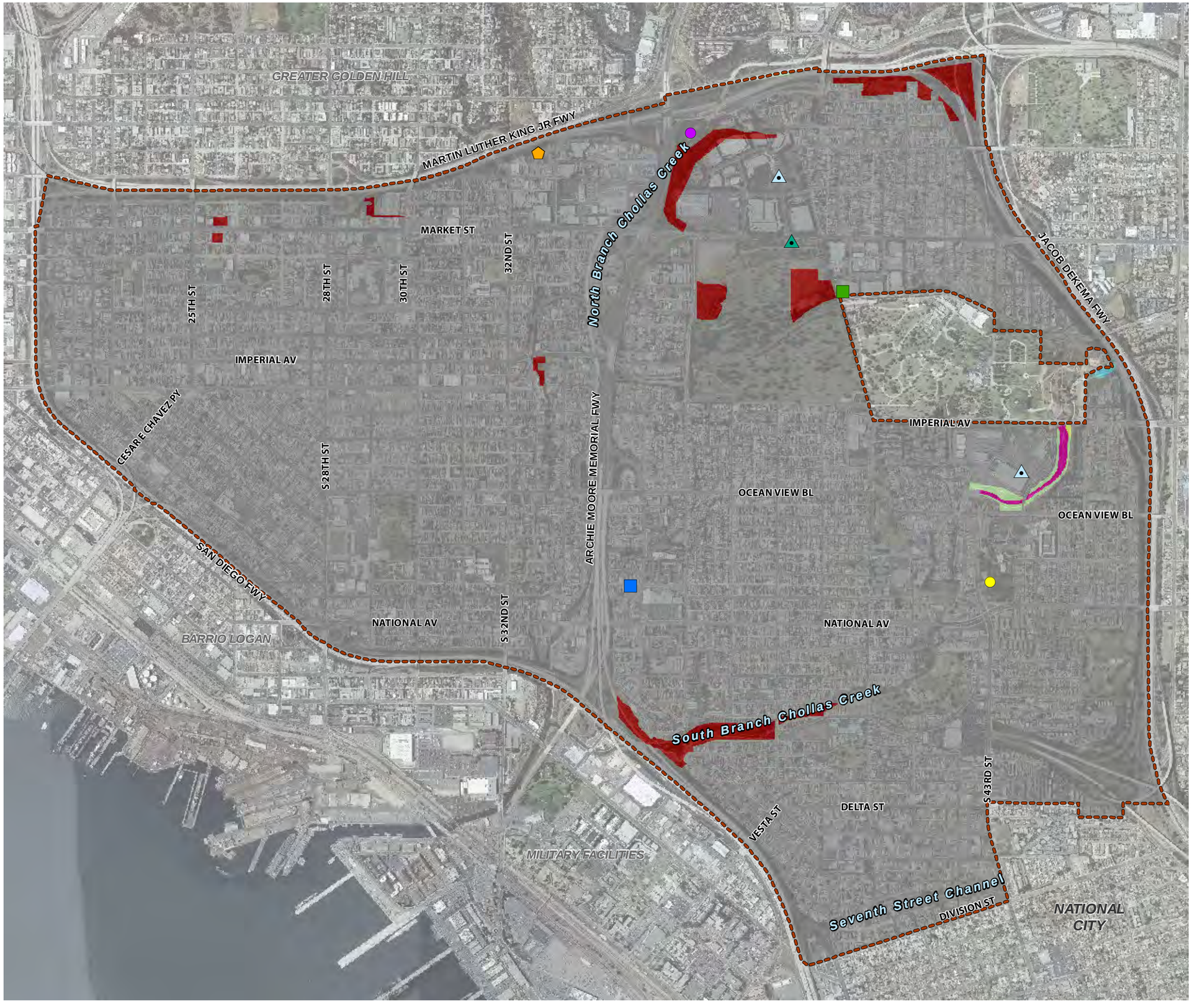


Figure 5.5-1

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Existing Biological Resources within the Southeastern San Diego Community Planning Area

Southeastern San Diego Community Plan Boundary

Freeways/Major Highways

Sensitive Species Observations

Flora

- California Adolphia
- San Diego Barrel Cactus

Fauna

- Cooper's Hawk
- Least Bell's Vireo
- Mexican Long-tongued Bat
- Western Bonneted Bat
- Quino Checkerspot Butterfly

Vegetation Communities and Land Cover Types

- Diegan Coastal Sage Scrub
- Southern Riparian Scrub
- Non-Native Grassland
- Non-Native Riparian
- Disturbed Land
- Urban/Developed

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

Figure 5.5-2

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Existing Biological Resources within the Encanto Neighborhoods Community Planning Area

Encanto Community Plan Boundary

Freeways/Major Highways

Sensitive Species Observations

Flora

- California Adolphia
- Otay Tarplant

Fauna

- Coastal Cactus Wren
- Coastal California Gnatcatcher
- Cooper's Hawk
- Western Red Bat
- Quino Checkerspot Butterfly

Vegetation Communities and Land Cover Types

- Diegan Coastal Sage Scrub
- Diegan Coastal Sage Scrub: Coastal Form
- Maritime Succulent Scrub
- Mule Fat Scrub
- Southern Cottonwood-Willow Riparian Forest
- Southern Riparian Scrub
- Vernal Pool
- Valley and Foothill Grassland
- Non-Native Grassland
- Non-Native Riparian
- Non-Native Vegetation
- Disturbed Land
- Urban/Developed

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

Wetland Vegetation Communities

Wetland vegetation communities are dominated by plant species adapted to soils that have periods of prolonged saturation. The CPU area has five wetland vegetation communities mapped which are described below. Wetland vegetation communities are considered sensitive by the City of San Diego and resource agencies. These communities are regulated by the City and Regional Water Quality Control Board (RWQCB), and some are regulated by the U.S. Army Corps of Engineers (ACOE), USFWS, and California Department of Fish and Wildlife (CDFW).

Southern Cottonwood-Willow Riparian Forest

Southern cottonwood-willow riparian forest is typically an open, seral type of riparian forest dominated by tall, broad-leafed, winter-deciduous trees, Fremont cottonwood (*Populus fremontii*), black cottonwood (*P. trichocarpa*), and tree willows (*Salix gooddingii, S. lasiolepis, S. lasiandra*), with an understory of shrubby willows. Other characteristic plant species within this community include mugwort (*Artemisia douglasiana*), mule fat (*Baccharis salicifolia*), and hoary nettle (*Urtica dioica* ssp. *holosericea*). This community typically occurs along sub-irrigated and frequently overflowed lands along perennially wet rivers and streams (Oberbauer et al. 2008).

A total of 2.3 acres of southern cottonwood-willow riparian forest has been mapped in the Encanto Neighborhoods CPU area, which includes the banks of the southern extent of the Emerald Hills Branch of Chollas Creek and the upper reach of the south branch of Chollas Creek (see Figure 5.5-2; SANDAG 2012). No southern cottonwood-willow riparian forest has been mapped in the SESD CPU area.

Southern Riparian Scrub

Southern riparian scrub is typically dominated by small trees or shrubs and lacks tall, riparian trees. This community is often found along major waterways in areas that are subject to flood scour, but has become more widely established due to increased urban and agricultural runoff. Common plant species often observed within this community include willow species such as arroyo willow (*Salix lasiolepis*), mule fat, and broom baccharis (*Baccharis sarothroides*) (Oberbauer et al. 2008).

A total of 0.7 acre of southern riparian scrub has been mapped along the south branch of Chollas Creek, immediately west of Interstate 805, at the eastern edge of the SESD CPU area (see Figure 5.5-1; SANDAG 2010). Small patches of southern riparian scrub, totaling 1.5 acres, have also been mapped along the Seventh Street Channel in the southern portion of the Encanto Neighborhoods CPU area (see Figure 5.5-2; SANDAG 2010).

Mule Fat Scrub

Mule fat scrub is an early seral riparian scrub community dominated by mule fat and maintained by frequent flooding. This community is often distributed along ephemeral streams.

One small patch of mule fat scrub, totaling 0.3 acre, has been mapped along the southern extent of the Emerald Hills Branch of Chollas Creek in the Encanto Neighborhoods CPU area (see Figure 5.5-2; SANDAG 2012). No mule fat scrub has been mapped in the SESD CPU area.

Vernal Pool

Vernal pools are shallow, isolated, seasonal wetlands distinguished from other ephemeral wetlands in the region by characteristic plant and animal species (Oberbauer et al. 2008). The micro-relief surrounding vernal pools typically consists of small mima mounds or hummocks. In San Diego County, vernal pools may only retain pooled water for approximately two weeks and will be dry for the vast majority of the year. In San Diego County, vernal pools can be characterized as hardpan or claypan vernal pools, which are distinguished by the soil type on which they occur, the type of impervious subsoil layer, and vegetation. Claypan vernal pools are primarily found on Otay Mesa on Stockpen soils, but are also located in other areas of San Diego County and into Baja California. Hardpan vernal pools are primarily found north of Otay Mesa (Holland 1986).

Three vernal pools, totaling less than 0.1 acre, have been mapped within Emerald Hills Canyon Open Space, south of SR-94 and west of Kelton Road, in the central-northern section of the Encanto Neighborhoods CPU Area (see Figure 5.5-2; City of San Diego 2008b). No vernal pools have been mapped in the SESD CPU area.

Non-native Riparian

Non-native riparian consists of dense riparian thickets where non-native, invasive plant species account for greater than 50 percent of the total vegetative cover. Characteristic species typically include giant reed (*Arundo donax*), tamarisk (*Tamarix* spp.), eucalyptus (*Eucalyptus* spp.), palms (*Phoenix* spp., *Washingtonia robusta*), castor bean (*Ricinus communis*), pampas grass (*Cortaderia* spp.), and Bermuda grass (*Cynodon dactylon*). Common native species found within this community include arrow-weed (*Pluchea sericea*), Fremont cottonwood, and willows. Non-native riparian vegetation is often found in disturbed wetland areas and is extensive along many rivers and streams within coastal southern California.

Two stands of non-native riparian vegetation have been mapped along the south branch of Chollas Creek in the SESD and Encanto Neighborhoods CPU areas, totaling 3.2 and 3.8 acres, respectively (see Figures 5.5-1 and 5.5-2; SANDAG 2012).

Upland Vegetation Communities

Upland vegetation communities occur on the drier slopes and mesa areas, and in the canyons in the CPU areas. Four vegetation communities are in this category as described below.

Maritime Succulent Scrub

Maritime succulent scrub is generally a low (two to three feet high), open (25 to 75 percent cover) vegetation community dominated by drought deciduous, somewhat woody soft-leaved shrubs with a rich mixture of stem and leaf succulents (e.g., cacti). The proportion of cacti in this community is typically highest in inland areas. Ground cover is more or less devoid of vegetation between shrubs. Growth and flowering are concentrated in the spring. Maritime succulent scrub often occurs on thin, rocky, or sandy soils, often on steep slopes of coastal headlands and bluffs. This type of succulent scrub transitions to southern coastal bluff scrub on more exposed headlands and bluffs and with coastal sage scrub on better developed, moister soils away from the immediate coast (Holland 1986).

One fairly extensive stand of maritime succulent scrub, totaling 47.6 acres, has been mapped along the canyons and slopes that form the southern portion of Emerald Hills Canyon Open Space in the northern portion of the Encanto Neighborhoods CPU area (see Figure 5.5-2; SANDAG 2012). No maritime succulent scrub has been mapped in the SESD CPU area.

Diegan Coastal Sage Scrub

Diegan coastal sage scrub is the southern form of coastal sage scrub comprising low-growing, aromatic, drought-deciduous soft-woody shrubs that have an average height of approximately three to four feet. Diegan coastal sage scrub is typically dominated by facultatively drought deciduous species such as California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), laurel sumac (*Malosma laurina*), and black sage (*Salvia mellifera*). This community is typically found on low moisture-availability sites with steep, xeric slopes or clay rich soils that are slow to release stored water. Diegan coastal sage scrub is found in coastal areas from Los Angeles County south into Baja California (Holland 1986).

Much of the Diegan coastal sage scrub within the CPU areas has been identified as the coastal form (Holland Code, as modified by Oberbauer et al. [2008] 32510). This community is similar to Diegan coastal sage scrub, but occurs below 1,000 feet above mean sea level (AMSL) and typically presents a higher dominance of California sagebrush. Other associated dominants include California buckwheat, yellow bush penstemon (*Keckiella antirrhinoides*), laurel sumac, lemonadeberry (*Rhus integrifolia*), and black sage.

A total of 100.7 acres of Diegan coastal sage scrub (including 5.8 acres of the coastal form) has been mapped along many of the undeveloped canyons and slopes, which are mostly scattered within the northern portion of the Encanto Neighborhoods CPU area (see Figure 5.5-2; SANDAG 2010, 2012). A total of 5.4 acres of Diegan coastal sage scrub is also mapped on the slopes adjacent to the south branch of Chollas Creek in the eastern portion of the SESD CPU area (see Figure 5.5-1; SANDAG 2010, 2012).

Valley and Foothill Grassland

Valley and foothill grassland typically includes grasslands dominated by non-native annual grass or forb species; however, this community may also include grasslands dominated by or supporting a substantial component of native perennial grasses, such as purple needlegrass (*Stipa* [=*Nassella*] *pulchra*). Common non-native grass species include wild oat (*Avena* spp.), brome grasses (*Bromus* spp.), and barley (*Hordeum* spp.), and typical non-native annual forbs likely include filaree (*Erodium* spp.) and mustards (*Brassica* sp. and *Hirschfeldia* sp.). In valley and foothill grasslands, native perennial herbs, such as sanicle (*Sanicula* spp.), checkerbloom (*Sidalcea* spp.), and western blue-eyed grass (*Sisyrinchium bellum*), and numerous native wildflowers, such as California poppy (*Eschscholzia californica*), gilia (*Gilia* spp.), phacelia (*Phacelia* spp.), clarkia or four-spot (*Clarkia* spp.), or goldfields (*Lasthenia* spp.), are also often present (Oberbauer et al. 2008).

A few isolated stands of valley and foothill grassland, totaling 12.1 acres, have been mapped in the southern portion of the Encanto Neighborhoods CPU area (see Figure 5.5-2; SANDAG 2010). Due to the urban nature of the surrounding areas and anticipated high level of disturbance within these patches of grassland, the areas mapped as valley and foothill grassland are likely dominated

by non-native grass species. No valley and foothill grassland has been mapped in the SESD CPU area.

Non-native Grassland

Non-native grassland is characterized by a dense to sparse cover of annual grasses, which may include numerous native wildflowers, particularly in years of high rainfall. Non-native grasslands contain species including, but not limited to, bromes, wild oats, and fescues (*Festuca* spp.). Typically, this community includes at least 50 percent cover of the entire herbaceous layer attributable to annual non-native grass species, although other native and non-native plant species may be intermixed (City of San Diego 2012).

These annuals germinate with the onset of the rainy season and set seeds in the late winter or spring. With a few exceptions, the plants of non-native grasslands are dead through the summer-fall dry season. Non-native grassland is typically found on fine-textured, usually clay, soils that range from being moist or waterlogged in the winter to being very dry during the summer and fall. This community is found in valleys and foothills throughout much of California at elevations below 3,000 to 4,000 feet AMSL (Holland 1986).

Non-native grassland, usually forming a mosaic with Diegan coastal sage scrub, has been mapped along many of the undeveloped canyons and slopes, which are mostly scattered within the northern portion of the Encanto Neighborhoods CPU area; these areas total 40.8 acres (see Figure 5.5-2; SANDAG 2012). One small 0.2-acre patch of non-native grassland is mapped on a slope adjacent to the south branch of Chollas Creek in the eastern portion of the SESD CPU area (see Figure 5.5-1; SANDAG 2012).

Other Land Cover Types

Three other land cover types are present within the CPU areas. All result from development, encroachment, or other human disturbance and typically do not require any biological mitigation unless they support sensitive flora or fauna.

Non-native Vegetation

Non-native vegetation consists of non-native plant species, including ornamental and/or invasive species.

Two moderate-sized stands of non-native vegetation, totaling 28.0 acres, have been mapped along undeveloped slopes within the central and western sections of the Encanto Neighborhoods CPU area (see Figure 5.5-2; SANDAG 2012). No non-native vegetation has been mapped in the SESD CPU area.

Disturbed Land

Disturbed land is predominantly characterized by non-native plant species that have been introduced by human activities. Different from landscaped areas, this community typically is sustained by precipitation, urban runoff, or agricultural runoff.

Patches of disturbed land are scattered throughout both CPU areas, typically occurring along undeveloped slopes surrounding by development (see Figures 5.5-1 and 5.5-2; SANDAG 2010,

2012). A total of 53.0 acres of disturbed land has been mapped in the SESD CPU area, and a total of 203.9 acres of disturbed land has been mapped in the Encanto Neighborhoods CPU area.

Urban/Developed Land

Areas mapped as urban/developed include locations with residential housing, commercial or industrial land uses, and roads. Urban/developed also includes areas that have been landscaped with non-native or ornamental species and are actively maintained. Urban/developed land is the dominant land cover type within both CPU areas with a total of 2,866.4 acres in the SESD CPU area and 3,369.6 acres in the Encanto Neighborhoods CPU area (see Figures 5.5-1 and 5.5-2; SANDAG 2010).

Sensitive Vegetation Communities

Sensitive vegetation communities are those communities that are of highly limited distribution. These communities may also support concentrations of sensitive plant or wildlife species. Sensitive vegetation communities are those identified by the CNDDB (State of California 2014a), Holland (1986), and the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan (1997). Under the MSCP, upland vegetation communities are divided into four tiers of sensitivity based on the rarity and ecological importance. As shown in Table 3 of the City's Biology Guidelines (2012), upland vegetation communities that are classified as Tier I (rare uplands), Tier II (uncommon uplands), or Tier III (common uplands) are considered sensitive by the City and require mitigation when impacted. Tier IV (other uplands) vegetation communities typically are not considered sensitive and do not require mitigation when impacted. The sensitive vegetation community MSCP Tiers present in both ~~the~~ CPU areas are shown on Figures 5.5-3 and 5.5-4 and summarized below.

Maritime succulent scrub is an MSCP Tier I (rare uplands) habitat within both ~~the~~ CPU areas. A total of 47.6 acres of Tier I is mapped in the northern portion of the Encanto Neighborhoods CPU area along the canyons and slopes that form the southern portion of Emerald Hills Canyon Open Space. No maritime succulent scrub has been mapped in the SESD CPU area.

Diegan coastal sage scrub, in pristine or disturbed condition, is considered sensitive by federal and state resource agencies due to the scarcity of this vegetation community and the number of sensitive species associated with it. This vegetation community is categorized as a Tier II vegetation community. A total of 100.7 acres of Diegan coastal sage scrub (including the coastal form) has been mapped along many of the undeveloped canyons and slopes, which are mostly scattered within the northern portion of the Encanto Neighborhoods CPU area. A total of 5.4 acres of Diegan coastal sage scrub is also mapped on the slopes adjacent to the south branch of Chollas Creek in the eastern portion of the SESD CPU area.

Non-native grassland and valley and foothill grassland are classified as Tier IIIB communities. Tier IIIB habitat is considered less valuable than native habitat, but still provides foraging habitat for many species, particularly raptors, and may support a variety of rare plant and animal species. A total of 52.9 acres of Tier IIIB vegetation is mapped as a few isolated stands in the southern portion of the Encanto Neighborhoods CPU area and alongside Tier II communities on many of the undeveloped canyons and slopes scattered within the northern portion of the Encanto

Neighborhoods CPU area. Tier IIIB vegetation is also mapped in one small 0.2-acre patch on a slope adjacent to the South Branch of Chollas Creek in the eastern portion of the SESD CPU area.

All wetland vegetation communities, including southern cottonwood-willow riparian forest, southern riparian scrub, mule fat scrub, vernal pool, and non-native riparian, are considered sensitive by the City of San Diego and resource agencies. These communities are regulated by the City, USFWS, and RWQCB, and some are regulated by ACOE and CDFW. Case-by-case analysis would be needed at the project-specific level to determine what agencies (City, USFWS, RWQCB, ACOE, or CDFW) might have regulatory authority on any wetland resources proposed to be impacted.

Figure 5.5-3

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Sensitive Vegetation Communities within the Southeastern San Diego Community Planning Area

Southeastern San Diego Community Plan Boundary

Freeways/Major Highways

Vegetation Classification

Tier II Uplands

Tier IIIB Uplands

Wetlands

0 0.2 0.4 0.8

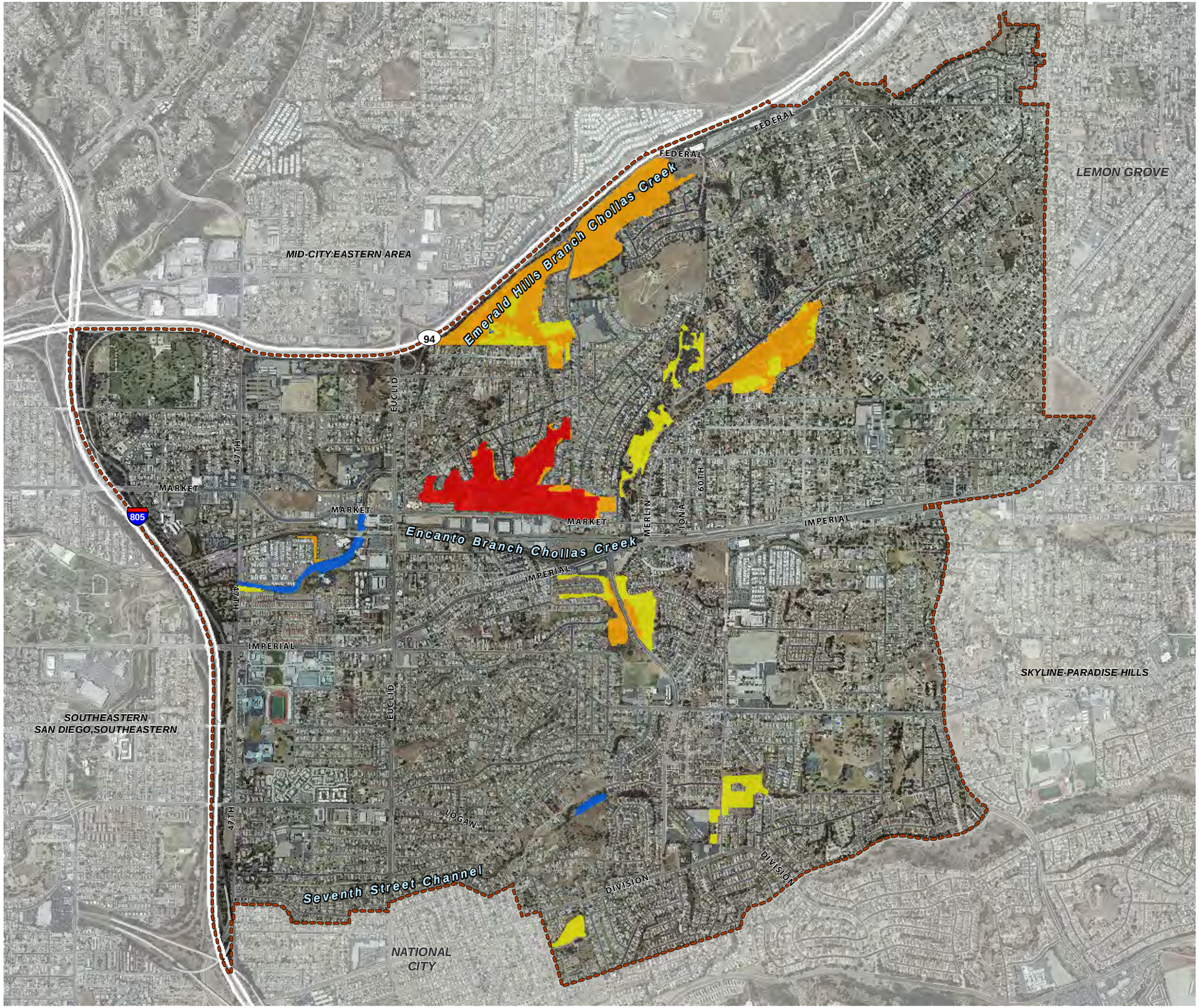
Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

Figure 5.5-4

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Sensitive Vegetation Communities within the Encanto Neighborhoods Community Planning Area



Encanto Community Plan Boundary

Freeways/Major Highways

Vegetation Classification

- Tier I Uplands
- Tier II Uplands
- Tier IIIB Uplands
- Wetlands

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

Sensitive Species

The sensitive species mapped locations within both ~~the~~ CPU areas are based on information obtained from the literature review, CNDDB (State of California 2014a), San Diego Natural History Museum's San Diego County Plant Atlas database (SDNHM 2014), and SanBIOS (County of San Diego 2010). For purposes of this report, a species is considered sensitive if it:

1. is listed by state or federal agencies as threatened or endangered or is a candidate or proposed for such listing;
2. is considered rare, endangered, or threatened by the State of California and/or listed in the CNDDB (State of California 2011, 2014b, 2014c, 2014d);
3. is a narrow endemic or covered species in the City of San Diego Multiple Species Conservation Program Subarea Plan (City of San Diego 1997);
4. has a CNPS Rare Plant Ranking of 1B or 2 in the Inventory of Rare and Endangered Vascular Plants of California (CNPS 2014); or
5. is considered rare, sensitive, or noteworthy by local conservation organizations or specialists.

Noteworthy plant species are considered to be those that have a CNPS Rare Plant Ranking of 3 and 4 in the Inventory. In addition, raptors (birds of prey), active raptor nests, and migratory birds are also protected by the California Fish and Game Code and Migratory Bird Treaty Act (MBTA).

The sensitive species listed below are known from the CPU areas based on information obtained from the literature review. The approximate locations are shown as points on Figures 5.5-1 and 5.5-2. However, the data points represent a varying level of accuracy and are not intended for project-level analysis. Precise locations of sensitive species would be identified through on-site reconnaissance- and project-level analysis in conjunction with proposed future development. Assessments for the potential occurrence of sensitive or noteworthy species are based upon known ranges and habitat preferences for the species and species occurrence records from the CNDDB, USFWS (2014a), and the literature review.

Sensitive Plant Species

Table 5 of the Biological Resources Report (RECON 2014; Appendix G) lists the sensitive plant species observed or with potential to occur in the CPU areas. There are occurrences of two federally listed, state listed, and/or MSCP-covered plant species that have been recorded within the CPU areas and include Otay tarplant and coast barrel cactus.

Occurrences of seven additional sensitive plant species that are not federally listed, state listed, or MSCP-covered have been recorded within the CPU areas and include San Diego County viguiera, San Diego marsh-elder, Robinson's pepper-grass, Lewis's evening primrose, California adolphia, California box-thorn, and southwestern spiny rush.

Sensitive Animal Species

Table 6 of the Biological Resources Report (RECON 2014; Appendix G) lists the sensitive animal species observed or with potential to occur in the CPU areas. Two federally endangered invertebrate species have been reported within or near the CPU areas and include Quino checkerspot butterfly and San Diego fairy shrimp. The Quino checkerspot butterfly was last observed within the CPUs in 1969 and is no longer anticipated to occur within either CPU area due to the high level of development and disturbance of potential habitat. Potentially-suitable vernal pool habitat for the San Diego fairy shrimp has been mapped within the northern portion of the Encanto Neighborhoods CPU area. Occurrences of four federally listed, state listed, and/or MSCP-covered avian species have been reported within the CPU areas and include Cooper's hawk, Least Bell's vireo, Coastal cactus wren, and Coastal California gnatcatcher. Cooper's hawk has been observed in both CPU areas. Least Bell's vireo has been observed in the northeastern portion of the SESD CPU area along the North Branch of Chollas Creek. Coastal cactus wren has been observed in the central and northwestern portion of the Encanto Neighborhoods CPU area. And Coastal California gnatcatcher has been observed in both CPU areas. Occurrences of three sensitive bat species, that are not federally listed, state listed, or covered by the MSCP, have been reported within the CPU areas and include Mexican long-tongued bat, Western red bat, and Western bonneted (mastiff) bat.

Jurisdictional Wetlands and Waters

Wetlands and Waters Definitions

U.S. Army Corps of Engineers

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

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

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

Non-wetland jurisdictional waters must have strong hydrology indicators such as the presence of seasonal flows and an ordinary high watermark. An ordinary high watermark is defined as:

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

Areas delineated as non-wetland jurisdictional waters may lack wetland vegetation or hydric soil characteristics. Hydric soil indicators may be missing, because topographic position precludes ponding and subsequent development of hydric soils. Absence of wetland vegetation can result

from frequent scouring due to rapid water flow. These types of jurisdictional waters are delineated by the lateral and upstream/downstream extent of the ordinary high watermark of the particular drainage or depression.

California Department of Fish and Wildlife

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.

Regional Water Quality Control Board

State waters are all waters that meet one of three criteria (hydrology, hydric soils, or wetland vegetation), and generally include but are not limited to, all waters under the jurisdiction of ACOE and CDFW.

City of San Diego

According to the City of San Diego's Municipal Code (City of San Diego 2012), wetlands are areas which are characterized by any of the following conditions: (1) all areas persistently or periodically containing naturally occurring wetland vegetation communities characteristically dominated by hydrophytic vegetation; (2) areas that have hydric soils or wetland hydrology and lack naturally occurring wetland vegetation communities because human activities have removed the historic wetland vegetation, or catastrophic or recurring natural events preclude the establishment of wetland vegetation (e.g., areas of scour within streambeds, coastal mudflats, and salt pannes that are unvegetated due to tidal duration); (3) ephemeral or intermittent drainages if wetland dependent vegetation is either present in the drainage or lacking due to past human activities; and (4) areas lacking wetland vegetation communities, hydric soils, and wetland hydrology due to non-permitted filling of previously existing wetlands.

Mapped Wetlands and Waters

Vegetation and stream mapping within the CPU areas serve as a baseline to aid in the preliminary determination of the presence of ACOE wetlands and waters of the U.S., CDFW riparian habitat and streambed, and RWQCB and City of San Diego jurisdictional areas. USGS topographic quadrangle maps, the National Wetlands Inventory mapping (USFWS 2012), and other biological resource documents for the CPU areas were reviewed to prepare preliminary mapping of riparian and wetland habitats, stream courses, and ponds that are likely under the jurisdiction of ACOE, CDFW, RWQCB or City of San Diego.

There are approximately 25.9 acres of the SESD CPU area and 38.2 acres of the Encanto Neighborhoods CPU area that have been mapped as a wetland or water resource. Some of these wetlands and waters have been identified by using the vegetation mapping and include southern cottonwood-willow riparian forest, southern riparian scrub, mule fat scrub, vernal pool, and non-native riparian (see Figures 5.5-1 and 5.5-2). Additional wetlands and waters have been mapped by the National Wetlands Inventory (USFWS 2012). In order to illustrate the full extent of potentially jurisdictional wetlands and waters using available data for the CPU areas, the wetlands vegetation mapping and National Wetland Inventory (NWI) mapping have been combined and are presented on Figures 5.5-5 and 5.5-6. Agencies with jurisdictional authority over wetlands and other jurisdictional water resources include USFWS, ACOE, CDFW, RWQCB, and the City of San Diego.

Wildlife Movement Corridors

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

Within both CPU areas, the main water courses and canyons provide the best opportunities for wildlife movement. However, no regional wildlife corridors have been identified within the CPU areas per the MSCP Subarea Plan. Habitat within these canyons and waterways is only anticipated to provide stepping stones for ~~flighted~~ avian species and provide for limited, local movement of terrestrial species.

Multiple Species Conservation Program/ Multi-Habitat Planning Area

The primary goal of the MSCP is to conserve viable populations of sensitive species and regional biodiversity while allowing for reasonable economic growth. The MHPA is the area from which the permanent MSCP preserve is assembled via the application of the requirements of the MSCP Subarea Plan. See Chapter 5.1, Land Use, for further discussion on the MSCP.

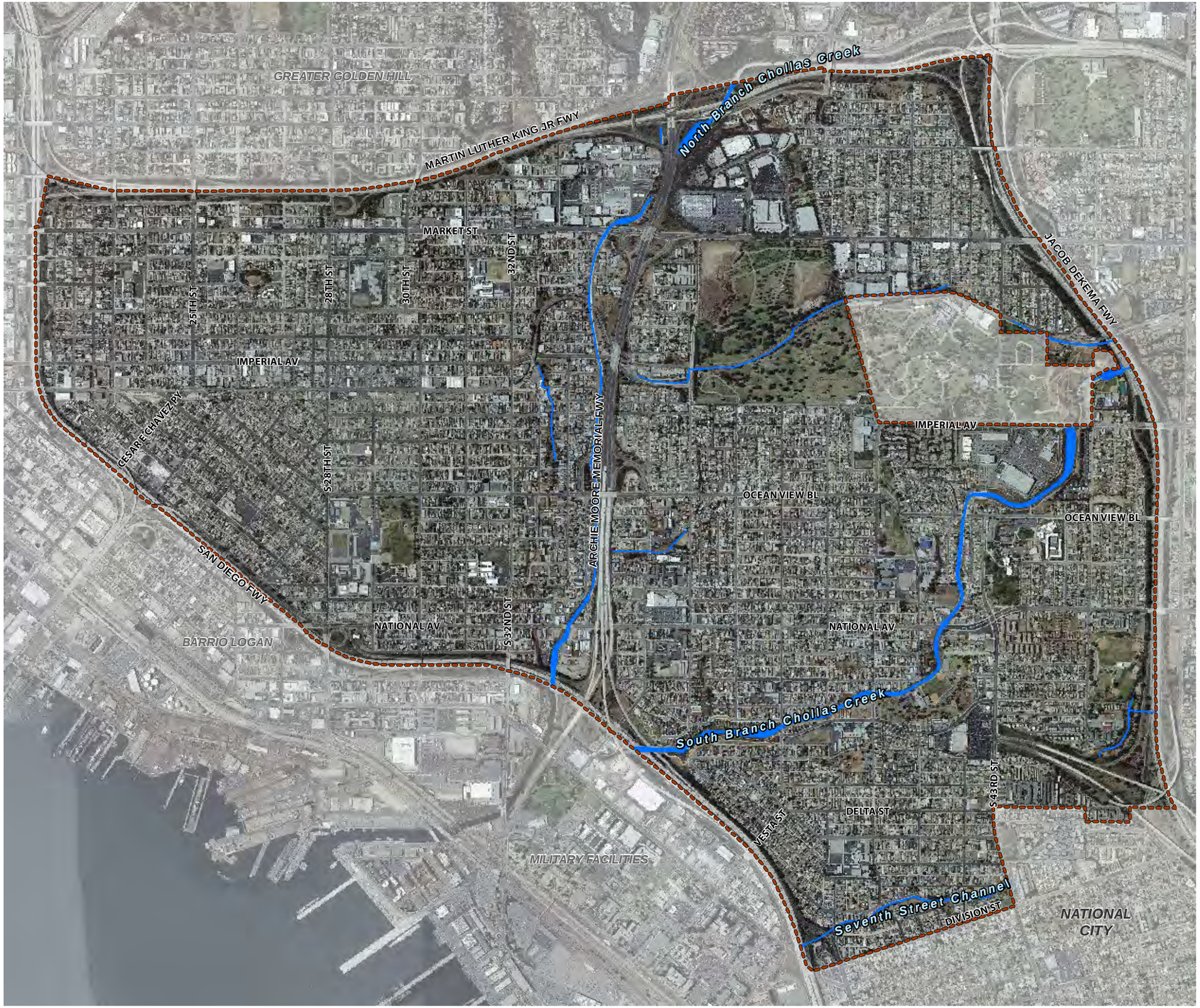
The MHPA has not been mapped within the SESD CPU area (Figure 5.5-7). The MHPA is located within the north-central portion of the Encanto Neighborhoods CPU area in Emerald Hills Canyon Open Space and in the Valencia Park area (Figure 5.5-8). Much of the sensitive vegetation and many of the sensitive species occurrences within the Encanto Neighborhoods CPU area are located within or adjacent to the MHPA.

The MHPA that occurs within the Encanto Neighborhoods CPU area has been conserved according to the SanGIS Conserved Lands database (SanGIS 2013; see Figure 5.5-8). Less than 0.1 acre of MHPA falls outside areas mapped as conserved lands, but this is likely the result of discrepancies between mapping methods and is not anticipated to translate to a real difference on the ground. The Conserved Lands database provides a comprehensive inventory of land that is legally conserved to protect natural habitats, species, and open space; contributes to the existing planned regional habitat preserve system; and managed to protect the open space or natural resources into the future. These lands may be owned by the City or other agencies, may have easements, may be dedicated, or may have some restrictions placed upon the property through the City's processes that protects the overall quality of the resources and prohibits development. The MHPA lands within the Encanto Neighborhoods CPU area are owned and managed by the City of San Diego. Therefore, the MHPA is fully assembled in the Encanto Neighborhoods CPU area.

Figure 5.5-5

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Potentially Jurisdictional Wetlands and Waters within the Southeastern San Diego Community Planning Area



Southeastern San Diego Community Plan Boundary

Freeways/Major Highways

Potentially Jurisdictional Wetlands and Waters

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

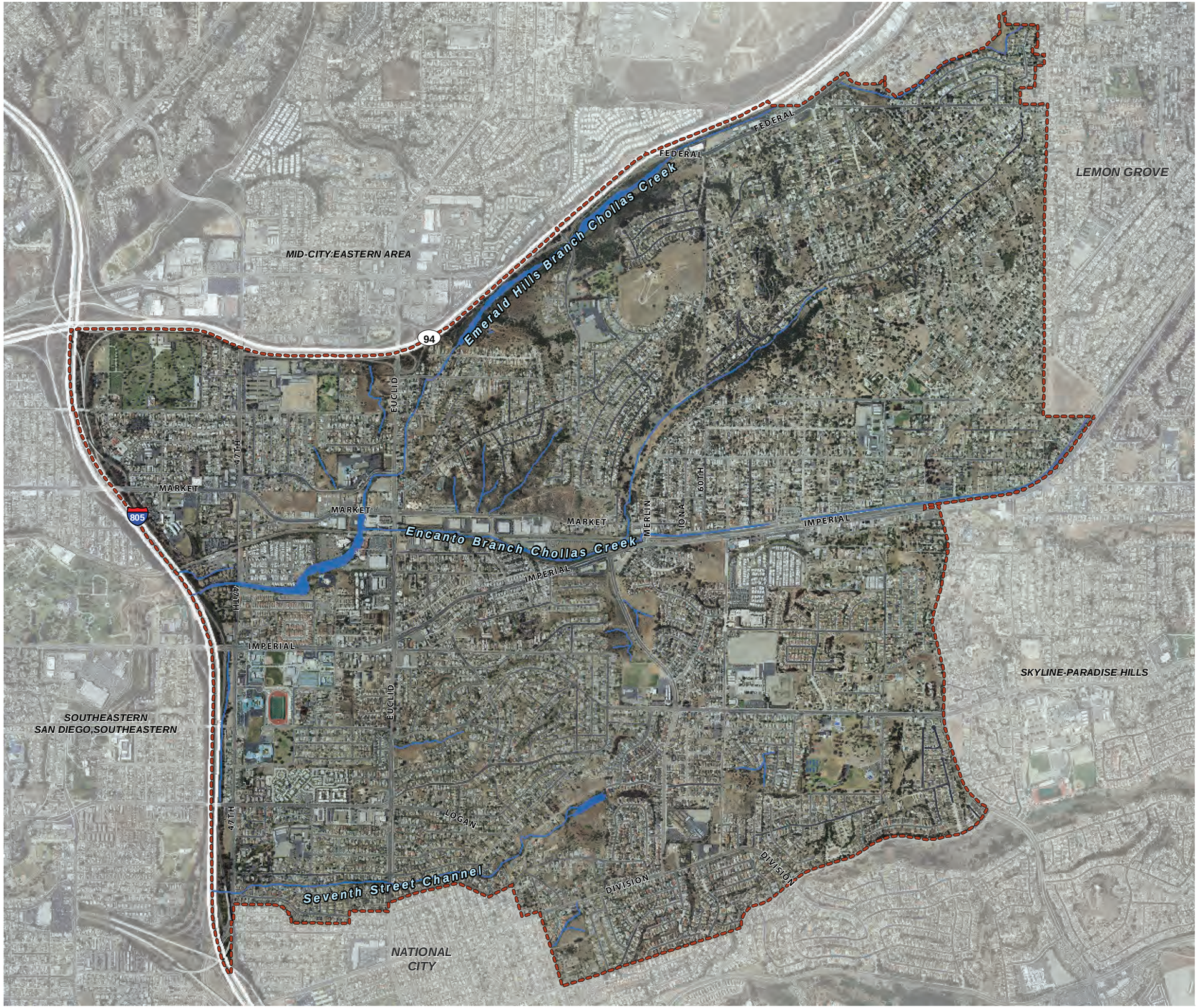


Figure 5.5-6

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Potentially Jurisdictional Wetlands and Waters within the Encanto Neighborhoods Community Planning Area

Encanto Community Plan Boundary

Freeways/Major Highways

Potentially Jurisdictional Wetlands and Waters

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

Figure 5.5-7

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Location of MHPA In Relation to Conserved Lands and Proposed Open Space Under the Southeastern San Diego Community Planning Area

- Southeastern San Diego Community Plan Boundary
- Planned Open Space
- City of San Diego MHPA
- SANDAG Conserved Land

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

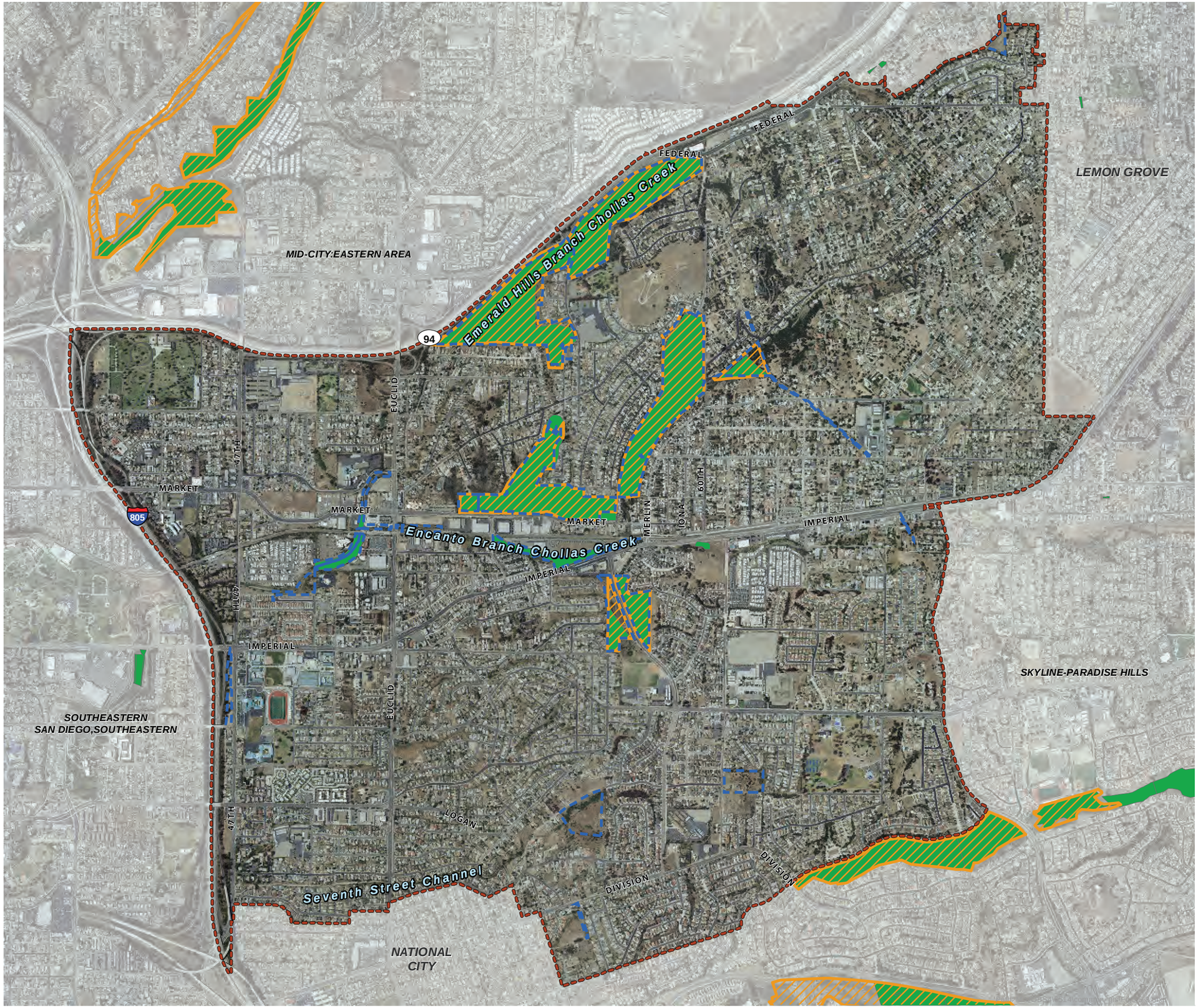


Figure 5.5-8

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Location of MHPA In Relation to Conserved Lands and Proposed Open Space Under the Encanto Neighborhoods Community Plan Update

- Encanto Community Plan Boundary
- Planned Open Space
- City of San Diego MHPA
- SANDAG Conserved Land

0 0.2 0.4 0.8
Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

REGULATORY SETTING

Several existing federal, state, and local regulations protect ecosystems, special status species and habitat, and wetlands in the city of San Diego, and are discussed below. These regulations apply equally to the SESD CPU area and the Encanto Neighborhoods CPU area. The CDFW and the USFWS have direct regulatory authority over species formally listed as threatened, endangered, or candidates for listing. The CDFW issues permits under the Lake and Streambed Alteration Program and maintains lists of special status plant collated.

Federal Regulations

Federal Endangered Species Act (FESA)

This act provides the legal framework for the listing and protection of species (and their habitats) identified as being endangered or threatened with extinction. Actions that jeopardize endangered or threatened species and the habitats upon which they rely are considered a 'take' under the FESA. Take of a federally listed threatened or endangered species is prohibited unless a take permit is issued. The FESA allows for take of a threatened or endangered species incidental to development activities once an HCP has been prepared to the satisfaction of the USFWS and an ITP has been issued. The FESA also allows for the take of threatened or endangered species after consultation has deemed that development activities will not jeopardize the continued existence of the species. The FESA also provides for consultation between USFWS and other federal agencies when an action that may impact federally listed species is proposed by another federal agency; e.g., issuance of a permit for impacts to federal waters by the ACOE under Section 404 of the federal Clean Water Act.

Impacts to any of the seven federally listed vernal pool species must be approved by USFWS, in addition to any other applicable Wildlife Agencies. A draft vernal pool HCP is currently being prepared by the City in coordination with the Wildlife Agencies. If adopted, the City would have "take" authority for the vernal pool species occurring within the HCP areas.

Migratory Bird Treaty Act (MBTA)

The MBTA (16 United States Code 703 et seq.) 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 Code of Federal Regulations (CFR) 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 10.12). Migratory birds are not necessarily federally listed endangered or threatened birds under the FESA. The MBTA, which is enforced by the USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird, or attempt such actions, except as permitted by regulation. The applicable regulations prohibit the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations (50 CFR 21.11).

Federal Water Pollution Control Act (Clean Water Act; CWA)

The 1972 CWA provides a structure for regulating discharges into the waters of the U.S. Through the CWA, the Environmental Protection Agency (EPA) is given the authority to implement

pollution control programs. These include setting wastewater standards for industry and water quality standards for contaminants in surface waters. The discharge of any pollutant from a point source into navigable waters is illegal unless a permit under its provisions is acquired. In accordance with Section 404 of the CWA, the ACOE regulates the discharge of dredged or fill material into waters of the U.S.

The term "waters of the United States" is defined as:

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

A permit may be required from the ACOE for any of the following activities:

a) Structures or work in or affecting "navigable waters of the United States" pursuant to Section 10 of the Rivers and Harbors Act of 1899. Examples include, but are not limited to,

1. Constructing a pier, revetment, bulkhead, jetty, aid to navigation, artificial reef or island, and any structure to be placed under or over a navigable water;

2. Dredging, dredge disposal, filling and excavation;

b) The discharge of dredged or fill material into, including any redeposit of dredged material other than incidental fallback within, "waters of the United States" and adjacent waters pursuant to Section 404 of the Clean Water Act of 1972. Examples include, but are not limited to,

1. Creating fills for residential or commercial development, placing bank protection, temporary or permanent stockpiling of excavated material, building

road crossings, backfilling for utility line crossings and constructing outfall structures, dams, levees, groins, weirs, or other structures;

2. Mechanized land clearing, grading which involves filling low areas or land leveling, ditching, channelizing and other excavation activities that would have the effect of destroying or degrading waters of the United States;

3. Allowing runoff to overflow from a contaminated land or water disposal area to re-enter a water of the United States;

4. Placing of pilings when such placement has or would have the effect of a discharge of fill material;

c) The transportation of dredged or fill material by vessel or other vehicle for the purpose of dumping the material into ocean waters pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972;

d) Any combination of the above.

In California, the State Water Resources Control Board and the nine RWQCBs are also responsible for implementing the CWA.

State Regulations

California Environmental Quality Act (CEQA)

CEQA provides guidelines for defining impacts. Appendix G of the guidelines contains questions that local jurisdictions should evaluate when analyzing a project's potential impacts. CEQA provides these guidelines so that local jurisdictions are able to determine what constitutes an "adverse effect" and a significant impact on a biological resource.

California Fish and Game Code

Section 200 of the California Fish and Game Code grants general authority to the Fish and Game Commission to regulate the taking or possession of birds, mammals, fish, amphibians, and reptiles subject to more specific statutory restrictions.

The Porter-Cologne Water Quality Control Act (California Fish and Game Code, Section 1600) provides for statewide coordination of water quality regulations. The State Water Resources Control Board was established as the statewide authority, and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis.

Under Section 1600-1607 of the Fish and Game Code, CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats (e.g., southern willow scrub) associated with watercourses. Jurisdictional waters are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not include tidal areas or isolated resources.

California Fish and Game Code Section 1700 et seq. declares state policy to encourage conservation of the living resources of the ocean and other state waters, including species preservation.

The Native Species Conservation and Enhancement Act (California Fish and Game Code Section 1750 et seq.) declares a policy of maintaining sufficient populations of all species of wildlife and native plants and the habitat necessary to ensure their continued existence at optimum levels, and establishes an account to manage private donations toward that end.

The Native Plant Protection Act (California Fish and Game Code Section 1900 et seq.) governs the preservation, protection, and enhancement of endangered or rare native plants.

Sections 1930 through 1933 of the California Fish and Game Code establish the significant natural areas program to protect and preserve important habitats and ecosystems through developing information with respect to natural resources by means of the CNDDB and other mechanisms.

The California Endangered Species Act (CESA; California Fish and Game Code Sections 2050-2069) declares state policy regarding threatened and endangered species, provides for a listing and review process, prohibits certain acts as damaging to listed species, and provides a consultation process whereby state projects are reviewed for impacts on listed species. Both the Fish and Game Commission and CDFW are given important powers and duties with regard to protection of subject species.

The Wildlife and Natural Areas Conservation Act (California Fish and Game Code Section 2700 et seq.) provides money for habitat protection for species designated by the State as threatened or endangered.

Section 3503 states that 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," and Section 3503.5 states that it is "unlawful to take, possess, or destroy any birds of prey or to take, possess, or destroy the nest or eggs of any such bird" unless authorized (State of California 1991).

Regional Water Quality Control Board

RWQCB is the regional agency responsible for protecting water quality in California. The jurisdiction of this agency includes all waters of the state and all waters of the United States as mandated by both the federal Clean Water Act and the California Porter-Cologne Water Quality Control Act. State waters are all waters that meet one of three criteria (hydrology, hydric soils, or wetland vegetation), and generally include but are not limited to, all waters under the jurisdiction of ACOE and CDFW.

Local Regulations

Multiple Species Conservation Program/Multi-Habitat Planning Area

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

goal of the City's MSCP Subarea Plan is to conserve viable populations of sensitive species and regional biodiversity while allowing for reasonable economic growth. To carry out this goal, the City's MSCP Subarea Plan establishes an area known as the MHPA from which the permanent MSCP preserve will be assembled. Approximately 90 percent of the MHPA lands (52,727 acres) within the City's subarea will be preserved. The MHPA consists of public and privately owned lands, much of which has been conserved. These lands may: be owned by the City or other agencies; have open space, building restrictive, covenant, or conservation easements over them; or be subject to other restrictive uses based on current or prior City regulatory requirements (i.e., Resource Protection Ordinance or Environmentally Sensitive Lands Regulations), which have protected the overall quality of the biologically sensitive resources. A more detailed discussion of the MSCP and MHPA can be found in Chapter 5.1, Land Use.

City of San Diego Environmentally Sensitive Lands Regulations

The purpose of the Environmentally Sensitive Lands (ESL) Regulations is to "protect, preserve, and, where damaged, restore the *environmentally sensitive lands* of San Diego and the viability of the species supported by those lands. These regulations are intended to assure that *development* occurs in a manner that protects the overall quality of the resources and the natural and topographic character of the area, encourages a sensitive form of *development*, retains biodiversity and interconnected habitats, maximizes physical and visual public access to and along the shoreline, and reduces hazards due to *flooding* in specific areas while minimizing the need for construction of *flood* control facilities. These regulations are intended to protect the public health, safety, and welfare while employing regulations that are consistent with sound resources conservation principles and the rights of private property owners" (City of San Diego 2014a).

The ESL defines sensitive biological resources as those lands included within the MHPA as identified in the City of San Diego's MSCP Subarea Plan and other lands outside the MHPA that contain wetlands; Tier I, II, IIIA, or IIIB vegetation communities; habitat for rare, endangered, or threatened species; or narrow endemic species. Future development proposed in accordance with the CPUs will be required to comply with all applicable ESL regulations.

Chollas Creek Enhancement Program

The Chollas Creek Enhancement Program presents a community vision for development, City policies, and design/development guidelines (City of San Diego 2002~~b~~). This program also provides an implementation strategy for maintaining natural areas; promoting new development that integrates buildings, open space, and the creek into successful and useable community spaces; restoring the creek's natural conditions, and enhancing the creek corridors with linear parks and trails. This program covers portions of the Chollas Creek drainage system that traverse both the SESD and Encanto Neighborhoods CPU areas.

City of San Diego General Plan

The City of San Diego's General Plan is its guidance document for growth and development. It comprises 10 elements, which provide comprehensive policies for land use and community planning; mobility; urban design; economic prosperity; public facilities, services, and safety; recreation; conservation; noise; historic preservation; and housing. The General Plan presents goals and policies for biological resources in the Conservation Element. Relevant excerpts from this element are included in Table 5.5-2.

Table 5.5-2: General Plan Policies Relating to Biological Resources

Policy	*Description*
CE-B.1	Protect and conserve the landforms, canyon lands, and open spaces that: define the City's urban form; provide public views/vistas; serve as core biological areas and wildlife linkages; are wetlands habitats; provide buffers within and between communities; or provide outdoor recreational opportunities. a. Utilize Environmental Growth Funds and pursue additional funding for the acquisition and management of MHPA and other important community open space lands b. Support the preservation of rural lands and open spaces throughout the region c. Protect urban canyons and other important community open spaces including those that have been designated in community plans for the many benefits they offer locally, and regionally as part of a collective citywide open space system (see also Recreation Element, Sections C and F; Urban Design Element, Section A) d. Minimize or avoid impacts to canyons and other environmentally sensitive land by relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands. e. Encourage the removal of invasive plant species and the planting of native plants near open space preserves. f. Pursue formal dedication of existing and future open space areas throughout the City, especially in core biological resource areas of the City's adopted MSCP Subarea Plan. g. Require sensitive design, construction, relocation, and maintenance of trails to optimize public access and resource conservation
CE-B.2	Apply the appropriate zoning and ESL regulations to limit development of floodplains and sensitive biological areas including wetlands, steep hillsides, canyons, and coastal lands. a. Manage watersheds and regulate floodplains to reduce disruption of natural systems, including the flow of sand to the beaches. Where possible and practical, restore water filtration, flood and erosion control, biodiversity and sand replenishment benefits. b. Limit grading and alterations of steep hillsides, cliffs and shoreline to prevent increased erosion and landform impacts.
CE-B.3	Use natural landforms and features as integrating elements in project design to complement and accentuate the City's form (see also Urban Design Element, Section A).
CE-B.4	Limit and control runoff, sedimentation, and erosion both during and after construction activity.
CE-C.1	Protect, preserve, restore and enhance important coastal wetlands and habitat (tide pools, lagoons and marine canyons) for conservation, research, and limited recreational purposes.
CE-C.2	Control sedimentation entering coastal lagoons and waters from upstream urbanization using a watershed management approach that is integrated into local community and land use plans (see also Land Use Element, Policy LU-E-1).
CE-C.3	Minimize alterations of cliffs and shorelines to limit downstream erosion and to ensure that sand flow naturally replenishes beaches.
CE-C.4	Manage wetland areas as described in Section H, Wetlands, for natural flood control and preservation of landforms.
CE-C.6	Implement watershed management practices designed to reduce runoff and improve the

Table 5.5-2: General Plan Policies Relating to Biological Resources

Policy	*Description*
	quality of runoff discharged into coastal waters.
CE-E.7	Manage 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.
CE-G.1	Preserve natural habitats pursuant to the MSCP, preserve rare plants and animals to the maximum extent practicable, and manage all City-owned native habitats to ensure their long-term biological viability. a. Educate the public about the impacts invasive plant species have on open space. b. Remove, avoid, or discourage the planting of invasive plant species. c. Pursue funding for removal of established populations of invasive species within open space.
CE-G.2	Prioritize, fund, acquire, and manage open spaces that preserve important ecological resources and provide habitat connectivity.
CE-G.3	Implement the conservation goals/policies of the City's MSCP Subarea Plan, such as providing connectivity between habitats and limiting recreational access and use to appropriate areas.
CE-G.4	Protect important ecological resources when applying floodplain regulations and development guidelines.
CE-G.5	Promote aquatic biodiversity and habitat recovery by reducing hydrological alterations, such as grading a stream channel.
CE-H.1	Use a watershed planning approach to preserve and enhance wetlands.
CE-H.2	Facilitate public-private partnerships that improve private, federal, state and local coordination through removal of jurisdictional barriers that limit effective wetland management.
CE-H.3	Seek state and federal legislation and funding that support efforts to research, classify, and map wetlands including vernal pools and their functions, and improve restoration and mitigation procedures.
CE-H.4	Support the long-term monitoring of restoration and mitigation efforts to track and evaluate changes in wetland acreage, functions, and values.
CE-H.5	Support research and demonstration projects that use created wetlands to help cleanse urban and storm water runoff, where not detrimental to natural upland and wetland habitats.
CE-H.6	Support educational and technical assistance programs, for both planning and development professionals, and the general public, on wetlands protection in the land use planning and development process.
CE-H.7	Encourage site planning that maximizes the potential biological, historic, hydrological and land use benefits of wetlands.
CE-H.8	Implement a "no net loss" approach to wetlands conservation in accordance with all city, state, and federal regulations.
CE-J.1	Develop, nurture, and protect a sustainable urban/community forest.

Source: City of San Diego General Plan Conservation Element (City of San Diego 2008a).

Impact Analysis

SIGNIFICANCE CRITERIA

Based on the City's 2011 Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the CPUs, impacts on biological resources would be significant if the SESD and Encanto Neighborhoods CPUs would:

- Result in a substantial adverse impact either directly or through habitat modifications (including Tier I, II, IIIA, or IIIB Habitats as identified in the Biology Guidelines of the Land Development manual), 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;
- 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;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites;
- 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; or
- Introduce land use within an area adjacent to the MHPA that would result in adverse edge effects.

METHODOLOGY AND ASSUMPTIONS

Impacts on biological resources associated with implementation of the CPUs are analyzed below. As this is a program-level analysis of impacts associated with Plan buildout, policy changes, and proposed programs, this section addresses broad impacts associated with the Plan update. Impacts are quantified only to provide rough approximations, scale, and a basis for discussion and are based on currently available data, as discussed in the Biological Resources Report (Appendix G). Project-specific surveys and analyses would be needed for future project-level review. Impact areas were derived using Geographic Information System (GIS) software and were based on the CPU land use plans. "Proposed impacts" comprise areas where vegetation communities overlap with the following categories of development according to the CPU land use plans: residential, commercial, industrial, institutional, cemetery, schools/public facilities, park, and right-of-way. Land that is already developed is not included in proposed impacts. The impacts listed in Table 5.5-3 below are presented by CPU area and have been calculated using the MHPA boundary that includes the proposed additions and deletions resulting from the boundary line correction (BLC) discussed in Section 5.1, Land Use.

The biological impacts of the CPUs were evaluated in accordance with the City of San Diego's CEQA Significance Determination Thresholds (2011), the Biology Guidelines (City of San Diego

2012), and the MSCP (City of San Diego 1997). Mitigation would be required for impacts that are considered significant under these guidelines.

Before a determination of the significance of an impact can be made, the presence and nature of the biological resources would be established. The criteria for evaluating a project's impact on biological resources resulting from implementation would depend on whether:

- The site has been identified as part of the MHPA by the Subarea Plan.
- The site supports or could support Tier I, II, IIIA and B vegetation communities (such as grassland, chaparral, coastal sage scrub).
- The site contains, or comes within 100 feet of, a natural or man-made drainage (determine whether it is vegetated with wetland vegetation). The site lies within the 100-year floodplain established by FEMA and the Floodplain Fringe/Floodway zones.
- The site does not support a vegetation community covered under the MSCP; however, important wildlife species may use the site for a corridor, etc.

Once it has been established that biological resources are present on a project site, further analysis of a project's direct and/or indirect impact on biological resources would be required and a determination of significance made with respect to the resource being impacted.

Direct Effects

Direct effects include, but are not limited to, the following impacts:

- Any encroachment in the MHPA is considered a significant impact on the preservation goals of the MSCP. Any encroachment into the MHPA (in excess of the allowable encroachment by a project) would require a MHPA boundary adjustment which would include a habitat equivalency assessment and concurrence by the Wildlife Agencies to ensure that lands added to the MHPA would be at least equivalent to what would be removed.
- Lands containing Tier I, II, IIIA, and IIIB habitats and all wetlands are considered sensitive and declining habitats. Impacts to these resources may be considered significant.
- Impacts on individual sensitive species, outside of any impacts to habitat, may also be considered significant based upon the rarity and extent of impacts. Impacts on state or federally listed species and all narrow endemics would be considered significant.
- Certain species covered by the MSCP 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.

Indirect Effects

Indirect effects include, but are not limited to the introduction of urban meso-predators, domestic animals, urban runoff, or invasive exotic plant species into a biological system; noise and lighting impacts, alteration of a dynamic portion of a system, such as stream flow

characteristics or fire cycles; or loss of a wetland buffer that includes no environmentally sensitive lands.

SUMMARY OF IMPACTS

Sensitive Habitat, Plant Species, and Wildlife Species Impacts

The CPU land use plans could result in future impacts to approximately 48.9 acres of mapped vegetation within the SESD CPU area and approximately 255.0 acres of mapped vegetation within the Encanto Neighborhoods CPU area (Figures 5.5-9 and 3.5-10). Table 5.5-3 summarizes the acreage of vegetation communities that may be impacted by buildout of each CPU. Potential impacts on sensitive vegetation communities (Tiers I, II, and IIIB, as shown on Figures 5.5-11 and 5.5-12) would include the loss of southern cottonwood-willow riparian forest (Encanto Neighborhoods CPU only), southern riparian scrub, mule fat scrub (Encanto Neighborhoods CPU only), non-native riparian, maritime succulent scrub (Encanto CPU only), Diegan coastal sage scrub, valley and foothill grassland (Encanto CPU only), and non-native grassland. Impacts on wetlands are discussed further below. Table 5.5-3 provides the acreage of each habitat type that would be impacted by implementation of the CPU land use plans.

As actions such as trail construction, passive recreation, and removal of concrete channels within the open space system and Chollas Creek within both CPU areas are allowed and encouraged as part of the CPU policies, additional direct impacts on sensitive vegetation communities may occur that are not reflected in the impact areas shown on Figures 5.5-9 through 5.5-12. However, beneficial effects on sensitive vegetation communities within open space within both CPU areas are also anticipated as a result of implementation of the CPUs. For example, various policies provide measures for protection of habitat within open space lands. Measures include prohibiting the installation of new concrete channels for flood control within Chollas Creek, limiting public use of canyons and hillsides to designated trails, revegetating open space lands with native plants, preventing off-road activities and off-leash dog areas within open space, removing invasive species from Chollas Creek, and preparing a comprehensive plan for management of Chollas Creek open space system and area canyons.

Sensitive Plant Species Impacts

Buildout in accordance with the CPUs has the potential to impact 50 sensitive plant species known or with potential to occur within the CPU areas (see Table 5 in Biological Resources Report). However, many of these species have low potential to occur within the CPU areas, and the majority of the potentially suitable habitat occurs within the MHPA and conserved lands, primarily in the Encanto Neighborhoods CPU area. Impacts on (e.g., reduction in number of) unique, rare, endangered, or sensitive species of plants may occur with implementation of the CPUs and would be considered significant. Impacts on sensitive species could be mitigated at the project level in accordance with ESL Regulations and the City's Biology Guidelines.

Sensitive Wildlife Species Impacts

Buildout in accordance with the CPUs has the potential to impact 27 sensitive wildlife species known or with potential to occur within the CPU areas, primarily within the Encanto Neighborhoods CPU area (see Table 6 in Biological Resources Report), as well as active nests of raptors or migratory bird species. Impacts on common wildlife species are considered less than

significant, as they are not classified as sensitive by the City of San Diego (City of San Diego 2012). However, impacts on (e.g., reduction in number of) unique, rare, endangered, sensitive, or fully protected species of wildlife may occur and would be considered significant.

Jurisdictional Waters/Wetlands Impacts

Figures 5.5-13 and 5.5-14 illustrate the locations of potential impacts on wetlands and waters with implementation of the CPUs. As shown in Table 5.5-3, potential impacts on wetland vegetation communities would include the loss of southern cottonwood-willow riparian forest (Encanto Neighborhoods CPU only), southern riparian scrub, mule fat scrub (Encanto Neighborhoods CPU only), and non-native riparian.

Impacts on wetlands would be considered significant, but could be mitigated at the project level. Projects with any proposed impacts on wetlands must clearly demonstrate that: (1) there is no least environmentally damaging alternative that would reduce/avoid the impact; (2) impacts are minimized to the maximum extent possible; and (3) impacts are fully mitigated in accordance with the City of San Diego's Biology Guidelines and ESL Regulations.

Vernal Pools

Three vernal pools are mapped within the MHPA and Emerald Hills Canyon Open Space; they do not fall within the proposed development footprint associated with implementation of the Encanto Neighborhoods CPU and there are no vernal pools within the SESD CPU area. Although actions such as trail construction and passive recreation within the open space system and Chollas Creek are allowed and encouraged as part of the CPU policies, various policies (e.g., Encanto Neighborhoods CPU policies UD-95, PF-23, RE-19, RE-20, RE-24, and CS-13) provide measures for protection of habitat and sensitive biological resources within open space lands. Measures include limiting public use of canyons and hillsides to designated trails, fencing trails adjacent to very sensitive areas, revegetating open space lands with native plants, and preventing off-road activities and off-leash dog areas within open space. Adherence to the CPU policies is anticipated within the Encanto Neighborhoods CPU area and there are no vernal pools within the SESD CPU area; therefore, potential impacts to vernal pools would be avoided.

Other Jurisdictional Wetlands

Implementation of the CPUs has potential to result in impacts on both wetland and non-wetland streambed waters regulated by the ACOE, CDFW, RWQCB, and City of San Diego. There is also the potential for additional unmapped non-wetland waters of the U.S. and streambeds to occur within the CPU areas. Future development within both CPU areas has the potential to result in impacts to habitat and drainages that are under the jurisdiction of the ACOE according to Section 404 of the CWA, RWQCB in accordance with Section 401 of the CWA, and CDFW under Section 1600 of the Fish and Wildlife Code.

Table 5.5-3: Anticipated Impacts to Vegetation Communities within the Southeastern San Diego and Encanto Neighborhoods CPU Areas

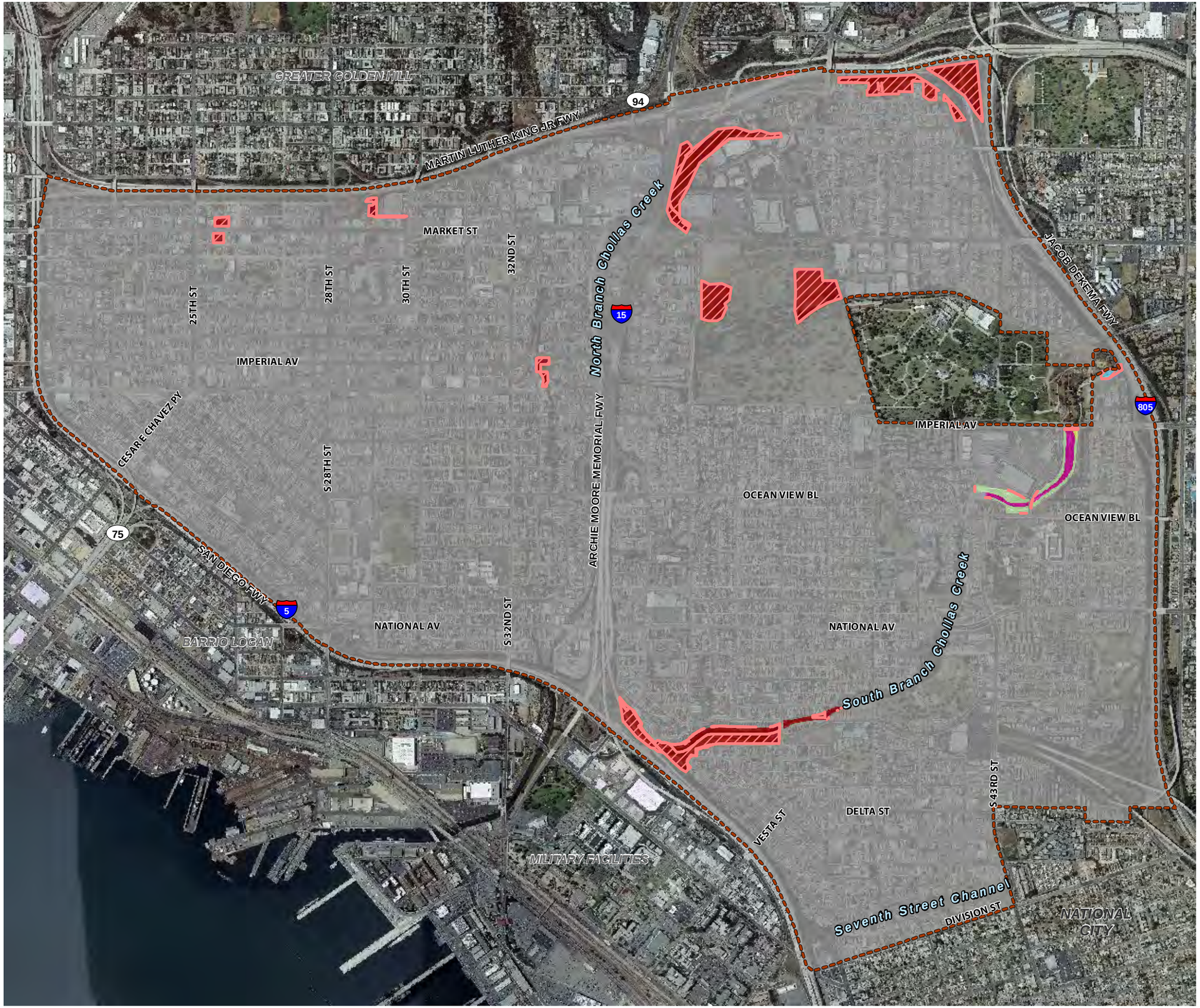
Vegetation Communities/ Land Cover Type	*Southeastern CPU Impact Area*			*Encanto CPU Impact Area*		
	Outside MHPA		*Total*	*Outside MHPA*[1]		*Total*
	Conserved	*Not Conserved*		*Conserved*[1]	*Not Conserved*	
Wetland Vegetation Communities						
Southern cottonwood-willow riparian forest	–	–	–	–	0.6	0.6
Southern riparian scrub	–	0.7	0.7	–	0.1	0.1
Mule fat scrub	–	–	–	–	0.1	0.1
Vernal pool	–	–	–	–	–	–
Non-native riparian	–	0.1	0.1	–	2.2	2.2
Upland Vegetation Communities						
Tier I						
Maritime succulent scrub	–	–	–	–	16.8	16.8
Tier II						
Diegan coastal sage scrub	–	0.4	0.4	–	24.2	24.2
Diegan coastal sage scrub: coastal form	–	–	–	–	–	–
Tier IIIB						
Valley and foothill grassland	–	–	–	–	11.9	11.9
Non-native grassland	–	0.1	0.1	–	10.1	10.1
Tier IV						
Non-native vegetation	–	–	–	–	2.5	2.5
Disturbed land	–	47.7	47.7	–	186.5	186.5
Total	**–**	**48.9**[2]	**48.9**[2]	**–**	**255.0**	**255.0**

[1]According to the GIS impact analysis, approximately 0.8 acre falls within areas mapped as MHPA and 0.7 acre falls within conserved lands (SanGIS 2013). However, at this level of analysis, these areas are likely only a product of inaccuracies or inconsistencies in the available data due to variation in mapping sources and methods. [2]Slight variations in acreage totals are due to rounding.

Figure 5.5-9

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Proposed Impacts to Vegetation Communities within the Southeastern San Diego Community Planning Area



Southeastern San Diego Community Plan Boundary

Proposed Impacts

Vegetation Communities and Land Cover Types

- Diegan Coastal Sage Scrub
- Southern Riparian Scrub
- Non-Native Grassland
- Non-Native Riparian
- Disturbed Land
- Urban/Developed

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

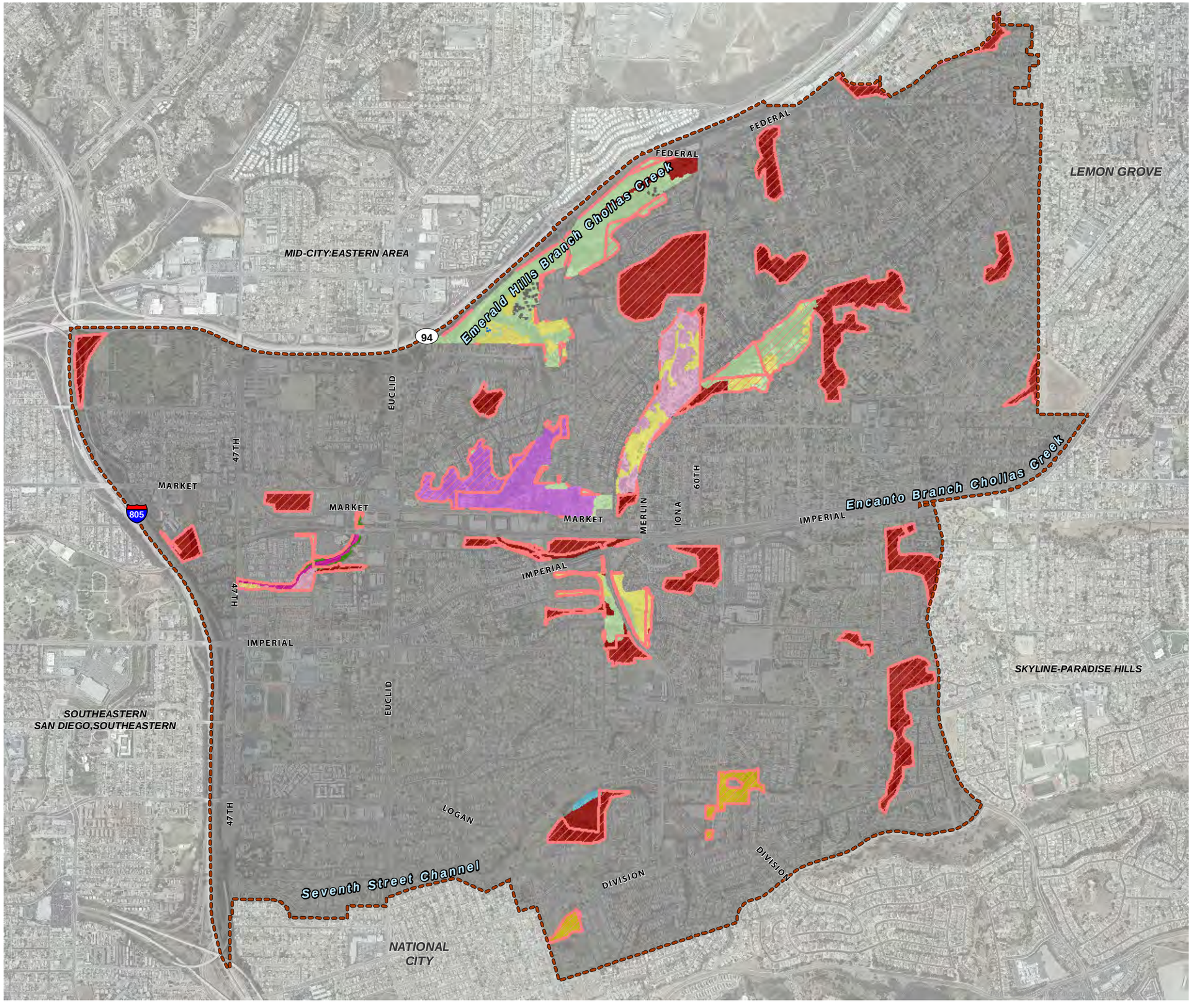


Figure 5.5-10

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Proposed Impacts to Vegetation Communities within the Encanto Neighborhoods Community Planning Area

- Encanto Community Plan Boundary
- Proposed Impacts

Vegetation Communities and Land Cover Types

- Diegan Coastal Sage Scrub
- Diegan Coastal Sage Scrub: Coastal Form
- Maritime Succulent Scrub
- Mule Fat Scrub
- Southern Cottonwood-Willow Riparian Forest
- Southern Riparian Scrub
- Vernal Pool
- Valley and Foothill Grassland
- Non-Native Grassland
- Non-Native Riparian
- Non-Native Vegetation
- Disturbed Land
- Urban/Developed

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

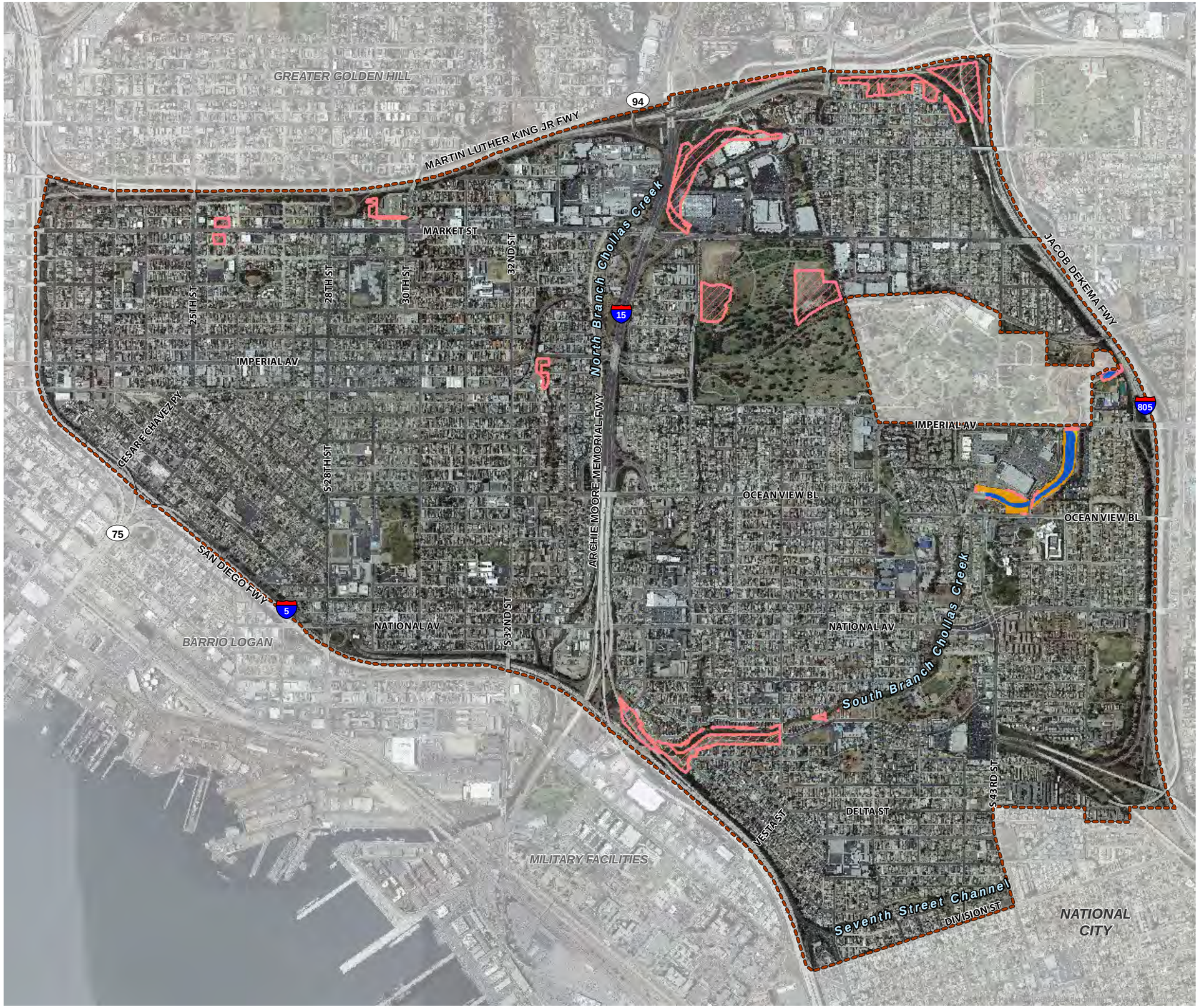


Figure 5.5-11

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Proposed Impacts to Sensitive Vegetation Communities within the Southeastern San Diego Community Planning Area

Southeastern San Diego Community Plan Boundary

Proposed Impacts

Vegetation Classification

Tier II Uplands

Tier IIIB Uplands

Wetlands

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

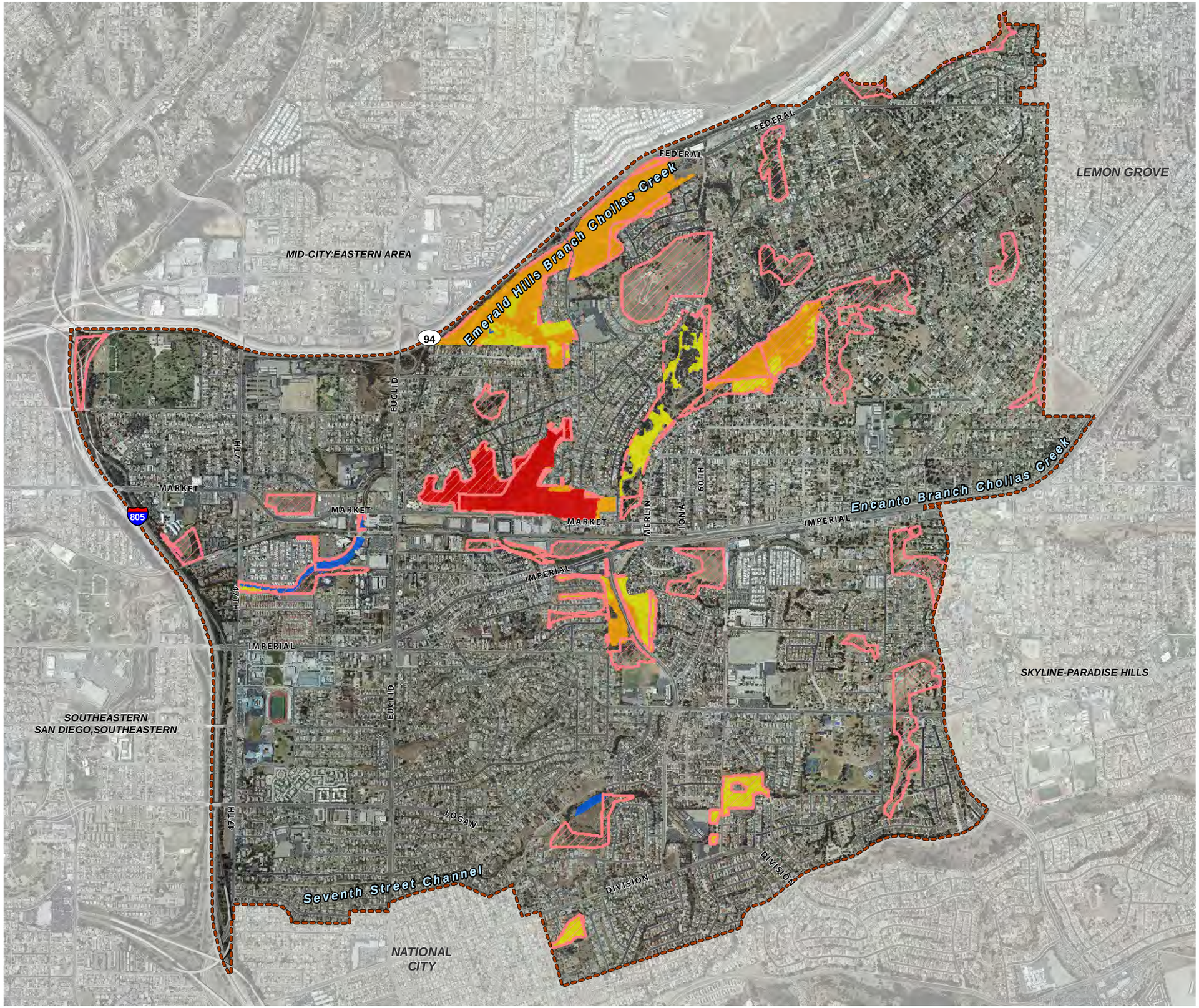


Figure 5.5-12

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Proposed Impacts to Sensitive Vegetation Communities within the Encanto Neighborhoods Community Planning Area

Encanto Community Plan Boundary

Proposed Impacts

Vegetation Classification

- Tier I Uplands
- Tier II Uplands
- Tier IIIB Uplands
- Wetlands

0 0.2 0.4 0.8

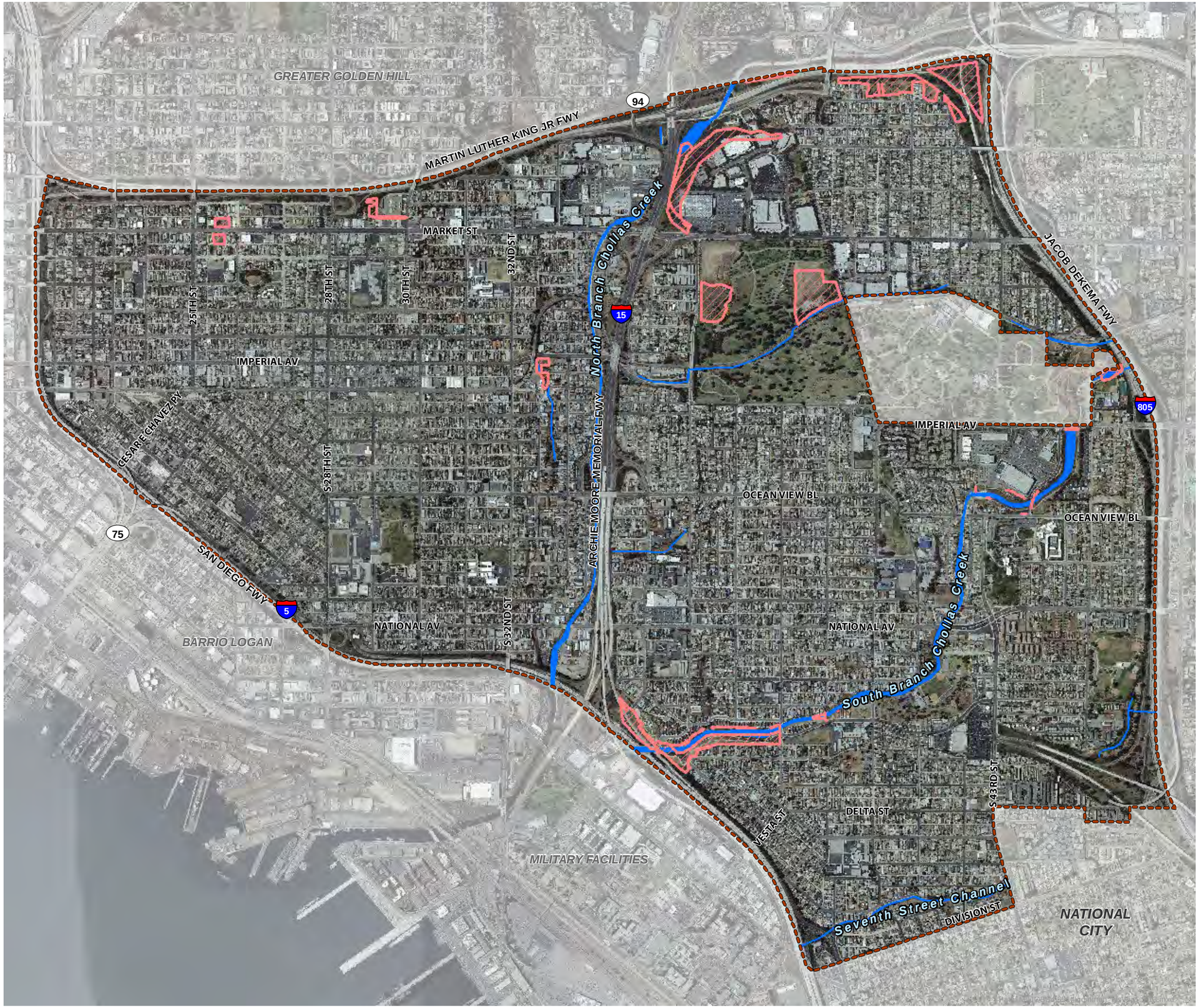
Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

Figure 5.5-13

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Proposed Impacts to Potentially Jurisdictional Wetlands and Waters within the Southeastern San Diego Community Planning Area



Southeastern San Diego Community Plan Boundary

Proposed Impacts

Potentially Jurisdictional Wetlands and Waters

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

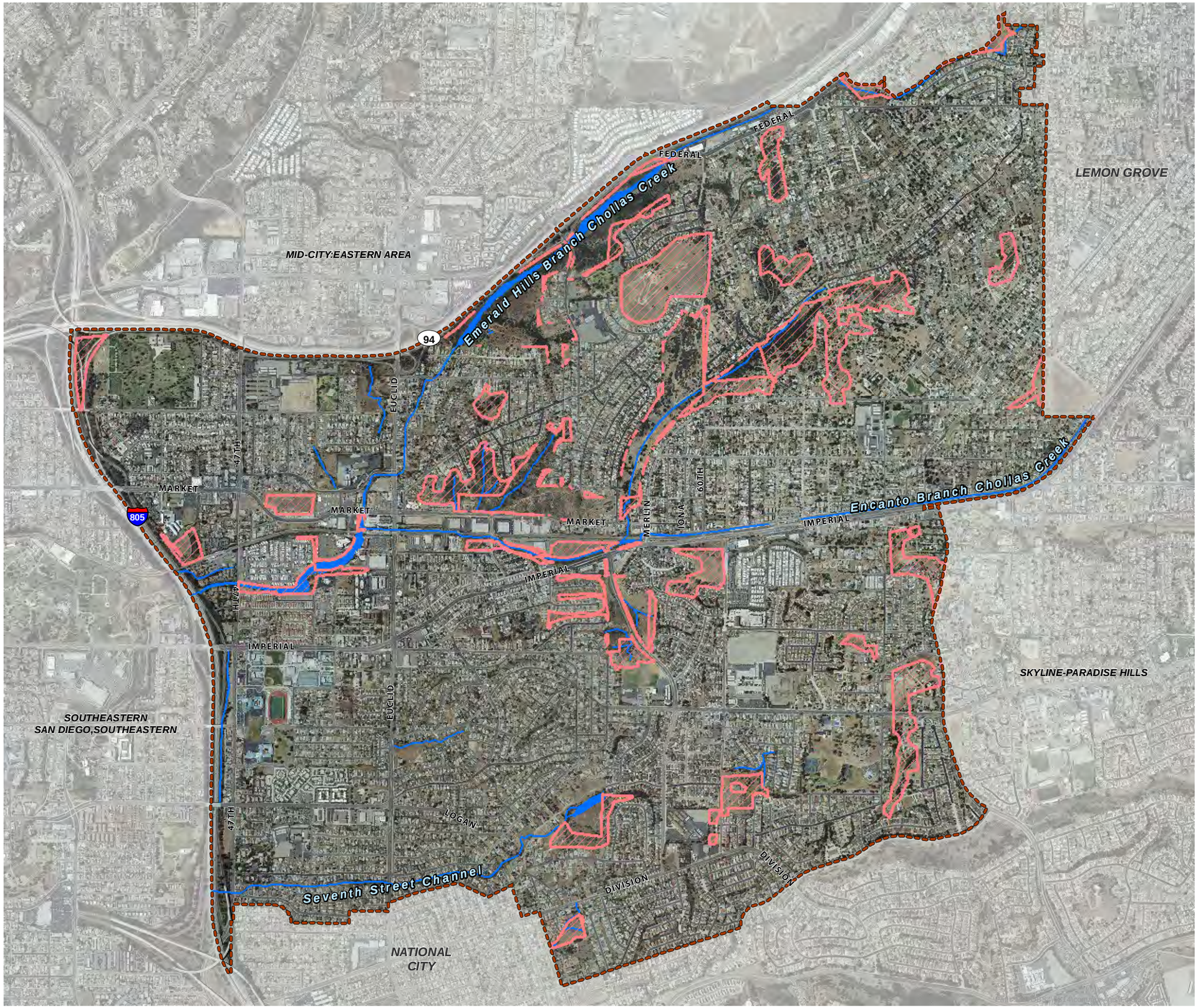


Figure 5.5-14

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Proposed Impacts to Potentially Jurisdictional Wetlands and Waters within the Encanto Neighborhoods Community Planning Area

- Encanto Community Plan Boundary
- Proposed Impacts
- Potentially Jurisdictional Wetlands and Waters

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, RECON 2015

Wildlife Movement Impacts

No regional wildlife corridors have been identified within the CPU areas; therefore, no impact to identified regional wildlife corridors per the MSCP Subarea Plan would occur. The urban canyons and creeks within both ~~the~~ CPU areas are only anticipated to function as stepping stones for ~~flighted~~ avian species and local corridors for dispersal of urban-acclimated species amongst patches of habitat that are ultimately constrained by development. The canyons and water courses within the CPU areas are not anticipated to function as significant wildlife movement corridors for large mammals. Nonetheless, in the SESD CPU area, small sections of Chollas Creek have been protected (SanGIS 2013; see Figure 5.5-7), and in the Encanto Neighborhoods CPU area, many of these canyon areas and creeks are included in the adopted MHPA and existing conserved lands (SanGIS 2013) and open space system (see Figure 5.5-8). Additional areas are proposed for open space designation as part of the SESD and Encanto Neighborhoods CPUs (see Planned Open Space on Figures 5.5-7 and 5.5-8). With the existing MHPA, conserved lands and open space, as well as the proposed open space and CPU policies calling for protection of natural areas and creeks, no significant impacts are anticipated to occur on local wildlife movement corridors within the SESD CPU area or the Encanto Neighborhoods CPU area.

IMPACTS

Impact 5.5-1 Implementation of the CPUs could have an adverse effect on sensitive plant and wildlife species. (*Less than Significant with Mitigation*)

Both ~~The~~ CPUs have the potential to cause direct and indirect impacts on sensitive plant and wildlife species, as described below. The program-level analysis identifies areas of potential impacts associated with implementation of the overall CPUs. Site-specific surveys would be conducted as part of future project-level review within both CPU areas to verify the presence of sensitive species occurring on individual properties and determine the extent of any potential impacts.

Direct Impacts on Sensitive Plants

Buildout in accordance with the CPUs has the potential to impact 50 sensitive plant species known or with potential to occur within the CPU areas, primarily within the Encanto Neighborhoods CPU area (see Table 5 in the Biological Resources Report [RECON 2014; Appendix G]). Nine of these sensitive plant species are known to occur within the CPU areas. Two of the plant species known to occur in the CPU areas are federally and/or state listed and MSCP-covered species. These include:

- Otay tarplant (California endangered, federally threatened, MSCP-covered and narrow endemic, and CNPS List 1B.1), and
- Coast barrel cactus (MSCP-covered, CNPS List 2B.1).

Additional plant species are not covered in the MSCP but are considered rare and occur on the CNPS List. These include:

- California adolphia (CNPS List 2B.1),

- San Diego County viguiera (CNPS List 4.2),
- San Diego marsh-elder (CNPS List 2B.2),
- Robinson's pepper-grass (CNPS List 4.3),
- Lewis's evening primrose (CNPS List 3),
- California box-thorn (CNPS List 4.2 species), and
- Southwestern spiny rush (CNPS List 4.2 species).

Impacts on sensitive plant species may result from the loss of habitat, which comprises the sensitive vegetation communities shown on Figures 5.5-~~14~~ 11 and 5.5-~~15~~12, as classified by the MSCP. Potential impacts on sensitive vegetation communities would include the loss of southern cottonwood-willow riparian forest (Encanto Neighborhoods CPU only), southern riparian scrub, mule fat scrub (Encanto Neighborhoods CPU only), non-native riparian, maritime succulent scrub (Encanto Neighborhoods CPU only), Diegan coastal sage scrub, valley and foothill grassland (Encanto Neighborhoods CPU only), and non-native grassland. Impacts on wetlands are discussed under Impact 5.5-2 below. With a few exceptions (identified in the City's Significance Determination Thresholds [City of San Diego 2011]), impacts on sensitive vegetation communities (i.e., Tier I, II, IIIA, or IIIB Habitats as identified in the Biology Guidelines) would be significant, and thus would require mitigation.

In addition to loss of habitat, development within the both CPU areas may result in the following types of direct impacts on sensitive plant species: removal by grading or brush clearing, including thinning for fuel management; compaction within root zones of trees; and trampling and compaction from recreational users adjacent to development. These impacts may be short-term and/or long-term. However, many of the 50 species identified have low potential to occur within the CPU areas, and the majority of the potentially suitable habitat occurs within the MHPA and conserved lands within the Encanto Neighborhoods CPU area.

It should be noted that the potential impacts discussed above would result largely from buildout of the existing land use plans. Proposed changes to the land use plans under the CPUs are anticipated to result in no substantial increase of potential impacts to sensitive vegetation communities.

Direct Impacts on Sensitive Wildlife

Buildout in accordance with the CPUs has the potential to impact 27 sensitive wildlife species known or with potential to occur within the CPU areas (see Table 6 of the Biological Resources Report [RECON 2014; Appendix G]), as well as active nests of raptors or migratory bird species. Sensitive wildlife species that are known to occur within or immediately adjacent the CPU areas are discussed below, organized by sensitivity.

Impacts on wildlife species may result from the loss of approximately 304 acres of potential habitat within the CPU areas. This represents potential impacts to approximately 49 acres of potential habitat within the SESD CPU area and potential impacts to approximately 255 acres of potential habitat within the Encanto Neighborhoods CPU area. Potential habitat may include stands of native and non-native vegetation. Development within the CPU areas may result in the

following types of direct impacts on wildlife species: impacts on individuals and active nests/burrows from brush removal, grading, construction, and vehicle strikes; removal, fragmentation, or modification of suitable habitat (e.g., habitat conversion), resulting in displacement of individuals; and contamination of habitat from urban runoff. These impacts may be short-term and/or long-term. However, many of the 27 species identified have low potential to occur within the CPU areas, especially within the SESD CPU area. In addition, some sensitive species, such as Cooper's hawk, have become acclimated to urban environments. Therefore, while direct impacts on individuals may occur, long-term effects on the species as a whole may be negligible.

Federally Listed Endangered Species

The least Bell's vireo is a federally and state listed endangered species and an MSCP covered species that could nest in the riparian areas within the CPU areas. It has been observed within the northeastern portion of the SESD CPU area along Chollas Creek and has the potential to occur within the riparian areas within the Encanto Neighborhoods CPU area. It is a migratory species and summer resident in riparian woodlands dominated by willows. The least Bell's vireo could be impacted with future development implemented in accordance with the CPUs. Impacts on the least Bell's vireo must be approved by USFWS under Section 7 or 10 of the federal Endangered Species Act and must comply with the provisions of the MSCP.

Federally Listed Threatened Species

The coastal California gnatcatcher, a federally listed threatened species, CDFW listed species of special concern, and MSCP covered species, could be impacted with future development implemented in accordance with the CPUs. Coastal sage scrub and maritime succulent scrub habitat occupied by the coastal California gnatcatcher occurs in the CPU areas, with the majority occurring within the Encanto Neighborhoods CPU area. Direct impacts on potentially suitable habitat, which totals approximately 5.4 acres in the SESD CPU area and 142 acres in the Encanto Neighborhoods CPU area, could occur under both ~~the~~ CPUs. Indirect impacts (temporary construction noise) may occur on this species if construction takes place during the breeding season adjacent to occupied habitat.

State Listed Endangered Species

As discussed above, the least Bell's vireo is a federally and state listed endangered species and an MSCP covered species that has been observed within the SESD CPU area could nest in riparian areas in both ~~the~~ CPU areas. As such, impacts on least Bell's vireo must comply with the federal and state regulations regarding take of a listed species.

CDFW Species of Special Concern

Raptors, including Cooper's hawk, are known to forage in the CPU areas and may nest in suitable habitats within the CPU areas. Cooper's hawk is a CDFW species of concern, USFWS bird of conservation concern, and MSCP covered year-round resident in San Diego. The Cooper's hawk habitat includes mature forest, open woodlands, woodland edges, parks, and residential areas. Buildout under the CPUs could remove up to approximately 304 acres of foraging habitat for birds of prey. The majority of the potential foraging habitat, approximately 255 acres, that could be removed is located within the Encanto Neighborhoods CPU area, with only approximately 49 acres located within the SESD CPU area. In compliance with the MBTA and Section 3503 of the

California Fish and Wildlife Code, no active nests of migratory bird species may be impacted during project construction.

Coastal cactus wren is CDFW species of special concern, USFWS bird of conservation concern and MSCP covered species. It occupies maritime succulent scrub and coastal sage scrub, which is primarily found within the Encanto Neighborhoods CPU area. The SESD CPU could result in impacts to up to 0.4 acre of coastal sage scrub and no impacts to maritime succulent scrub, while the Encanto Neighborhoods CPU could result in impacts of up to 24.2 acres of coastal sage scrub and 16.8 acres of maritime succulent scrub, for a total of 41 acres. Any impacts to these habitat types could potentially impact the coastal cactus wren.

Any impacts on the habitat types of any additional CDFW species of special concern not listed above but with the potential to occur, such as the Mexican long-tongued bat, western red bat, and western bonneted bat, could potentially impact these species.

Other MSCP Covered Species

Other MSCP-covered species that could occur in the CPU areas are protected under the MSCP, and as such impacts on these species and their habitats should be avoided.

Indirect Impacts on Sensitive Plant and Wildlife Species

The MHPA, which only applies to the Encanto Neighborhoods CPU, has been designed to maximize conservation of sensitive biological resources, including sensitive species. When land is developed adjacent to the MHPA, there is a potential for secondary impacts that may degrade the habitat value or disrupt animals within the preserve area. These secondary effects of development may include habitat insularization, drainage/water quality impacts, lighting, noise, increased intensity of land use, roadkill, introduction of exotic plant species and/or nuisance animal species, human intrusion, and change in water regime from addition of impervious surfaces, irrigation practices, and topographical changes. These impacts would be short-term, resulting from construction activities, or long-term. Short-term construction impacts may result in disruption of nesting and breeding and would thus affect the population of sensitive animal species. To address this concern, the MSCP includes a set of Land Use Adjacency Guidelines that would be evaluated and implemented at the project-level. Again, this is only applicable within the Encanto Neighborhoods CPU area.

CPU Policies that Reduce the Impact

The CPUs present the following goals and policies related to the protection of biological resources in the Land Use, Urban Design, Recreation, and Conservation Elements:

Land Use Element (Southeastern San Diego)

P-LU-33 Evaluate remnant cemetery properties for opportunities for additional open space and parks.

Recreation Element (Southeastern San Diego)

P-RE-10 Preserve, protect, and restore canyons and hillsides as important visual amenities and limit public use to designated trails.

P-RE-11 Provide signs at strategic open space overlooks and trail entryway locations that interpret the biological and scenic value of the open space systems.

P-RE-12 Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving Southeastern San Diego.

P-RE-19 Protect and enhance the natural resources of open space lands by re-vegetating with native plants and using open wood fences adjacent to very sensitive areas for additional protection while still allowing viewing opportunities.

P-RE-20 Provide recognizable access points (trailheads) to the trail system as shown on Figure 7-3: Open Space and Trail System. Place a kiosk at trailheads that has a map of how the canyon interfaces with Southeastern San Diego, and interpretive signs on the biological and scenic value of the open space systems.

P-RE-23 Prepare a comprehensive study to analyze the Chollas Creek open space system's distinctive natural, cultural, and historic resources of a regional nature for consideration of its designation as a Regional Park. If it is designated, prepare a Chollas Creek Regional Park Master Plan.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-13 Preserve and protect open space by preventing incompatible uses, such as off-road activities and off leash dog areas.

P-CS-14 Implement the recommendations contained in the Chollas Creek Enhancement Program such as emphasizing natural settings and encouraging wildlife, while restoring and enhancing wetland/riparian and upland transitional habitat with native soils and vegetation and removing concrete channels in Chollas Creek, where feasible, to create a more natural function and appearance, and establishing trails and other passive recreation amenities.

P-CS-15 Remove invasive species from Chollas Creek and restore habitat.

Land Use Element (Encanto Neighborhoods)

P-LU-51 Facilitate creation of new parks and open spaces in non-traditional forms, such as encouraging publicly accessible but privately maintained open space as part of new development. (See also the Recreation Element.)

P-LU-52 Create a land use framework that preserves and enhances creek corridors as open space and active transportation corridors while limiting potential flooding hazards.

P-LU-56 Evaluate remnant cemetery land for opportunities for additional open space and parks.

Urban Design Element (Encanto Neighborhoods)

P-UD-95 The area's natural base of hillsides, canyons, ravines, streams, and vegetation is an important set of assets that should be protected in new development. Site plans should utilize existing topography and preserve existing vegetation, ravines, watercourses and topographic features.

Recreation Element (Encanto Neighborhoods)

P-RE-10 Preserve, protect, and restore canyons and hillsides as important visual amenities and limit public use to designated trails.

P-RE-11 Provide signs at strategic open space overlooks and trail entryway locations that interpret the biological and scenic value of the open space systems.

P-RE-12 Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving Encanto Neighborhoods.

P-RE-19 Protect and enhance the natural resources of open space lands by re-vegetating with native plants and using open wood fences adjacent to very sensitive areas for additional protection while still allowing viewing opportunities.

P-RE-21 Provide recognizable access points (trailheads) to the trail system as shown on Figure 7-3: Open Space and Trail System. Place a kiosk at trailheads that has a map of how the canyon interfaces with Encanto Neighborhoods, and interpretive signs on the biological and scenic value of the open space system.

P-RE-24 Prepare a comprehensive plan for the management and preservation of City-fee owned canyons within the Multi-Habitat Planning Area (MHPA).

P-RE-25 Prepare a comprehensive study analyzing Chollas Creek's outstanding, distinctive natural, cultural or historic resources of a regional nature for consideration of designation as a Regional Park. If it is designated, prepare a Chollas Creek Regional Park Master Plan.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-12 Implement applicable General Plan Biological and Multiple Species Conservation Program (MSCP) goals and policies as discussed in the Conservation Element Sections CE-G.1- G.5 and CE-H.1-H.9 to reduce the impacts on biological resources, open space, land form, or other environmentally sensitive areas.

P-CS-13 Minimize or avoid impacts to canyons and other environmentally sensitive lands relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands if feasible. (Also see the General Plan Conservation Element Policy CE-B.1.d.)

P-CS-14 Implement the requirements of the City of San Diego's ESL regulations, MSCP Subarea Plan, and Biology Guidelines for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources.

P-CS-15 Require that hillside development complement the natural character including minimizing disturbance to topography and biological resources.

P-CS-16 Plan development to minimize grading related to the topography and natural features.

P-CS-17 Preserve open space areas through covenant of easements, open space designation, or dedication to the City of San Diego.

P-CS-18 Revegetate graded areas and areas of invasive vegetation with native vegetation to restore biological diversity and minimize erosion and soil instability.

P-CS-19 Implement the ESL Regulations for biological resources and steep hillsides and the MSCP policies and guidelines through the project review process.

P-CS-20 Foster local stewardship and develop positive neighborhood awareness of the open space preserve areas with environmental education programs through local schools, Homeowner's Associations (HOAs), community groups, and other public forums that address the local ecosystem and habitat preservation. Incorporate hands-on learning via neighborhood hikes, or other initiatives that present information in a manner that will increase interest in the natural environment.

P-CS-22 Implement the recommendations contained in the Chollas Creek Enhancement Program such as emphasizing natural settings and encouraging wildlife, while restoring and enhancing wetland/riparian and upland transitional habitat with native soils and vegetation and removing concrete channels in Chollas Creek to create a more natural function and appearance, where feasible, and establishing trails and other passive recreation amenities.

P-CS-23 Remove invasive species from Chollas Creek and restore habitat.

P-CS-24 Preserve and protect open space by preventing incompatible uses, such as off-road activities, frisbee golf, off leash dog areas, and equestrian use.

Significance of Impacts

Even with the implementation of the aforementioned policies, implementation of the CPUs has the potential to result in the loss of sensitive vegetation communities (see Figures 5.5-~~1~~9~~0~~ through 5.5-12~~3~~) in the CPU areas and, in turn, has the potential to directly impact sensitive plant and animal species. Indirect impacts on sensitive plant and animal species may also result from placement of development adjacent to the MHPA, which is only found within the Encanto Neighborhoods CPU area.

Potential direct and indirect impacts on federal or state listed species, MSCP covered species, and plant species with a CNPS Rare Plant Ranking would be significant and require mitigation. Impacts on sensitive species could be mitigated at the project level in accordance with ESL Regulations and the City's Biology Guidelines.

Impacts on common wildlife species are considered less than significant, as they are not classified as sensitive by the City of San Diego (City of San Diego 2012). However, direct and indirect impacts on (e.g., reduction in number of) unique, rare, endangered, sensitive, or fully protected species of wildlife, as well as active nests of raptors and migratory bird species, may occur, would be considered significant, and would require mitigation. Impacts on sensitive species could be mitigated at the project level in accordance with ESL Regulations and the City's Biology Guidelines.

Mitigation Framework

Mitigation is required for impacts that are considered significant under the City of San Diego's Biology Guidelines (2012) and CEQA Significance Determination Thresholds (2011).

All impacts on sensitive biological resources that could occur through future development in accordance with the CPUs shall be avoided to the maximum extent feasible and minimized when avoidance is not possible. Where impacts are not avoidable or cannot be minimized, mitigation shall be required to reduce significant impacts to levels that are less than significant. Mitigation measures typically employed include resource avoidance, restoration, or creation of habitat, dedication, or acquisition of habitat, or payment into the City of San Diego's Habitat Acquisition Fund or other City-approved mitigation bank. Adherence to the CPU policies and Mitigation Framework, as well as regulatory compliance, is anticipated to minimize impacts on sensitive biological resources to below a level of significance.

MM-BIO-1 Prior to issuance of any discretionary permit for a future development project implemented in accordance with the CPUs, all projects which could have a potentially significant impact resulting in a reduction in the number of unique, rare, endangered, sensitive, or fully protected species of plants or animals, shall be analyzed in accordance with the CEQA Significance Thresholds, which require that site-specific biological resources surveys be conducted in accordance with City of San Diego Biology Guidelines (2012) and MSCP Subarea Plan. Where sensitive biological resources are known or suspected on or adjacent to a proposed project site, a biological assessment shall be performed for that project. Based on available habitat within the CPU areas, focused presence/absence surveys shall be conducted in accordance with the Biology Guidelines and applicable resource agency survey protocols. Engineering design specifications based on project-level grading and site plans shall be incorporated into the design of future projects to minimize or eliminate direct impacts on sensitive plant and wildlife species consistent with the FESA, MBTA, CESA, MSCP Subarea Plan, and ESL Regulations.

Mitigation for Impacts on Sensitive Upland Habitats

Future projects implemented in accordance with the CPUs resulting in impacts on sensitive upland Tier I, II, IIIA, or IIIB habitats shall implement avoidance and minimization measures consistent with the City Biology Guidelines and MSCP Subarea Plan and provide suitable mitigation in accordance with Table 3 in the City's Biology Guidelines (see Table 5.5-4 below) and MSCP Subarea Plan. Future project-level grading and site plans shall incorporate project design features to minimize direct impacts on sensitive vegetation communities including but not limited to riparian habitats, wetlands, maritime succulent scrub, coastal sage scrub, and grasslands consistent with federal, state, and City guidelines. Any required mitigation for impacts on sensitive vegetation communities shall be outlined in a conceptual mitigation plan following the outline provided in the City Biology Guidelines.

Mitigation for impacts on sensitive vegetation communities shall be implemented at the time future development projects are proposed. Project-level analysis shall determine whether the impacts are within or outside the MHPA. Any MHPA boundary adjustments shall be processed by the individual project applicants through the City and Wildlife Agencies during the early project planning stage.

Mitigation for impacts on sensitive upland habitats shall occur in accordance with the MSCP mitigation ratios as specified within the City's Biology Guidelines (City of San Diego 2012). These mitigation ratios are based on the tier level of the vegetation community, the location of the impact, and the location of the mitigation site(s). For example, impacts on lands inside the MHPA and mitigated outside the MHPA would have the highest mitigation ratio, whereas impacts on lands outside the MHPA and mitigated inside the MHPA would have the lowest mitigation ratio.

Mitigation for Impacts to Wetlands

Please refer to Mitigation Framework MM-BIO-2 under Impact 5.5-2.

Table 5.5-4: Mitigation Ratios for Impacts on Upland Vegetation Communities and Land Cover Types

Tier	*Habitat Type*	*Mitigation Ratios*			
TIER I (rare uplands)	Southern Foredunes Torrey Pines Forest Coastal Bluff Scrub Maritime Succulent Scrub Maritime Chaparral Scrub Oak Chaparral Native Grassland Oak Woodlands			Location of Preservation* Inside	 Outside
		Location of Impact*	Inside	2:1	3:1
			Outside	1:1	2:1
TIER II (uncommon uplands)	Coastal Sage Scrub (CSS) CSS/Chaparral			Location of Preservation* Inside	 Outside
		Location of Impact*	Inside	1:1	2:1
			Outside	1:1	1.5:1
TIER IIIA (common uplands)	Chamise Chaparral Mixed Chaparral			Location of Preservation* Inside	 Outside
		Location of Impact*	Inside	~~2~~1:1	~~3~~1.5:1
			Outside	~~1~~0.5:1	~~2~~1:1
TIER IIIB (common uplands)	Non-native Grasslands			Location of Preservation* Inside	 Outside
		Location of Impact*	Inside	1:1	1.5:1
			Outside	0.5:1	1:1

Notes:

* Location is in relation to the MHPA.

For all Tier I impacts, the mitigation could (1) occur within the MHPA portion of Tier I or (2) occur outside of the MHPA within the affected habitat type (in-kind).

For impacts on Tier II, IIIA, and IIIB habitats, the mitigation could (1) occur within the MHPA portion of Tiers I – III (out-of-kind) or (2) occur outside of the MHPA within the affected habitat type (in-kind). Project-specific mitigation will be subject to applicable mitigation ratios at the time of project submittal.

Mitigation for Short-term Impacts on Sensitive Species from Project Construction

Within the Encanto Neighborhoods CPU area, for proposed development adjacent to or within the MHPA, construction noise that exceeds the maximum levels allowed shall be avoided during the breeding seasons for protected avian species such as: coastal California gnatcatcher (March 1-August 15); least Bell's vireo (March 15-September 15); and coastal cactus wren (February 15-August 15). If construction is proposed during the breeding season for these species, USFWS protocol surveys shall be required in order to determine species

presence/absence. When applicable, adequate noise reduction measures shall be incorporated.

Additional specific measures necessary for reducing potential indirect impacts on sensitive bird species~~,~~ ~~—~~including coastal California gnatcatcher~~.~~ ~~–~~, least Bell's vireo, and coastal cactus wren~~—~~, ~~–~~are further detailed in Mitigation Framework MM-LU-2 and MM-BIO-3.

Significance after Mitigation

Although implementation of the CPUs has the potential to result in significant direct and indirect impacts on sensitive plant and animal species, these impacts can be mitigated at the project level through implementation of the Mitigation Framework, which requires site-specific environmental review, analysis of potential impacts on biological resources, and recommendations for mitigation to reduce significant project-level impacts to below a level of significance.

Impact 5.5-2 Implementation of the CPUs could have an adverse effect on wetlands. (*Less than Significant with Mitigation*)

Potential impacts on wetland vegetation communities would include the loss of southern cottonwood-willow riparian forest (Encanto Neighborhoods CPU only), southern riparian scrub, mule fat scrub (Encanto Neighborhoods CPU only), and non-native riparian (see Table 5.5-3). Figures 5.5-13 and 5.5-14 illustrate the locations of potential impacts on wetlands and waters with implementation of the CPUs. No impacts are anticipated to occur to vernal pools or vernal pool species within City-owned open space; therefore, no mitigation is required.

~~Therefore, i~~Implementation of the CPUs has the potential to result in impacts on both wetland and non-wetland streambed waters regulated by the ACOE, CDFW, RWQCB, and City of San Diego. There is also the potential for additional unmapped non-wetland waters of the U.S. and streambeds to occur within both ~~the~~ CPU areas. Future projects implemented in accordance with the CPUs have the potential to result in impacts to habitat and drainages that are under the jurisdiction of the ACOE according to Section 404 of the CWA, RWQCB in accordance with Section 401 of the CWA, and CDFW under Section 1600 of the Fish and Game Code. While the program-level analysis identifies areas of potential impacts associated with implementation of the ~~overall~~ CPUs, site-specific surveys would be conducted for future project-level review to verify the presence of jurisdictional wetlands and waters occurring on individual properties and to determine the extent of any potential impacts.

CPU Policies that Reduce the Impact

The CPUs include the following goals and policies related to the protection of wetlands and waters in the Land Use; Urban Design; Public Facilities, Services and Safety; Recreation; and Conservation Elements:

Land Use Element (Southeastern San Diego)

P-LU-33 Evaluate remnant cemetery properties for opportunities for additional open space and parks.

Public Facilities, Services and Safety Element (Southeastern San Diego)

P-PF-20 Use natural and/or landscaped facilities for flood control in the Chollas Creek system. Prohibit the use of concrete channels.

Recreation Element (Southeastern San Diego)

P-RE-10 Preserve, protect, and restore canyons and hillsides as important visual amenities and limit public use to designated trails.

P-RE-12 Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving Southeastern San Diego.

P-RE-23 Prepare a comprehensive study to analyze the Chollas Creek open space system's distinctive natural, cultural, and historic resources of a regional nature for consideration of its designation as a Regional Park. If it is designated, prepare a Chollas Creek Regional Park Master Plan.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-12 Maintain Best Management Practices in all development to limit erosion and siltation.

P-CS-13 Preserve and protect open space by preventing incompatible uses, such as off-road activities and off leash dog areas.

P-CS-14 Implement the recommendations contained in the Chollas Creek Enhancement Program such as emphasizing natural settings and encouraging wildlife, while restoring and enhancing wetland/riparian and upland transitional habitat with native soils and vegetation and removing concrete channels in Chollas Creek, where feasible, to create a more natural function and appearance, and establishing trails and other passive recreation amenities.

P-CS-21 Incorporate bioswales or other LID design practices where there is sufficient public rights-of-way throughout the community, and focus specific efforts to capture storm water along roadways in close proximity to Chollas Creek. Implement these features where appropriate, as they may be infeasible due to soil conditions and impacts to utilities.

P-CS-23 Repair and maintain drainage outfalls and brow ditches that discharge directly to or are within open space lands.

Land Use Element (Encanto Neighborhoods)

P-LU-52 Create a land use framework that preserves and enhances creek corridors as open space and active transportation corridors while limiting potential flooding hazards.

P-LU-56 Evaluate remnant cemetery land for opportunities for additional open space and parks.

Urban Design Element (Encanto Neighborhoods)

P-UD-95 The area's natural base of hillsides, canyons, ravines, streams, and vegetation is an important set of assets that should be protected in new development. Site plans should utilize existing topography and preserve existing vegetation, ravines, watercourses and topographic features.

Public Facilities, Services and Safety Element (Encanto Neighborhoods)

P-PF-23 Accomplish flood control within the Chollas Creek waterway through the use of natural and/or landscaped facilities. Prohibit the use of concrete channels.

Recreation Element (Encanto Neighborhoods)

P-RE-10 Preserve, protect, and restore canyons and hillsides as important visual amenities and limit public use to designated trails.

P-RE-12 Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving Encanto Neighborhoods.

P-RE-20 Require all stormwater and urban run-off drainage be filtered or treated before entering into open space lands.

P-RE-24 Prepare a comprehensive plan for the management and preservation of City-fee owned canyons within the Multi-Habitat Planning Area (MHPA).

P-RE-25 Prepare a comprehensive study analyzing Chollas Creek's outstanding, distinctive natural, cultural or historic resources of a regional nature for consideration of designation as a Regional Park. If it is designated, prepare a Chollas Creek Regional Park Master Plan.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-12 Implement applicable General Plan Biological and Multiple Species Conservation Program (MSCP) goals and policies as discussed in the Conservation Element Sections CE-G.1- G.5 and CE-H.1-H.9 to reduce the impacts on biological resources, open space, land form, or other environmentally sensitive areas.

P-CS-13 Minimize or avoid impacts to canyons and other environmentally sensitive lands relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands if feasible. (Also see the General Plan Conservation Element Policy CE-B.1.d.)

P-CS-14 Implement the requirements of the City of San Diego's ESL regulations, MSCP Subarea Plan, and Biology Guidelines for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources.

P-CS-17 Preserve open space areas through covenant of easements, open space designation, or dedication to the City of San Diego.

P-CS-19 Implement the Environmentally Sensitive Lands Regulations for biological resources and steep hillsides and the MSCP policies and guidelines through the project review process.

P-CS-20 Foster local stewardship and develop positive neighborhood awareness of the open space preserve areas with environmental education programs through local schools, Homeowner's Associations (HOAs), community groups, and other public forums that address the local ecosystem and habitat preservation. Incorporate hands-on learning via neighborhood hikes, or other initiatives that present information in a manner that will increase interest in the natural environment.

P-CS-21 Maintain best management practices in all development to limit erosion and siltation.

P-CS-22 Implement the recommendations contained in the Chollas Creek Enhancement Program such as emphasizing natural settings and encouraging wildlife, while restoring and enhancing wetland/riparian and upland transitional habitat with native soils and vegetation and removing concrete channels in Chollas Creek to create a more natural function and appearance, where feasible, and establishing trails and other passive recreation amenities.

P-CS-23 Remove invasive species from Chollas Creek and restore habitat.

P-CS-24 Preserve and protect open space by preventing incompatible uses, such as off-road activities, frisbee golf, off leash dog areas, and equestrian use.

P-CS-33 Incorporate bioswales or other LID design practices where there is sufficient public rights-of-way throughout the community, and focus specific efforts to capture storm water along roadways in close proximity to Chollas Creek, such as Market Street, 47th Street and Euclid Avenue. Implement these features where appropriate, as they may be infeasible due to soil conditions and impacts to utilities.

P-CS-35 Repair and maintain drainage outfalls and brow ditches that discharge directly to or are within open space lands.

Significance of Impacts

Impacts on wetlands, vernal pools, and other jurisdictional water resources would be considered significant but could be mitigated at the project level. Projects with any impacts on wetlands must clearly demonstrate that:

1. There is no least environmentally damaging alternative that would reduce/avoid the impact;
2. Impacts are minimized to the maximum extent possible; and
3. Impacts are fully mitigated in accordance with the City of San Diego's Biology Guidelines.

Mitigation Framework

Future projects implemented in accordance with the CPUs which cannot demonstrate avoidance of impacts on wetlands/jurisdictional resources shall be required to implement the following Mitigation Framework:

MM-BIO-2 To reduce potential direct impacts on City, state, and federally regulated wetlands, all subsequent projects developed in accordance with the CPUs shall be required to comply with ACOE CWA Section 404 requirements and special conditions, RWQCB in accordance with Section 401 of the CWA, CDFW Section 1602 Streambed Alteration Agreement requirements and special conditions, and the City of San Diego ESL Regulations for minimizing impacts on wetlands. Achieving consistency with these regulations for impacts on wetlands and special aquatic sites would reduce potential impacts on regulated wetlands and provide compensatory mitigation (as required) to ensure no net loss of wetland habitats. In addition, if federal listed species are present on a project site, the USFWS would be included in the consultation initiated by the ACOE during the 404 permit process in accordance with Section 7 of the FESA. If there is no federal nexus to jurisdictional waters, then a Section 10(A) authorization from USFWS would be required to cover any potential effects on federal listed species.

Prior to obtaining discretionary permits for future actions implemented in accordance with the CPUs that are subject to ESL, and/or where the CEQA review has determined that there may be a significant impact on other biological resources considered sensitive under CEQA, a site-specific biological resources survey shall be completed in accordance with City of San Diego Biology Guidelines. In addition, a preliminary or final jurisdictional waters/wetlands delineation of the project site shall be completed following the methods outlined in the ACOE's 1987 *Wetlands Delineation Manual*, the 2008 *Regional Supplement to the Corps of Engineers Delineation Manual for the Arid West Region*, and any required updated or additional standards. A determination of the presence/absence and boundaries of any waters of the U.S. and waters of the state shall also be completed following the appropriate ACOE guidance documents for determining the OHWM boundaries. The limits of any riparian habitats on-site under the sole jurisdiction of CDFW shall also be delineated, as well as any special aquatic sites (excluding vernal pools) that may not meet federal jurisdictional criteria but are regulated by the RWQCB. Engineering design specifications based on project-level grading and site plans shall be incorporated into the project design to minimize direct impacts to wetlands, jurisdictional waters, riparian habitats, and vernal pools consistent with federal, state, and City guidelines. Any required mitigation for proposed impacts shall be outlined in a conceptual wetland mitigation plan prepared in accordance with the City's Biology Guidelines (2012).

Additionally, any impacts on wetlands in the City of San Diego would require a deviation from the ESL wetland regulations. Under the wetland deviation process, development proposals that have wetland impacts shall be considered

only pursuant to one of three options: Essential Public Project, Economic Viability Option, or Biologically Superior Option. ESL Regulations require that impacts on wetlands be avoided. Unavoidable impacts on wetlands shall be minimized to the maximum extent practicable and mitigated as follows:

- As part of the project-specific environmental review pursuant to CEQA, all unavoidable wetland impacts shall be analyzed, and mitigation shall be required in accordance with ratios shown in Tables 5.5-5a and 5.5-5b below. Mitigation shall be based on the impacted type of wetland and project design. Mitigation shall prevent any net loss of wetland functions and values of the impacted wetland.

- For the Biologically Superior Option, the project shall include avoidance, minimization, and compensatory measures, which would result in a biologically superior net gain in overall function and values of (a) the type of wetland resource being impacted and/or (b) the biological resources to be conserved. The Biologically Superior Option mitigation shall include either (1) standard mitigation per Table 5.5-5a, including wetland creation or restoration of the same type of wetland resource that is being impacted that results in high quality wetlands; and a biologically superior project design whose avoided area(s) (i) is in a configuration or alignment that optimizes the potential long-term biological viability of the on-site sensitive biological resources, and/or (ii) conserves the rarest and highest quality on-site biological resources; or (2) for a project not considered consistent with "1" above, extraordinary mitigation per Table 5.5-5b is required.

Table 5.5-5a: City of San Diego Wetland Mitigation Ratios (With Biologically Superior Design)

Vegetation Community	*Mitigation Ratio*
Riparian	2:1 to 3:1
Vernal pool[1]	2:1 to 4:1
Basin with fairy shrimp[1]	2:1 to 4:1
Freshwater marsh	2:1

Notes:

[1]The City does not have "take" authority for vernal pool species. A draft vernal pool HCP is currently being prepared by the City in coordination with the Wildlife Agencies. If adopted, the City would have "take" authority for the vernal pool species occurring within the vernal pool HCP areas.

Table 5.5-5b: City of San Diego Wetland Mitigation Ratios (Without Biologically Superior Design Outside the Coastal Zone)

Vegetation Community	*Mitigation Ratio*
Riparian	4:1 to 6:1
Vernal pool[1]	4:1 to 8:1
Basin with fairy shrimp[1]	4:1 to 8:1
Freshwater marsh	4:1

Notes:

[1]The City does not have "take" authority for vernal pool species. A draft vernal pool HCP is currently being prepared by the City in coordination with the Wildlife Agencies. If adopted, the City would have "take" authority for the vernal pool species occurring within the vernal pool HCP areas.

As part of any future project-specific environmental review pursuant to CEQA, all unavoidable wetlands impacts (both temporary and permanent) shall be analyzed and mitigation required in accordance with the City Biology Guidelines; mitigation shall be based on the impacted type of wetland habitat. Mitigation shall prevent any net loss of wetland functions and values of the impacted wetland. Operational definitions of the four types of activities that constitute wetland mitigation under the ESL Regulations are as follows:

- **Wetland creation** is an activity that results in the formation of new wetlands in an upland area. An example is excavation of uplands adjacent to existing wetlands and the establishment of native wetland vegetation.

- **Wetland restoration** is an activity that re-establishes the habitat functions of a former wetland. An example is the excavation of agricultural fill from historic wetlands and the re-establishment of native wetland vegetation.

- **Wetland enhancement** is an activity that improves the self-sustaining habitat functions of an existing wetland. An example is removal of exotic species from existing riparian habitat.

- **Wetland acquisition** may be considered in combination with any of the three mitigation activities above.

Wetland enhancement and wetland acquisition focus on the preservation or the improvement of existing wetland habitat and function and do not result in an increase in wetland area; therefore, a net loss of wetland may result. As such, acquisition and/or enhancement of existing wetlands shall be considered as partial mitigation only for any balance of the remaining mitigation requirement after restoration or creation if wetland acreage is provided at a minimum of a 1:1 ratio.

For permanent wetland impacts that are unavoidable and minimized to the maximum extent feasible, mitigation shall consist of creation of new in-kind

habitat to the fullest extent possible and at the appropriate ratios. If on-site mitigation is not feasible, then at least a portion of the mitigation must occur within the same watershed. The City's Biology Guidelines and MSCP Subarea Plan require that impacts on wetlands, including vernal pools, shall be avoided, and that a sufficient wetland buffer shall be maintained, as appropriate, to protect resource functions/values. The project specific biology report shall include an analysis of on-site wetlands (including City, state, and federal jurisdiction analysis) and, if present, include project alternatives that fully/substantially avoid wetland impacts. Detailed evidence supporting why there is no feasible less environmentally damaging location or alternative to avoid any impacts must be provided for City staff review, as well as a mitigation plan that specifically identifies how the project is to compensate for any unavoidable impacts. A conceptual wetland mitigation plan (which includes identification of the mitigation site) shall be approved by City staff prior to the release of the draft environmental document. Avoidance shall be the first requirement; mitigation shall only be used for impacts clearly demonstrated to be unavoidable.

Prior to the commencement of any construction-related activities on-site for projects impacting wetland habitat (including earthwork and fencing), the applicant shall provide evidence of the following to the Mayor-appointed Environmental Designee prior to any construction activity:

- Compliance with ACOE Section 404 nationwide permit;
- Compliance with the RWQCB Section 401 Water Quality Certification; and
- Compliance with the CDFW Section 1601/1603 Streambed Alteration Agreement.

Significance after Mitigation

Compliance with the ESL Regulations, the MSCP Subarea Plan, the City's Biology Guidelines, and implementation of the Mitigation Framework detailed in MM-BIO-2 would serve to reduce impacts on wetlands, vernal pools, and other jurisdictional water resources associated with both CPUs at the program level to below a level of significance.

Impact 5.5-3 Implementation of the CPUs could have an adverse effect on migratory wildlife. (*Less than Significant with Mitigation*)

Nesting Impacts

As discussed above under Impact 5.5-1, buildout in accordance with the CPUs has the potential to impact active nests of raptors or migratory bird species. Direct and indirect impacts on nesting wildlife species may result from the loss of approximately 304 acres of potential habitat (this acreage includes potential sensitive flora/fauna impacts within Tier IV disturbed land, which does not require habitat mitigation), with 255 acres located within the Encanto Neighborhoods CPU area and approximately 49 acres located in the SESD CPU area; loss of active nests/burrows from brush removal, grading, construction, and vehicle strikes; removal, fragmentation, or

modification of suitable habitat (e.g., habitat conversion), resulting in displacement of individuals; habitat insularization; lighting; noise; increased intensity of land use; introduction of exotic nuisance animal species; and human intrusion.

Wildlife Movement Impacts

The canyons and water courses within the both CPU areas are not anticipated to function as significant regional or local wildlife movement corridors for large mammals. Nonetheless, in the SESD CPU area, small sections of Chollas Creek have been conserved (SanGIS 2013; see Figure 5.5-7), and in the Encanto Neighborhoods CPU area, many of these canyon areas and creeks are included in the adopted MHPA and existing conserved lands (SanGIS 2013) and open space system (see Figure 5.5-8). With the existing MHPA and conserved lands and open space, no significant impacts are anticipated to occur on wildlife movement corridors within the Encanto Neighborhoods CPU area.

CPU Policies that Reduce the Impact

The CPUs present the following goals and policies related to the protection of habitat and wildlife movement corridors in the Land Use; Urban Design; Recreation; and Conservation Elements:

Land Use Element (Southeastern San Diego)

P-LU-33 Evaluate remnant cemetery properties for opportunities for additional open space and parks.

Recreation Element (Southeastern San Diego)

P-RE-10 Preserve, protect, and restore canyons and hillsides as important visual amenities and limit public use to designated trails.

P-RE-11 Provide signs at strategic open space overlooks and trail entryway locations that interpret the biological and scenic value of the open space systems.

P-RE-12 Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving Southeastern San Diego.

P-RE-19 Protect and enhance the natural resources of open space lands by re-vegetating with native plants and using open wood fences adjacent to very sensitive areas for additional protection while still allowing viewing opportunities.

P-RE-20 Provide recognizable access points (trailheads) to the trail system as shown on Figure 7-3: Open Space and Trail System. Place a kiosk at trailheads that has a map of how the canyon interfaces with Southeastern San Diego, and interpretive signs on the biological and scenic value of the open space systems.

P-RE-23 Prepare a comprehensive study to analyze the Chollas Creek open space system's distinctive natural, cultural, and historic resources of a regional nature for consideration of its designation as a Regional Park. If it is designated, prepare a Chollas Creek Regional Park Master Plan.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-13 Preserve and protect open space by preventing incompatible uses, such as off-road activities and off leash dog areas.

P-CS-14 Implement the recommendations contained in the Chollas Creek Enhancement Program such as emphasizing natural settings and encouraging wildlife, while restoring and enhancing wetland/riparian and upland transitional habitat with native soils and vegetation and removing concrete channels in Chollas Creek, where feasible, to create a more natural function and appearance, and establishing trails and other passive recreation amenities.

P-CS-15 Remove invasive species from Chollas Creek and restore habitat.

Land Use Element (Encanto Neighborhoods)

P-LU-52 Create a land use framework that preserves and enhances creek corridors as open space and active transportation corridors while limiting potential flooding hazards.

P-LU-56 Evaluate remnant cemetery land for opportunities for additional open space and parks.

Urban Design Element (Encanto Neighborhoods)

P-UD-95 The area's natural base of hillsides, canyons, ravines, streams, and vegetation is an important set of assets that should be protected in new development. Site plans should utilize existing topography and preserve existing vegetation, ravines, watercourses and topographic features.

Recreation Element (Encanto Neighborhoods)

P-RE-10 Preserve, protect, and restore canyons and hillsides as important visual amenities and limit public use to designated trails.

P-RE-11 Provide signs at strategic open space overlooks and trail entryway locations that interpret the biological and scenic value of the open space systems.

P-RE-12 Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving Encanto Neighborhoods.

P-RE-19 Protect and enhance the natural resources of open space lands by re-vegetating with native plants and using open wood fences adjacent to very sensitive areas for additional protection while still allowing viewing opportunities.

P-RE-21 Provide recognizable access points (trail heads) to the trail system as shown on Figure 7-3: Open Space and Trail System. Place a kiosk at trailheads that has a map of how the canyon interfaces with Encanto Neighborhoods, and interpretive signs on the biological and scenic value of the open space system.

P-RE-24 Prepare a comprehensive plan for the management and preservation of City-fee owned canyons within the Multi-Habitat Planning Area (MHPA).

P-RE-25 Prepare a comprehensive study analyzing Chollas Creek's outstanding, distinctive natural, cultural or historic resources of a regional nature for consideration of designation as a Regional Park. If it is designated, prepare a Chollas Creek Regional Park Master Plan.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-12 Implement applicable General Plan Biological and Multiple Species Conservation Program (MSCP) goals and policies as discussed in the Conservation Element Sections CE-G.1- G.5 and CE-H.1-H.9 to reduce the impacts on biological resources, open space, land form, or other environmentally sensitive areas.

P-CS-13 Minimize or avoid impacts to canyons and other environmentally sensitive lands relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands if feasible. (Also see the General Plan Conservation Element Policy CE-B.1.d.)

P-CS-14 Implement the requirements of the City of San Diego's ESL Regulations, MSCP Subarea Plan, and Biology Guidelines for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources.

P-CS-15 Require that hillside development complement the natural character including minimizing disturbance to topography and biological resources.

P-CS-16 Plan development to minimize grading related to the topography and natural features.

P-CS-17 Preserve open space areas through covenant of easements, open space designation, or dedication to the City of San Diego.

P-CS-18 Revegetate graded areas and areas of invasive vegetation with native vegetation to restore biological diversity and minimize erosion and soil instability.

P-CS-19 Implement the ESL Regulations for biological resources and steep hillsides and the MSCP policies and guidelines through the project review process.

P-CS-20 Foster local stewardship and develop positive neighborhood awareness of the open space preserve areas with environmental education programs through local schools, Homeowner's Associations (HOAs), community groups, and other public forums that address the local ecosystem and habitat preservation. Incorporate hands-on learning via neighborhood hikes, or other initiatives that present information in a manner that will increase interest in the natural environment.

P-CS-22 Implement the recommendations contained in the Chollas Creek Enhancement Program such as emphasizing natural settings and encouraging wildlife, while restoring and enhancing wetland/riparian and upland transitional habitat with native soils and vegetation and removing concrete channels in Chollas Creek to create a more natural function and appearance, where feasible, and establishing trails and other passive recreation amenities.

P-CS-23 Remove invasive species from Chollas Creek and restore habitat.

P-CS-24 Preserve and protect open space by preventing incompatible uses, such as off-road activities, frisbee golf, off leash dog areas, and equestrian use.

Significance of Impacts

~~The~~ Both CPUs envision subsequent development projects leading to buildout of the CPU areas. These subsequent development projects constructed in accordance with the CPUs have the potential to interfere with wildlife nesting within riparian habitats and upland habitats. Therefore, impacts would be significant and require mitigation.

However, with the existing MHPA, conserved lands and open space, as well as the proposed open space and CPU policies calling for protection of natural areas and creeks, no significant impacts are anticipated to occur on wildlife movement corridors within the SESD CPU area or the Encanto Neighborhoods CPU area.

Mitigation Framework

MM-BIO-3 Mitigation for future projects to reduce potentially significant impacts that would interfere with the nesting, foraging, or movement of wildlife species within the CPU areas shall be identified in site-specific biological resources report prepared in accordance with City of San Diego Biology Guidelines, as further detailed in MM-BIO-1 during the discretionary review process. The biology report shall include results of protocol surveys and recommendations for additional measures to be implemented during construction-related activities; shall identify the limits of any identified local-scale wildlife corridors or habitat linkages and analyze potential impacts in relation to local fauna, and the effects of conversion of vegetation communities to minimize direct impacts on sensitive wildlife species and to provide for continued wildlife movement through the corridor.

Measures that shall be incorporated into project-level construction documents to minimize direct impacts on wildlife movement, nesting, or foraging activities shall be addressed in the biology report and shall include recommendations for preconstruction protocol surveys to be conducted during established breeding seasons, construction noise monitoring and implementation of any species-specific mitigation plans in order to comply with the FESA, MBTA, State Fish and Game Code, and/or the ESL Regulations.

Significance after Mitigation

Compliance with established development standards and regulations including ESL, MSCP, the City's Biology Guidelines, and the mitigation framework would serve to reduce impacts at the program level associated with both CPUs to below a level of significance.

Impact 5.5-4 Implementation of the CPUs would not have a substantial adverse effect on the City's MSCP. (*Less than Significant with Mitigation*)

Adoption of the CPUs will likely lead to subsequent projects that would have the potential to result in temporary and permanent impacts on sensitive vegetation communities as identified by the MSCP. These habitats include wetlands, Diegan coastal sage scrub and non-native grassland ~~(SESD CPU), and wetlands~~, maritime succulent scrub, Diegan coastal sage scrub, valley and foothill grassland (Encanto Neighborhoods CPU only), and non-native grassland~~ (Encanto Neighborhoods CPU~~; (see Table 5.5-3 and Figures 5.5-9 through 5.5-14). The Southeastern San Diego CPU area does not contain any MHPA lands. Therefore, buildout of that community would not result in a conflict with the MSCP. The MHPA is mapped within the Encanto Neighborhoods CPU area. Future development could have a potential indirect ~~affect~~ effect on the MHPA. These potential impacts are discussed further in Section 5.1, Land Use. Impacts on wetlands are discussed under Impact 5.5-2.

CPU Policies that Reduce the Impact

The CPUs present the following goals and policies related to the protection of biological resources and consistency with existing plans in the Land Use; Recreation; and Conservation Elements:

Recreation Element (Southeastern San Diego)

P-RE-10 Preserve, protect, and restore canyons and hillsides as important visual amenities and limit public use to designated trails.

P-RE-11 Provide signs at strategic open space overlooks and trail entryway locations that interpret the biological and scenic value of the open space systems.

P-RE-19 Protect and enhance the natural resources of open space lands by re-vegetating with native plants and using open wood fences adjacent to very sensitive areas for additional protection while still allowing viewing opportunities.

P-RE-20 Provide recognizable access points (trailheads) to the trail system as shown on Figure 7-3: Open Space and Trail System. Place a kiosk at trailheads that has a map of how the canyon interfaces with Southeastern San Diego, and interpretive signs on the biological and scenic value of the open space systems.

P-RE-23 Prepare a comprehensive study to analyze the Chollas Creek open space system's distinctive natural, cultural, and historic resources of a regional nature for consideration of its designation as a Regional Park. If it is designated, prepare a Chollas Creek Regional Park Master Plan.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-14 Implement the recommendations contained in the Chollas Creek Enhancement Program such as emphasizing natural settings and encouraging wildlife, while restoring and enhancing wetland/riparian and upland transitional habitat with native soils and vegetation and removing concrete channels in Chollas Creek, where feasible, to create a more natural function and appearance, and establishing trails and other passive recreation amenities.

P-CS-15 Remove invasive species from Chollas Creek and restore habitat.

Land Use Element (Encanto Neighborhoods)

P-LU-52 Create a land use framework that preserves and enhances creek corridors as open space and active transportation corridors while limiting potential flooding hazards.

Recreation Element (Encanto Neighborhoods)

P-RE-10 Preserve, protect, and restore canyons and hillsides as important visual amenities and limit public use to designated trails.

P-RE-11 Provide signs at strategic open space overlooks and trail entryway locations that interpret the biological and scenic value of the open space systems.

P-RE-19 Protect and enhance the natural resources of open space lands by re-vegetating with native plants and using open wood fences adjacent to very sensitive areas for additional protection while still allowing viewing opportunities.

P-RE-21 Provide recognizable access points (trail heads)to the trail system as shown on Figure 7-3: Open Space and Trail System. Place a kiosk at trailheads that has a map of how the canyon interfaces with Encanto Neighborhoods, and interpretive signs on the biological and scenic value of the open space system.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-12 Implement applicable General Plan Biological and Multiple Species Conservation Program (MSCP) goals and policies as discussed in the Conservation Element Sections CE-G.1- G.5 and CE-H.1-H.9 to reduce the impacts on biological resources, open space, land form, or other environmentally sensitive areas.

P-CS-13 Minimize or avoid impacts to canyons and other environmentally sensitive lands relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands if feasible. (Also see the General Plan Conservation Element Policy CE-B.1.d.)

P-CS-14 Implement the requirements of the City of San Diego's ESL regulations, MSCP Subarea Plan, and Biology Guidelines for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources.

P-CS-15 Require that hillside development complement the natural character including minimizing disturbance to topography and biological resources.

P-CS-18 Revegetate graded areas and areas of invasive vegetation with native vegetation to restore biological diversity and minimize erosion and soil instability.

P-CS-19 Implement the Environmentally Sensitive Lands Regulations for biological resources and steep hillsides and the MSCP policies and guidelines through the project review process.

P-CS-20 Foster local stewardship and develop positive neighborhood awareness of the open space preserve areas with environmental education programs through local schools, Homeowner's Associations (HOAs), community groups, and other public forums that address the local ecosystem and habitat preservation. Incorporate hands-on learning via neighborhood hikes, or other initiatives that present information in a manner that will increase interest in the natural environment.

P-CS-23 Remove invasive species from Chollas Creek and restore habitat.

P-CS-24 Preserve and protect open space by preventing incompatible uses, such as off-road activities, frisbee golf, off leash dog areas, and equestrian use.

Significance of Impacts

No MHPA lands are located within the SESD CPU area. Therefore, there would not be any significant impacts on MHPA lands associated with the SESD CPU. Impacts on MHPA lands within Encanto Neighborhoods CPU area would be significant, and mitigation is required.

Mitigation Framework

Implementation of MM-BIO-1 and MM-LU-2 shall apply to Impact 5.5-4.

Significance after Mitigation

Compliance with established development standards and regulations, along with implementation of the Mitigation Framework measures detailed in MM-BIO-1 and MM-LU-2, would serve to reduce impacts on MHPA lands at the program level within the Encanto Neighborhoods CPU area to below a level of significance.

Impact 5.5-5 Implementation of the CPUs could introduce land uses within an area that could have a substantial adverse effect on the City's MHPA. (*Less than Significant with Mitigation*)

No MHPA is mapped within the SESD CPU area; therefore, no edge effects to MHPA are anticipated to occur in the SESD CPU area.

Due to existing development mapped within the MHPA, a boundary line correction was evaluated as part of the Encanto Neighborhoods CPU process. The BLC for the project corrected the MHPA over six City-owned parcels as shown in Chapter 5.1, Land Use, Figure 5.1-9, from the

Encanto Neighborhoods CPU and was considered in coordination with the Wildlife Agencies. The correction removed existing development (e.g., single-family homes) and expanded the MHPA to include additional biological resources and is now coterminous with the City-owned open space parcel boundaries. The MHPA correction is consistent with the goals of the MSCP to conserve biological resources and allow for existing and future development in appropriate areas. The MHPA BLC for the Encanto Neighborhoods CPU area would result in the addition of 15.21 acres to the MHPA and deletion of 4.51 acres from the MHPA, for a net gain of 10.7 acres to the MHPA

MHPA Land Use Adjacency Guidelines

The MHPA has been designed to maximize conservation of sensitive biological resources, including sensitive species. When land is developed adjacent to the MHPA, there is a potential for secondary impacts that may degrade the habitat value or disrupt animals within the preserve area. To address these concerns, the MSCP includes a set of MHPA Land Use Adjacency Guidelines that are to be evaluated and implemented at the project-level.

Indirect effects can occur wherever development and human activity is adjacent to natural areas. These effects include increased runoff; trampling and removal of plant cover due to hiking, biking, and other human activities; increased presence of toxins; increased nighttime light levels; redirection or blockage of wildlife movement; and increased levels of non-native and invasive plants. These indirect effects could reduce the quality of the MHPA. The MHPA Land Use Adjacency Guidelines require certain measures to be incorporated in the design of projects adjacent to the MHPA to reduce indirect impacts.

CPU Policies that Reduce the Impact

The ~~CPUs~~ Encanto Neighborhoods CPU presents the following goals and policies related to the protection of biological resources in the Recreation and Conservation Elements:

Recreation Element (Encanto Neighborhoods)

P-RE-12 Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving Encanto Neighborhoods.

P-RE-24 Prepare a comprehensive plan for the management and preservation of City-fee owned canyons within the Multi-Habitat Planning Area (MHPA).

P-RE-25 Prepare a comprehensive study analyzing Chollas Creek's outstanding, distinctive natural, cultural or historic resources of a regional nature for consideration of designation as a Regional Park.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-12 Implement applicable General Plan Biological and Multiple Species Conservation Program (MSCP) goals and policies as discussed in the Conservation Element Sections CE-G.1- G.5 and CE-H.1-H.9 to reduce the impacts on biological resources, open space, land form, or other environmentally sensitive areas.

P-CS-13 Minimize or avoid impacts to canyons and other environmentally sensitive lands relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands if feasible. (Also see the General Plan Conservation Element Policy CE-B.1.d.)

P-CS-14 Implement the requirements of the City of San Diego's ESL regulations, MSCP Subarea Plan, and Biology Guidelines for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources.

P-CS-19 Implement the ESL Regulations for biological resources and steep hillsides and the MSCP policies and guidelines through the project review process.

Significance of Impacts

MHPA Land Use Adjacency Guidelines

Subsequent projects implemented in accordance with the ~~CPUs~~ Encanto Neighborhoods CPU could result in indirect impacts on the MHPA and introduce land uses adjacent to MHPA within the ~~Encanto Neighborhoods~~ CPU area. This is considered a potentially significant impact at the program level, and mitigation is required.

Mitigation Framework

MHPA Land Use Adjacency Guidelines

MHPA adjacency impacts associated with the Encanto Neighborhoods CPU would be addressed at the project-level. Please refer to the Mitigation Framework under MM-LU-2 in Section 5.1, Land Use.

Significance after Mitigation

MHPA Land Use Adjacency Guidelines

Implementation of Mitigation Framework measure MM-LU-2 would reduce impacts at the program level on the MHPA from adjacent future land uses associated with the Encanto Neighborhoods CPU to below a level of significance.

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5.6 Hydrology and Water Quality

This section addresses the potential hydrology and surface and groundwater quality impacts that would result from the project and sets forth a mitigation framework that would reduce such impacts where applicable. It relies on a drainage and water quality study prepared by Project Design Consultants (PDC) for both of the CPU areas (Appendix J), in addition to secondary source information and policies contained within the CPUs. This section also details applicable regulations, receiving waters, flood hazards, and other relevant existing conditions within the study area.

Environmental Setting

PHYSICAL SETTING

Watershed Management Areas, Hydrologic Units, and Hydrologic Areas and Subareas

The Water Quality Control Plan for the San Diego Basin (Basin Plan) prepared by the San Diego Regional Water Quality Control Board (RWQCB) ~~Basin Plan~~ (1994, with amendments effective on or before April 4, 2011), identifies the water quality objectives for waters in the region. The areas are then broken down into the following units and subunits: Hydrologic Units (HUs) that cover the entire watershed of one or more major streams, Hydrologic Areas (HAs) for the watersheds of major tributaries and/or major groundwater basins within an HU, and Hydrologic Subareas (HSAs) for major subdivisions of hydrologic areas including both water-bearing and non-water-bearing formations.

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 HUs, 54 HAs, and 147 HSAs, extending from Laguna Beach southerly to the United States-Mexico border. Drainage from higher elevations in the east flows to the west, ultimately into the Pacific Ocean.

The Southeastern San Diego (SESD) and Encanto Neighborhoods communities encompass approximately 6,740 acres and are located in the Pueblo San Diego Watershed, which is tributary to the San Diego Bay. Each community is also within the Pueblo San Diego Hydrologic Unit. Portions of the communities are within the San Diego Mesa Hydrologic Area and the National City Hydrologic Area, and the Chollas, El Toyan, and Paradise Hydrologic Subareas. All runoff from the ~~Southeastern San Diego~~SESD and Encanto Neighborhoods communities drains into one of four creeks: Chollas Creek, Switzer Creek, Paleta Creek, and Paradise Creek. The Encanto Neighborhoods CPU area is located immediate upstream, to the east, of the SESD CPU area.

Chollas Creek is the largest creek in both CPU areas and has both a north branch and a south branch. The north branch of Chollas Creek generally flows from north to south along the west side of Interstate 15 (I-15) within the Southeastern San Diego (SESD) CPU area and turns to the west to empty into San Diego Bay after crossing beneath I-5 and joining with the south branch of Chollas Creek. The south branch of Chollas Creek flows from the south side of State Route 94 (SR-94) in the northeastern corner of the Encanto Neighborhoods CPU area through both the Encanto Neighborhoods and SESD CPU areas, crossing beneath I-15 just south of the interchange with I-5.

Switzer Creek is contained within a 10-foot diameter reinforced concrete culvert beneath the fully developed central business district of Southeastern San Diego and empties into San Diego Bay to the west. Switzer Creek does not flow through the Encanto Neighborhoods CPU area.

Paleta Creek flows through both the extreme southern portions of both the SESD and Encanto Neighborhoods CPU areas in open channels, emptying into San Diego Bay at the 32nd Street Naval Station.

Paradise Creek flows southwesterly through the city of National City in Paradise Valley and forms the southern boundary of the eastern portion of the Encanto Neighborhoods CPU area, just south of Plaza Boulevard, before heading south through National City. Paradise Creek does not flow through the SESD CPU area.

The creeks located in the Pueblo San Diego Watershed are relatively small and are impacted by urban runoff, with the creeks draining into a pipe conveyance system, most likely lined with concrete, which leads to San Diego Bay. Switzer Creek is highly urbanized with over half of the municipal storm sewer system existing as a network of pipes and connections underground. The majority of Chollas Creek and Paleta Creek have been channelized and concrete lined, with some sections of natural creek bed remaining. The majority of the drainage ultimately empties into Chollas Creek, making Chollas Creek an important element of both communities and the policies proposed for the CPUs.

Surface Waters/Drainage Patterns

The communities of Southeastern San Diego and Encanto Neighborhoods are mostly developed, but both contain some land left as open space. Therefore, the two communities have undeveloped pervious areas which offer opportunity for infiltration in contrast to impervious surfaces that require drainage and filtration improvements to control runoff. Much of the existing development in the two communities was established prior to adoption of storm water regulations requiring on-site protection and treatment of storm water runoff. Thus, surface water is not retained and cannot provide groundwater replenishment through infiltration, but rather drains through surface flows into the Chollas Creek, Paleta Creek, Switzer Creek, and Paradise Creek watersheds, which in turn drain to the receiving waters of San Diego Bay. There are storm drains located primarily within the roadway infrastructure of the CPU areas that drain directly to San Diego Bay.

Receiving Waters

A receiving water is a creek, river, lake, estuary, groundwater formation, or other body of water into which surface water, treated waste, or untreated waste are discharged. The specific receiving waters that collect storm water runoff from the Southeastern San Diego community are Chollas Creek (north and south branch), Paleta Creek, and Switzer Creek; and for the Encanto Neighborhoods community are Chollas Creek (north and south fork) and Paleta Creek. In addition, the southeastern portion of the Encanto Neighborhoods community, on the north side of Plaza Boulevard, drains to Paradise Creek. All of the runoff collected by the storm drains is discharged into the San Diego Bay, the ultimate receiving water for all runoff from the CPU areas.

Beneficial Uses

Beneficial uses are defined as the uses of water necessary for the survival or well-being of humans, plants, and wildlife, which in turn serve to promote economic, social, and environmental goals. The Basin Plan assigns multiple beneficial uses pertaining to inland surface water, groundwater, and coastal waters within the San Diego Watershed Management Area.

As shown in Table 5.6-1, the beneficial uses for Chollas Creek and Switzer Creek include non-contact water recreation, warm freshwater habitat, and wildlife habitat; and contact water recreation is a potential beneficial use. These inland surface waters are excepted from the municipal and domestic supply beneficial use. This is because none of these water sources are used for domestic water supplies. All municipal water provided in the Southeastern San Diego and Encanto Neighborhoods communities is provided by the City of San Diego, which relies primarily on imported water from the San Diego County Water Authority (SDCWA 2014).

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

Impaired Water Bodies

The San Diego RWQCB, as required by the Clean Water Act, has identified a variety of physical, chemical, and biological pollutants as providing impairments to receiving water bodies in the study area's watersheds. These impairments are defined within the Clean Water Act in the RWQCB's 303(d) list and updated on a three-year cycle in the 305(b) Integrated Report. The 305(b) Integrated Report lists impairments in five categories ranging from constituents that may be removed from the 303(d) list, or those pollutants that were listed without sufficient documentation or for which water quality has improved to a point that they no longer require rigorous management (Category I), to those for which strict numeric discharge limits are identified. The federal Clean Water Act requires Total Maximum Daily Loads, or TMDLs, for impaired water bodies. The purpose of TMDLs is to attain water quality objectives and restore beneficial uses of impaired water bodies. A TMDL is defined as a calculation of the maximum amount of a pollutant that a water body can receive and still meet water quality standards.

The 303(d) listed constituents requiring TMDLs are either Category IV or V on the 305(b) Report. A review of the current 305(b) Report on the San Diego RWQCB's website (RWQCB 2009) indicates watersheds draining from the project area have impairments requiring TMDLs.

Impairments from multiple pollutants have led to establishment of Chollas Creek total maximum daily loads (TMDLs). Five TMDLs have been adopted for Chollas Creek: the pesticide (diazinon) TMDL (with a final compliance date of December 31, 2010), the dissolved metals TMDLs (for copper, lead and zinc), and an indicator bacteria TMDL. Multiple agencies, including the City of San Diego, the Cities of La Mesa and Lemon Grove, the County of San Diego, the San Diego Unified Port District, Caltrans, and the U.S. Navy, were among those identified as having responsibility in reducing pollutants to mandated levels. The indicator bacteria TMDL is being re-evaluated based upon new scientific data. Implementation Plans are designed to meet the requirements of the metals and bacteria TMDLs over a 20-year period, with phased incremental reductions required. Implementation Plans use an integrated approach to meet these requirements. Both structural and non-structural best management practices (BMPs) are being implemented to achieve waste load reductions.

Table 5.6-1: Beneficial Uses of Receiving Waters – Inland Surface Waters and Groundwater

Pueblo San Diego Watershed	*HU Basin Number*	*Municipal and Domestic Supply (MUN)*	*Agricultural Supply (AGR)*	*Industrial Service Supply (IND)*	*Industrial Process Supply (PROC)*	*Contact Water Recreation (REC-1)*	*Non-contact Water Recreation (REC-2)*	*Preservation of Biological Habitats of Special Significance (BIOL)*	*Warm Freshwater Habitat (WARM)*	*Cold Freshwater Habitat (COLD)*	*Wildlife Habitat (WILD)*	*Rare, Threatened, or Endangered Species (RARE)*	*Shellfish Harvesting (SHELL)*	*Hydropower Generation (HTYD)*
Inland Surface Waters														
Chollas Creek	8.22	+				○	●		●		●			
South Chollas Valley	8.22	+				○	●		●		●			
Unnamed intermittent streams	8.31	+				○	●		●		●			
Paradise Creek	8.32	+				○	●		●		●			
Paradise Valley	8.32	+				○	●		●		●			
Reservoirs and Lakes														
N/A														
Groundwater														
San Diego Mesa HA	8.20	+												

Notes:

"●" indicates an existing beneficial use that was attained in the surface or ground water on or after November 28, 1975.

"○" indicates a potential beneficial use that will probably develop in future years.

"+" indicates that the water body has been exempted by the Regional Board from the municipal use designation.

Source: RWQCB 1994.

Groundwater

According to the RWQCB Water Quality Control Plan for the San Diego Basin (1994, with amendments effective on or before April 4, 2011), the project area is situated within several hydrologic areas, including:

- Chollas HSA of the San Diego Mesa Hydrologic Area, within the Pueblo San Diego Hydrologic Unit (on the northern portion).
- El Toyan HSA within the National City Hydrologic Area and Pueblo San Diego Hydrologic Unit (on the south-central portion).
- Paradise HSA within the National City Hydrologic Area and Pueblo San Diego Hydrologic Unit (on the southeastern portion).

The National City Hydrologic Area has existing beneficial use for municipal supply. The San Diego Mesa Hydrologic Area is exempted from municipal supply (RWQCB 2007). Based on research conducted for properties within the project area (obtained from Geotracker), groundwater is expected to be encountered at depths from 15 feet at the southwestern portion of the project area, within the SESD CPU area, to greater than approximately 100 feet below ground surface on the eastern portion of the project area, within the Encanto Neighborhoods CPU area. The direction of regional groundwater flow is west to southwest from the Encanto Neighborhoods CPU area beneath the SESD CPU area toward the San Diego Bay (Ninyo & Moore 2013).

Both CPU areas are served by municipal water service and do not rely on groundwater for municipal water supply. Sites requiring temporary groundwater extraction (such as for dewatering during construction), will be subject to the requirements of the San Diego RWQCB. The RWQCB regulates the discharge of water from construction sites if dewatering of excavated areas is necessary through its Waste Discharge Requirements for Groundwater Remediation and Dewatering Discharges. Subsequent projects would be required to obtain coverage from the RWQCB if temporary groundwater extraction is required.

Flood Hazards

The Federal Emergency Management Agency (FEMA) maps flood hazards and produces Flood Insurance Rate Maps (FIRMs). Several areas of flood hazards are shown on the FIRMs, including Special Flood Hazard Areas (SFHAs) or high-risk areas. High-risk areas include any land that would be inundated by the 100-year flood, which is defined as the flood having a 1 percent chance of occurring in any given year. This is also referred to as the base flood.

There are several 100-year floodplains along Chollas Creek, Paleta Creek, Switzer Creek, and Paradise Creek, located within the low points of the CPU areas (Figures 5.6-1 and 5.6-2).

Development may take place within the SFHAs, provided that development complies with local floodplain management ordinances, which must meet both the minimum Federal and City requirements. If the minimum City requirements are stricter than the Federal requirements, the development will need to be designed to comply with the stricter City requirements.

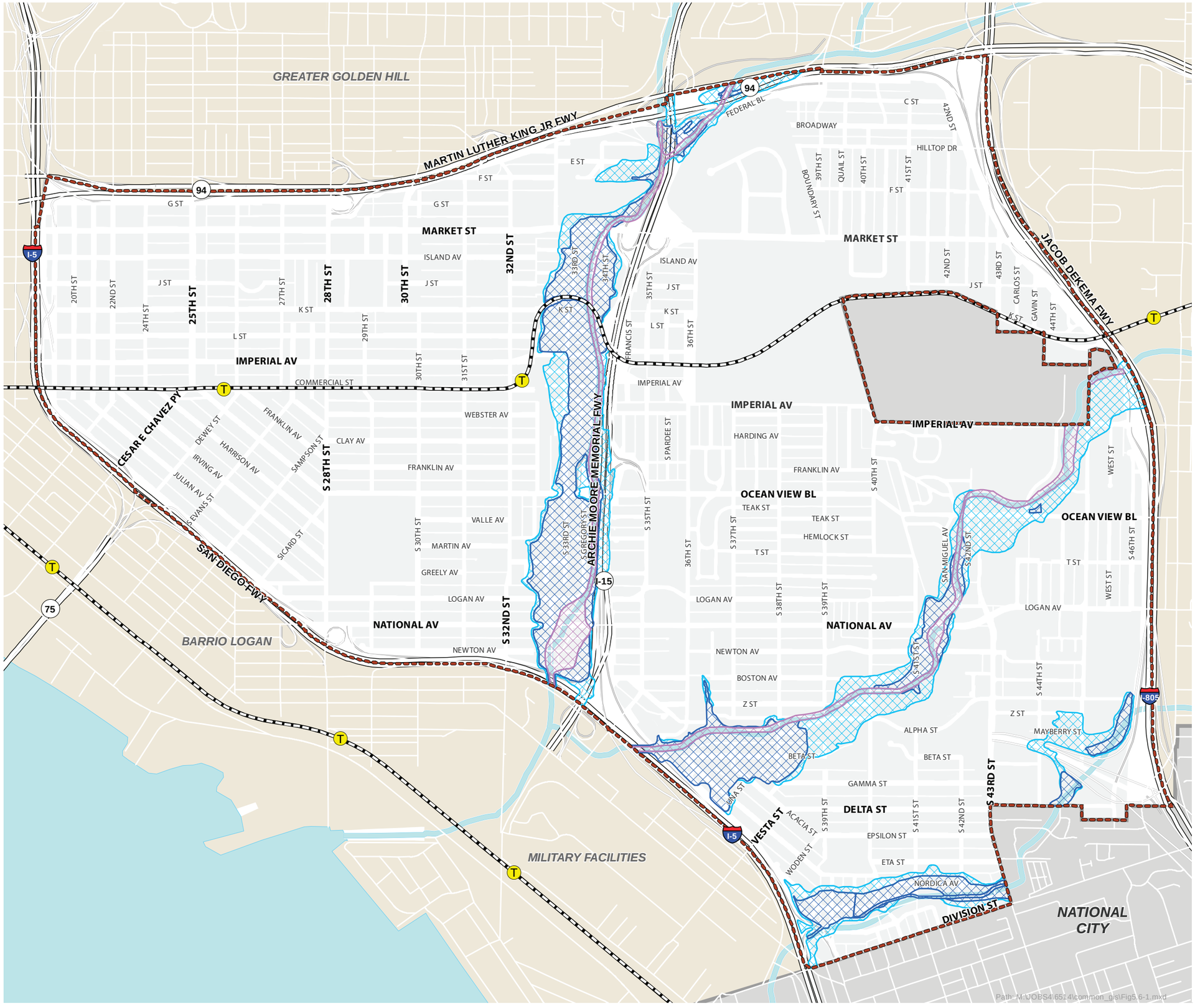

Figure 5.6-1

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Southeastern San Diego CPU Area
FEMA 100-Year and
500-Year Floodplains

- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Southeastern San Diego Community Plan Boundary

FEMA Flood Data

- 100-Year Floodway
- 100-Year Floodplain
- 500-Year Floodplain

0 0.2 0.4 0.8
Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, FEMA, 2013

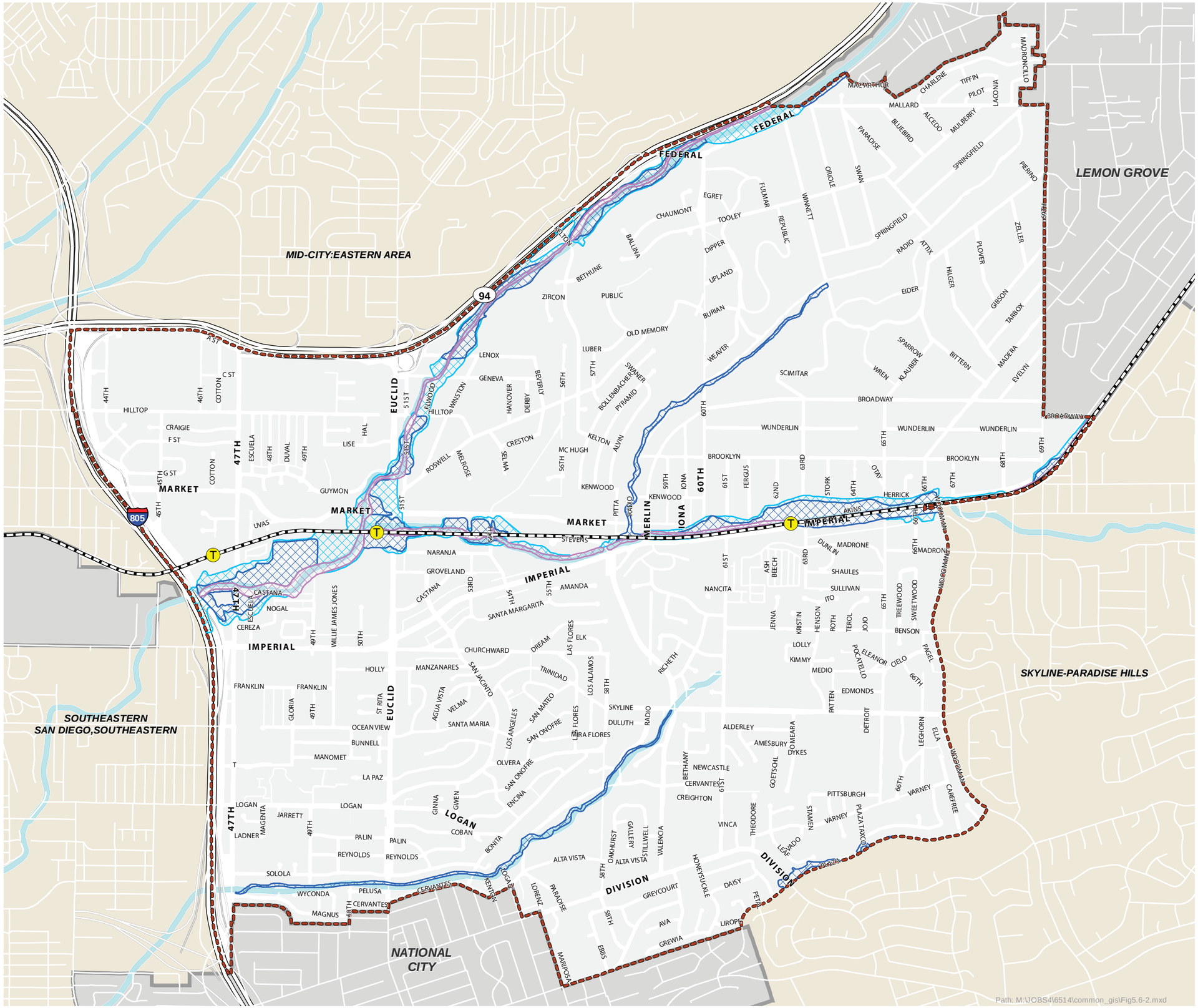

Figure 5.6-2

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Encanto Neighborhoods CPU Area
FEMA 100-Year and
500-Year Floodplains

- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Encanto Community Plan Boundary

FEMA Flood Data

- 100-Year Floodway
- 100-Year Floodplain
- 500-Year Floodplain

0 0.2 0.4 0.8
Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2015, FEMA, 2013

Hydrology

The hydrology of an area is affected by absorption rates, drainage patterns, and the rate of surface runoff. Absorption rate is the time required for pervious ground to absorb rainwater. Drainage patterns are the footprints of travel of unabsorbed water from high elevations to lower elevations. The rate of surface runoff is how quickly unabsorbed water travels within a drainage system to receiving water. Impervious surfaces, such as new paving, prevent percolation of water into the soil, thereby increasing surface runoff rates. Instead of percolating into the soil, water flows to low-lying areas which would result in increased flood risk. Development and disturbance of natural areas can also increase water pollution, by introducing pollutants that could drain into receiving waters without being filtered through soils. The hydrology of both CPU areas is similar, with the SESD CPU area having denser and more urban development pattern than the Encanto Neighborhoods CPU area. However, the Encanto Neighborhoods CPU area is nearly 900 acres larger in size and has approximately 500 acres more than the SESD CPU area mapped as urban/developed.

REGULATORY SETTING

The following regulations apply equally to the SESD CPU area and the Encanto Neighborhoods CPU area.

Federal Regulations

Clean Water Act

The Clean Water Act is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The act established basic guidelines for regulating discharges of pollutants into the waters of the U.S. and requires that states adopt water quality standards to protect public health and enhance the quality of water resources.

Section 401 of the Clean Water Act requires that an applicant for a federal permit to conduct any activity, including the construction or operation of a facility which may result in the discharge of pollutants to waters of the U.S., must obtain certification from the state. Section 402 of the Clean Water Act established the National Pollution Discharge Elimination System, or NPDES, to regulate the discharge of pollutants from point sources, and Section 404 established a permit program to regulate the discharge of dredged material into waters of the U.S. Implementation of the Clean Water Act is the responsibility of the United States Environmental Protection Agency (U.S. EPA), which has delegated much of that authority to the United States Army Corps of Engineers (USACE), as well as state and regional agencies.

A permit may be required from the ACOE for any of the following activities:

a) Structures or work in or affecting "navigable waters of the United States" pursuant to Section 10 of the Rivers and Harbors Act of 1899. Examples include, but are not limited to,

1. Constructing a pier, revetment, bulkhead, jetty, aid to navigation, artificial reef or island, and any structure to be placed under or over a navigable water;

2. Dredging, dredge disposal, filling and excavation;

b) The discharge of dredged or fill material into, including any redeposit of dredged material other than incidental fallback within, "waters of the United States" and adjacent waters pursuant to Section 404 of the Clean Water Act of 1972. Examples include, but are not limited to,

1. Creating fills for residential or commercial development, placing bank protection, temporary or permanent stockpiling of excavated material, building road crossings, backfilling for utility line crossings and constructing outfall structures, dams, levees, groins, weirs, or other structures;

2. Mechanized land clearing, grading which involves filling low areas or land leveling, ditching, channelizing and other excavation activities that would have the effect of destroying or degrading waters of the United States;

3. Allowing runoff to overflow from a contaminated land or water disposal area to re-enter a water of the United States;

4. Placing of pilings when such placement has or would have the effect of a discharge of fill material;

c) The transportation of dredged or fill material by vessel or other vehicle for the purpose of dumping the material into ocean waters pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972;

d) Any combination of the above.

The Section 303(d) process of the Clean Water Act requires states to identify surface waters that have been impaired. Under Section 303(d), states, territories, and authorized tribes are required to develop a list of water quality segments that do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology. The listed 303(d) waters are summarized above under the Impaired Water Bodies section.

Federal Emergency Management Agency Flooding Regulations

The National Flood Insurance Act of 1968, and the Flood Disaster Protection Act of 1973, made the purchase of flood insurance mandatory for the protection of property located in SFHAs. FEMA provides subsidized flood insurance to communities that comply with FEMA regulations. The SFHAs and other risk premium zones applicable to each participating community are depicted on FIRMs. Sections 143.0145 and 143.0146 of the City's Municipal Code contain updated development regulations within SFHAs to comply with FEMA regulations.

Executive Order 11988

Executive Order 11988 (Floodplain Management) addresses floodplain issues related to public safety, conservation, and economics. It requires federal agencies that intend to construct, permit, or fund projects within floodplains to:

- Avoid incompatible floodplain development

- Be consistent with the standards and criteria of the National Flood Insurance Program
- Restore and preserve natural and beneficial floodplain values

Executive Order 11990

Executive Order 11990 (Protection of Wetlands) requires each federal agency, if financing, undertaking, or assisting in construction or improvements, to provide leadership and to take action to minimize the destruction, loss, or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands in carrying out the agency's responsibilities for acquiring, managing, and disposing of federal lands and facilities. Federal agencies must do so when conducting federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities.

State Regulations

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act established the principal California legal and regulatory framework for water quality control. The act is embodied in the California Water Code. The California Water Code authorizes the State Water Resources Control Board (SWRCB) to implement the provisions of the federal Clean Water Act. The state of California is divided into nine regions governed by RWQCBs. The RWQCBs implement and enforce provisions of the California Water Code and the Clean Water Act under the oversight of the SWRCB.

The City is located within the purview of the San Diego RWQCB (Region 9). The Porter-Cologne Act also provides for the development and periodic review of Water Quality Control Plans (Basin Plans) that designate beneficial uses of California's major rivers and groundwater basins and establish water quality objectives for those waters. The previously detailed 303(d) list is updated biannually.

California Department of Fish and Wildlife–Streambed Alteration

The California Department of Fish and Wildlife (CDFW) is responsible for protecting, conserving, and managing wildlife, plant, fish, and riparian resources in the state of California. Under Sections 1600–1607 of the Fish and Game Code, CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats associated with watercourses. CDFW jurisdictional resources are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider. A Streambed Alteration Agreement is required for a project that impacts certain CDFW jurisdictional resources. Such an agreement with CDFW would most likely require mitigation in the form of on-site, off-site, or in-lieu fee mitigation, or combination of all of the above.

~~Local Regulations~~

Water Quality Control Plan for the San Diego Basin

Water quality is regulated locally by the San Diego RWQCB through a Basin Plan. The 1994 Basin Plan, with amendments effective on or before April 4, 2011, 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. These uses of water serve to promote the tangible and intangible economic, social and environmental goals of mankind" (RWQCB 1994).

Local Regulations

Storm Water Management and Discharge Control Regulations (~~LDC~~ San Diego Municipal Code Section 43.0301, et seq.)

The purposes of the Storm Water Management and Discharge Control Regulations ~~is~~ are to restore and maintain the water quality of receiving waters and further ensure the health, safety, and general welfare of the citizens of the City by controlling non–storm water discharges to the storm water conveyance system (MS4); by eliminating discharges to the storm water conveyance system from spills, dumping, or disposal of materials other than storm water; and by reducing pollutants in urban storm water discharges to the maximum extent practicable. This is accomplished through Section 43.0301, et seq. of the San Diego Municipal Code, which requires the use of ~~Best Available Technology (BAT), Best Conventional Technology (BCT), and~~ Best Management Practices (BMPs) to reduce or eliminate contaminants in storm water runoff and provides for enforcement.

Drainage Design Manual

Chapter 14, Article 2, Division 2, of the Municipal Code outlines storm water runoff and drainage regulations which apply to all development in the City, regardless of whether or not a development permit or other approval is required. In addition, drainage design policies and procedures are provided in the City's Drainage Design Manual (which is incorporated in the Land Development Manual as Appendix B). The Drainage Design Manual provides a guide for designing drainage and drainage-related facilities for developments within the City. The Drainage Design Manual requires projects to coordinate proposed designs with existing structures and systems handling the same flows to ensure that new projects would not result in any increased runoff or generate increased sediment or pollutants.

Storm Water Standards Manual

The City's Storm Water Standards Manual, Appendix O of the City's Land Development Manual, provides information to project applicants on how to comply with the construction and permanent storm water quality requirements contained in the Municipal Storm Water Permit, discussed below. Primary elements of the Storm Water Standards Manual include:

- Low Impact Development (LID) BMP Requirements
- Source control BMPs
- BMPs applicable to individual priority development project categories
- Treatment control BMPs

The Storm Water Standards Manual provides minimum requirements for construction site management, inspection, and maintenance of construction BMPs, monitoring of the weather and implementation of emergency plans as needed, and provides minimum performance standards,

including pollution prevention measures so that there would be no measurable increase of pollution (including sediment) in runoff from the site, no slope erosion, water velocity moving off-site would not be greater than pre-construction levels, and natural hydraulic features and riparian buffers must be preserved where possible.

The permanent LID BMPs require that an area be dedicated on-site to retain storm water for infiltration, reuse, or evaporation.

The Storm Water Standards Manual also addresses "Hydromodification – Limitations on Increases of Runoff Discharge Rates and Durations." Hydromodification management requirements dictate design elements in locations where downstream channels are susceptible to erosion from increases in storm water runoff discharge rates and durations.

Applicable Permits

Pursuant to Section 402 of the Clean Water Act, the U.S. EPA has established regulations under the NPDES program to control direct storm water discharges. In California, the SWRCB administers the NPDES permitting programs and is responsible for developing waste discharge requirements. The local RWQCB is responsible for developing waste discharge requirements specific to its jurisdiction. General waste discharge requirements that may apply to projects or recommendations contained within the Plans include the SWRCB Construction General Permit (SWRCB 2011), discussed below, and the ~~City's~~ Regional Municipal Storm Water Permit.

Regional MS4 Permit

The San Diego RWQCB adopted Order No. R9-2015-0001, an Order Amending Order No. R9-2013-0001, National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements For Discharges From The Municipal Separate Storm Sewer Systems (MS4s) Draining The Watersheds Within The San Diego Region at its February 11, 2015 board meeting. Referred to as the Regional MS4 Permit, it requires the City (as a Co-Permittee) to implement regulations for the oversight of urban runoff and storm water inputs into surface waterways within the San Diego region. The Regional MS4 permit is a means of assuring that proper measures including BMPs are implemented throughout the region during all phases of activities that can affect urban runoff and storm water quality. The permit is issued in order to establish the conditions under which pollutants would be discharged from the storm drain system to local streams, coastal lagoons, and the ocean, implementing requirements of the Clean Water Act and federal NPDES storm water regulations.

As a Co-Permittee, the City must implement several storm water management programs, including programs designed to control storm water discharges from new development and redevelopment. Specific sections of the Regional MS4 Permit that apply to design and construction include Section E.3, Development Planning Component, and Section E.4, Construction Component. These titles refer to required components of the City's Jurisdictional Runoff Management Plan (JRMP), which is one of the programs that must be implemented by the City under the Municipal Storm Water Permit.

The JRMP encompasses City-wide programs and activities designed to prevent and reduce storm water pollution within City boundaries, and includes plans to protect and improve water quality

of rivers, bays, and the ocean in the City. The document describes how the City incorporates storm water BMPs into land use planning, development review, and permitting; City capital improvement program project planning and design; and the execution of construction contracts (City of San Diego 2008a).

The 2013 municipal storm water (MS4) permit also requires ~~the~~ development and implementation of Water Quality Improvement Plans (WQIPs) that guide jurisdictional runoff management programs and other efforts toward achieving improved water quality in MS4 discharges and receiving waters. Both CPU areas are within the San Diego Bay Watershed Management Area~~,~~ and the Pueblo San Diego Hydrologic Unit (908). The San Diego Bay Watershed Management Area Water Quality Improvement Plan builds upon the San Diego Bay Watershed Urban Runoff Management Program~~s~~ (WURMP~~s~~) developed and implemented under previous municipal storm water permits (which are generally updated every five years). The WQIP emphasizes positive outcomes to protect, preserve, enhance, and restore water quality for beneficial uses. It also emphasizes highest priority conditions and adaptive management.~~for each watershed management area. The WURMP provides a process for identifying priority pollutants and priority sources in the watershed and for developing a watershed-specific plan of activities in order to mitigate the impacts associated with municipal discharges~~. ~~Both CPU areas are within the San Diego Bay Watershed Management Area.~~

The City implements storm water control requirements through their JRMP and Storm Water Standards Manual. In addition, Attachment~~Section~~ E of the Municipal Permit~~, TMDL,~~ provides requirements for TMDLs and for the maximum amount of a given pollutant such as chemicals, bacteria, or sediment that can be released to a given water body. A TMDL is a "pollution budget" designed to help restore the beneficial uses of an impaired water body. A TMDL defines the maximum amount of a pollutant the water body can safely receive while meeting the water quality objectives identified in the Basin Plan. The City also implements these requirements through their Storm Water Standards Manual, and these requirements would affect design of permanent post-construction BMPs.

State Water Resources Control Board Construction General Permit, 2012-0006-DWQ (General Construction Permit)

Under the SWRCB Construction General Permit Order 2012-0006-DWQ, construction activities that disturb one or more acres of land that could affect hydrologic resources must comply with the requirements of this permit. Applicants for a construction permit would file a Notice of Intent with the SWRCB and compliance requires conformance with applicable BMPs and development of a Storm Water Pollution Prevention Plan (SWPPP). These prevention plans require a site map(s) that shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. Projects that would be less than one acre in size and not part of a larger plan of development are not subject to the requirements of the General Construction Permit (SWRCB 2009).

Impact Analysis

SIGNIFICANCE CRITERIA

Based on the City's 2011 Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the CPUs, impacts on hydrology and water quality would be significant if the SESD and Encanto Neighborhoods CPUs would:

- Result in a substantial increase in impervious surfaces and associated increased runoff;
- Result in substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes;
- Result in an increase in pollutant discharge to receiving waters and increased discharge of identified pollutants to an already impaired water body;
- Otherwise impact local and regional water quality, including groundwater;
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, as a result of dam failure or levee failure.

METHODOLOGY AND ASSUMPTIONS

The Hydrology and Water Quality Technical Report (see Appendix J) reviewed the results of the Hydrology and Water Quality analysis conducted for the General Plan PEIR (City of San Diego 2008b), with a focus on the approximately 6,740 acres of watershed covered by both of the CPU areas. The draft SESD and Encanto Neighborhoods CPUs were then evaluated to determine the potential for significant hydrology and water quality impacts to be associated with future development projects undertaken in conformance with the relevant community plan. Future development in conformance with the CPUs, to build-out of the CPU areas, is also assumed to comply with all federal, state, and local regulations regarding hydrology, water quality, and flooding.

Subsequent projects that have the potential to alter drainage patterns and increase areas of impervious surfaces would be required to comply with the relevant aspects of the San Diego Municipal~~Land Development~~ Code ~~(LDC)~~ (including Section 142.0201, et seq. and Section 43.0301, et seq.), which requires that the existing flows of an area proposed for development are maintained to ensure that the existing structures and systems handling the flows are sufficient. Buildout to the maximum development densities prescribed by the CPUs has been assumed for long-term impacts. Subsequent projects that adhere to this basic objective of the existing drainage regulations would not be expected to result in an increase in runoff. However, the quantity of runoff reduction would depend on the actual design of a future project, including open space and pervious areas, and the manner of implementation of LID practices, adherence to regulations and conformance with existing City regulations.

Adherence to the Municipal Storm Water Permit likewise requires implementation of BMPs during construction of subsequent projects. The requirements of the City's Drainage Design Manual and Storm Water Standards Manual, which include installation of LID practices such as bioretention areas or pervious pavements, etc. would maintain or improve surface runoff.

Furthermore, subsequent projects implemented in accordance with the CPUs that adhere to these requirements would likely reduce the volume and rate of surface runoff compared to the existing condition rather than increase runoff.

SUMMARY OF IMPACTS

Subsequent projects contemplated by the CPUs would have the potential to increase the amount of impervious surfaces, which could result in additional runoff to a point that would change drainage patterns from the additional flow rate or volume. However, existing regulations regarding storm water discharge and the protection of storm water drainage and natural drainage systems would reduce or avoid significant impacts.

Future projects implemented in accordance with the CPUs would be required to implement an array of policies promoting on-site capture and treatment of storm water and the reduction of storm water flow from development sites, as well as the Mitigation Framework adopted in conjunction with certification of this PEIR, including MM-HYD/WQ-1. Compliance with this framework would reduce potential runoff and drainage pattern impacts to a less than significant level for projects within both CPU areas.

Subsequent projects would also have the potential to impact FEMA-designated 100-year floodplains along Chollas Creek, Switzer Creek, Paleta Creek, and Paradise Creek, and other SFHAs within the study area. Because the drainage characteristics and the specific location of each subsequent project are dependent upon future project design, impacts associated with subsequent projects implemented in accordance with the CPUs would be potentially significant and mitigation is required. Compliance with this framework would reduce potential runoff and drainage pattern impacts to a less than significant level.

Various CPU policies are meant to protect water quality. Therefore, subsequent projects implemented in accordance with the CPUs would result in less than significant water quality impacts. Because each subsequent project is dependent upon future project design, which must be in compliance with the CPUs, impacts associated with subsequent projects implemented in accordance with the CPUs and the Mitigation Framework would be less than significant.

IMPACTS

Impact 5.6-1 Implementation of the CPUs would result in an adverse effect on hydrology or water quality associated with increased runoff. (*Less than Significant with Mitigation*)

Heightened development potential for reuse or intensification over the next 20 years is targeted specifically along major transit corridors within each community. Land use changes have the potential to alter the proportion of rainfall that becomes runoff because residential, commercial, and industrial development typically increases the impervious area above pre-project conditions. With increases in impervious cover such as roofs, parking lots, streets, alleys, and driveways, more water runs off the land and less water infiltrates into the soil or becomes evapotranspiration.

However, the majority of the existing communities within both CPU areas are not anticipated to change significantly in land use or development intensity over the next 20 years. While some redevelopment projects may decrease the impervious areas above pre-project conditions, most development projects would increase the impervious areas above pre-project conditions due to the anticipated increase in development densities in some areas. Examples of projects which may increase impervious areas include development of vacant lots, or redevelopment projects which would increase lot coverage above pre-project conditions.

The General Plan PEIR concluded that incremental hydrological impacts related to absorption rates, drainage patterns, and/or rates of surface runoff, when viewed in connection with hydrological impacts elsewhere in the region, are considered to result in a cumulatively significant impact. However, the SESD and Encanto Neighborhood CPU areas are mostly developed; therefore, only the areas where infill or redevelopment are proposed could potentially impact existing drainage patterns, increase runoff, or increase the potential for flood hazards on-site or downstream.

As required by the City of San Diego LDC, and reiterated in the regulatory section of this chapter, each proposed development project or street improvement project would be required to address the drainage impacts on a project-level basis during the design process to qualify for permits. Some projects may be required to mitigate increases in runoff with the design of project-level or regional detention facilities. The quantity of runoff reduction would depend on the actual design of a future project, including open space and pervious areas, and the manner of implementation of LID practices, adherence to regulations, and conformance with General Plan, CPU policies, and existing City regulations. Because the amount and rate of runoff is dependent upon future project design, implementation of the CPUs could potentially result in significant impacts from increased runoff from impervious surfaces (Impact HYD/WQ-1).

CPU Policies that Reduce the Impact

Urban Design Element (Southeastern San Diego)

P-UD-53 Ensure the design of new development integrates storm water best management practices onsite to maximize their effectiveness by:

- Allowing the use of green roofs and water-collection devices, such as bioswales, cisterns and rain barrels, to capture rainwater from the building for re-use.
- Utilizing disconnected drain sprouts to interrupt the direct flow of rainwater from the buildings to the storm water system. Integrate these features to ~~imbibe~~ imbue buildings with a distinctive architectural character.
- Minimizing on-site impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobble stone block pavement, etc. to detain and infiltrate runoff on-site.
- Encouraging the use of permeable paving elements in auto and non-auto-oriented areas.

P-UD-104 Whenever feasible, landscaped and private open space areas should be designed to serve a sustainable infrastructure function by collecting and treating storm water flow, allowing for infiltration, and being used for irrigation.

Public Facilities, Services, and Safety Element (Southeastern San Diego)

P-PF-9 Implement Structural and Non-Structural BMPs contained in Appendix A of the Comprehensive Load Reduction Plan, Chollas Watershed BMP Representation Summary.

P-PF-10 Implement water improvements programs so there are systematic improvements and gradual replacement of water and sewer facilities throughout the community. Also see General Plan PF-F.6 PF-G.2, PF-H.3, and PF-I.1.

- Support capital improvements to the system where replacement lines are needed and encourage the systematic improvement of water and sewer lines in the community.
- Continue the routine maintenance of the water and sewer facilities within the community.
- Collaborate with neighborhood organizations and other entities when funding and siting improvements to coordinate timing and replacement of infrastructure.
- Upgrade infrastructure for water and sewer facilities and institute a program to clean the storm drain system prior to the rainy season.
- Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching San Diego Bay and Chollas Creek.

P-PF-18 Protect property from flooding while retaining the natural appearance of drainage areas to the extent feasible.

P-PF-19 Provide flood control in undeveloped portions of the drainage basin to ensure the safety of structures and active land uses upon development.

P-PF-20 Use natural and/or landscaped facilities for flood control in the Chollas Creek system. Prohibit the use of concrete channels.

Land Use Element (Encanto Neighborhoods)

P-LU-52 Create a land use framework that preserves and enhances creek corridors as open space and active transportation corridors while limiting potential flooding hazards.

P-LU-56 Evaluate remnant cemetery land for opportunities for additional open space and parks.

Urban Design Element (Encanto Neighborhoods)

P-UD-51 Ensure the design of new development integrates storm water best management practices onsite to maximize their effectiveness by:

- Encouraging the use of green roofs and water collection devices, such as bioswales, cisterns and rain barrels, to capture rainwater from the building for re-use.
- Utilizing disconnected drain sprouts to interrupt the direct flow of rainwater from the buildings to the storm water system. Integrate these features to imbibe buildings with a distinctive architectural character.
- Minimizing onsite impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobble stone block pavement, etc. to detain and infiltrate runoff on-site.
- Encouraging the use of permeable paving elements in auto and non-auto oriented areas.

P-UD-88 Utilize permeable paving, bioswales, green alleys and/or other storm water design features that will manage rain water and irrigation run off while supporting the heavy load vehicles that would service the loading docks and refuse containers.

P-UD-95 The area's natural base of hillsides, canyons, ravines, streams, and vegetation is an important set of assets that should be protected in new development. Site plans should utilize existing topography and preserve existing vegetation, ravines, watercourses and topographic features.

P-UD-100 Whenever feasible, landscaped and private open space areas should be designed to serve a sustainable infrastructure function by collecting and treating storm water flow, allowing for infiltration, and being used for irrigation.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-13 Minimize or avoid impacts to canyons and other environmentally sensitive lands relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands if feasible. (Also see the General Plan Conservation Element Policy CE-B.1.d.)

P-CS-18 Revegetate graded areas and areas of invasive vegetation with native vegetation to restore biological diversity and minimize erosion and soil instability.

P-CS-21 Maintain best management practices in all development to limit erosion and siltation.

P-CS-22 Implement the recommendations contained in the Chollas Creek Enhancement Program such as removing concrete channels in Chollas Creek to create a more natural function and appearance, where feasible, and establishing trails and other passive recreation amenities.

P-CS-23 Remove invasive species from Las Chollas Creek and restore habitat.

P-CS-24 Preserve and protect open space by preventing incompatible uses, such as off-road activities, frisbee golf, off leash dog areas, and equestrian use.

P-CS-28 Implement applicable General Plan water resources management goals and policies as discussed in the Conservation Element Sections CE-D.1-D.5 and Urban Design Element.

P-CS-29 Encourage new development to incorporate as many water-wise practices as possible in their design and construction including: encourage recycled and/or gray water irrigation systems; retrofit public spaces and public rights-of-way with low water use vegetation and/or alternative permeable surface materials that meet adopted landscape regulations; and ensure that any 'community greening' projects utilize water-efficient landscape.

P-CS-31 Conserve water through the planting and maintenance of trees, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements.

> *Trees will help address a major concern in compliance with the Regional Water Quality Control Board permits. The Encanto Neighborhoods drain into Chollas Creek, and contribute to its impaired status. Tree planting and maintenance should provide incremental improvements to the creek's water quality. Through root systems and canopies, trees reduce the velocity of urban runoff, increase groundwater recharge, and reduce erosion and sedimentation.*

P-CS-32 Encourage development to use Low-Impact Development (LID) practices such as bioretention, porous paving, and green roofs that slow runoff and absorb pollutants from roofs, parking areas and other urban surfaces.

P-CS-33 Incorporate bioswales or other LID design practices where there is sufficient public rights-of-way throughout the community, and focus specific efforts to capture storm water along roadways in close proximity to Chollas Creek, such as Market Street, 47th Street and Euclid Avenue. Implement these features where appropriate, as they may be infeasible due to soil conditions and impacts to utilities.

P-CS-34 Encourage private property owners to design or retrofit landscaped or impervious areas to better capture storm water runoff.

P-CS-35 Repair and maintain drainage outfalls and brow ditches that discharge directly to or are within open space lands.

P-CS-45 Increase the overall tree canopy cover throughout the Encanto Neighborhoods to the citywide generalized target goal of 20 percent in the urban residential areas and 10 percent in the business areas so that the natural landscape is sufficient in mass to provide significant benefits to the city in terms of air and water management.

Mitigation Framework

The following Mitigation Framework measure shall apply to Impact 5.6-1 for future development projects within both CPU areas:

MM-HYD/WQ-1 Prior to approval of development projects implemented in accordance with the CPUs, the applicant shall demonstrate to the satisfaction of the City Engineer, based on the project application, that future projects are sited and designed to minimize impacts on absorption rates, drainage patterns, and surface runoff rates and floodwaters in accordance with current City and San Diego RWQCB regulations identified below. Future design of projects shall incorporate all applicable and practicable measures as further outlined below in accordance with the RWQCB, the City Storm Water Runoff and Drainage Regulations (Chapter 14, Article 2, Division 2 of the LDC), and the LDC, and shall be based on the recommendations of a detailed water quality and hydraulic analysis.

A. San Diego RWQCB

1. Comply with all NPDES permit(s) requirements, including the development of a SWPPP if the disturbed soil area is one acre or more, or a Water Quality Control Plan if less than one acre, in accordance with the City's Storm Water Standards.

2. If a future project includes in-water work, it shall require acquiring and adhering to a 404 Permit (from USACE) and a Streambed Alteration Agreement (from CDFW).

3. Comply with the San Diego RWQCB water quality objectives and bacteria TMDL.

B. City of San Diego

To prevent flooding, future projects implemented in accordance with the CPUs shall be designed to incorporate any applicable measures from the City of San Diego Land Development Code. Flood control measures that shall be incorporated into future projects within an SFHA, or within a 100-year floodway, include but are not limited to the following:

1. Prior to issuance of building permits or approval of any project within or in the vicinity of a floodway or SFHA, all proposed development within an SFHA shall be subject to the following requirements and all other applicable requirements and regulations of FEMA and those provided in Chapter 14, Article 3, Division 1 of the LDC.

2. In all floodways, any encroachment, including fill, new construction, significant modifications, and other development, is prohibited unless certification by a registered professional engineer is provided demonstrating that encroachments shall not

result in any increase in flood levels during the occurrence of the base flood discharge except as allowed under Code of Federal Regulations Title 44, Chapter 1, Part 60.3(c) (13).

3. If the engineering analysis shows that development will alter the floodway or floodplain boundaries of the SFHA, the developer shall obtain a Conditional Letter of Map Revision from FEMA.

4. Fill placed in the SFHA for the purpose of creating a building pad shall be compacted to 95 percent of the maximum density obtainable with the Standard Proctor Test Fill method issued by the American Society for Testing and Materials (ASTM). Granular fill slopes shall have adequate protection for a minimum flood water velocity of five feet per second.

5. Improvement plans shall note "Subject to Inundation" for all areas lower than the base elevation plus two feet.

6. If structures will be elevated on fill such that the lowest adjacent grade is at or above the base flood elevation, a Letter of Map Revision based on Fill (LOMR-F) shall be obtained prior to occupancy. The developer or applicant shall provide all documentation, engineering calculations, and fees required by FEMA to process and approve the LOMR-F.

7. In accordance with Chapter 14, Article 3, Division 1 of the LDC channelization or other substantial alteration of rivers or streams shall be limited to essential public service projects, flood control projects, or projects where the primary function is the improvement of fish and wildlife habitat. The channel shall be designed to ensure that the following occur:

    a. Stream scour is minimized.

    b. Erosion protection is provided.

    c. Water flow velocities are maintained as specified by the City Engineer.

    d. There are no significant increases or contributions to downstream bank erosion and sedimentation of sensitive biological resources; acceptable techniques to control stream sediment shall include planting riparian vegetation in and near the stream and detention or retention basins.

    e. Wildlife habitat and corridors are maintained.

    f. Groundwater recharge capability is maintained or improved.

8. Within the flood fringe of an SFHA or floodway, permanent structures and fill for permanent structures, roads, and other

development shall be allowed only if the following conditions are met:

a. The development or fill shall not significantly adversely affect existing sensitive biological resources on-site or off site.

b. The development is capable of withstanding flooding and does not require or cause the construction of off-site flood protective works including artificial flood channels, revetments, and levees nor shall it cause adverse impacts related to flooding of properties located upstream or downstream, nor shall it increase or expand a FIRM Zone A.

c. Grading and filling shall be limited to the minimum amount necessary to accommodate the proposed development; harm to the environmental values of the floodplain shall be minimized including peak flow storage capacity; and wetlands hydrology shall be maintained.

d. The development shall not significantly increase or contribute to downstream bank erosion and sedimentation nor cause an increase in flood flow velocities or volume.

e. There shall be no significant adverse water quality impacts to downstream wetlands, lagoons, or other sensitive biological resources, and the development shall be in compliance with the requirements and regulations of the NPDES as implemented by the City of San Diego.

Significance after Mitigation

Future development implemented in accordance with the CPUs would be subject to the requirements of the Storm Water Standards Manual, which includes design of new or improved system to meet local and state regulatory requirements satisfactory to the City Engineer. Strict adherence to the Mitigation Framework, which requires regulatory compliance as noted above, along with General Plan and CPU policy compliance for reducing storm water runoff, would ensure that potential impacts to downstream resources would be reduced to below a level of significance.

Impact 5.6-2 Implementation of the CPUs would result in increased runoff. (*Less than Significant with Mitigation*)

The project would alter land use patterns in certain areas of the Southeastern San Diego and Encanto Neighborhoods communities; therefore, the project has the potential to alter drainage patterns. Drainage patterns can either be affected in a direct manner, through alteration of the

drainage network or topography, or in an indirect manner, due to erosion of streams due to upstream development.

In general, existing drainage patterns would be maintained for the watersheds. Existing on-site drainage patterns are influenced by the existing topography within each community, existing storm drain infrastructure, and existing streams in the area, which include Switzer Creek, Chollas Creek, and Paleta Creek for the Southeastern San Diego community and Chollas Creek, Paleta Creek, and Paradise Creek for the Encanto Neighborhoods community. All four creeks have been significantly altered by urban development in the past, and many sections of the creeks have been significantly hardened or culverted. The project would not substantially increase the alteration to these creeks, although some creek segments may be culverted and some creek segments may be restored or enhanced as part of the projected buildout. It is anticipated that project buildout would not substantially alter the off-site drainage patterns, because no major creek alterations are proposed within, or downstream, of the two CPU boundaries.

On-site or off-site alterations due to changes in runoff flow rates or volumes can occur due to increases in runoff discharge rates and durations and contribute to downstream indirect impacts. Large-scale changes in runoff discharge rates and durations may cause increased erosion of channel beds and banks, sediment pollutant generation, or other impacts to beneficial uses and stream habitat due to increased erosive force if the stream system is susceptible to erosion. In order to mitigate potential impacts on downstream receiving waters, development and redevelopment projects would be required to comply with the City Storm Water Standards. As a part of the City requirements and obligations under the Municipal Storm Water Permit, projects that trigger priority project requirements would be required to address the hydromodification requirements. For applicable projects, hydromodification design features would reduce flow-duration impacts to downstream receiving waters.

Despite the requirement that future projects comply with the City Storm Water Standards, including City requirements and obligations under the Municipal Storm Water Permit, buildout in accordance with the CPUs has the potential to result in a substantial change to stream flow velocities and drainage patterns on downstream properties. Therefore, implementation of the CPUs has the potential to result in significant direct and indirect impacts to the natural drainage system. (Impact HYD/WQ-2).

CPU Policies that Reduce the Impact

Urban Design Element (Southeastern San Diego)

P-UD-52 Provide on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments, by:

- Planting deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter.
- Explore vegetation on the exposed east and west facing walls.
- Planting groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.

- Build roof gardens, eco-roofs or other vegetated roof systems to help reduce the solar heat gain of building roofs and to serve as shared open space.
- Minimizing impervious surfaces that have large thermal gain.

P-UD-53 Ensure the design of new development integrates storm water best management practices onsite to maximize their effectiveness by:

- Allowing the use of green roofs and water collection devices, such as bioswales, cisterns and rain barrels, to capture rainwater from the building for re-use.
- Utilizing disconnected drain sprouts to interrupt the direct flow of rainwater from the buildings to the storm water system. Integrate these features to ~~imbibe~~ imbue buildings with a distinctive architectural character.
- Minimizing onsite impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobble stone block pavement, etc. to detain and infiltrate run-off on-site.
- Encouraging the use of permeable paving elements in auto and non-auto-oriented areas.

P-UD-104 Whenever feasible, landscaped and private open space areas should be designed to serve a sustainable infrastructure function by collecting and treating storm water flow, allowing for infiltration, and being used for irrigation.

Public Facilities, Services, and Safety Element (Southeastern San Diego)

P-PF-9 Implement Structural and Non-Structural BMP's contained in Appendix A of the Comprehensive Load Reduction Plan, Chollas Watershed BMP Representation Summary.

P-PF-18 Protect property from flooding while retaining the natural appearance of drainage areas to the extent feasible.

P-PF-19 Provide flood control in undeveloped portions of the drainage basin to ensure the safety of structures and active land uses upon development.

P-PF-20 Use natural and/or landscaped facilities for flood control in the Chollas Creek system. Prohibit the use of concrete channels.

Public Facilities, Services and Safety Element (Encanto Neighborhoods)

P-PF-21 Protect property from flooding while retaining the natural appearance of drainage areas to the extent feasible.

P-PF-22 Provide flood control in undeveloped portions of the drainage basin to ensure the safety of structures and active land uses upon development.

P-PF-23 Accomplish flood control within the Chollas Creek waterway through the use of natural and/or landscaped facilities. Prohibit the use of concrete channels.

Land Use Element (Encanto Neighborhoods)

P-LU-52 Create a land use framework that preserves and enhances creek corridors as open space and active transportation corridors while limiting potential flooding hazards.

P-LU-56 Evaluate remnant cemetery land for opportunities for additional open space and parks.

Urban Design Element (Encanto Neighborhoods)

P-UD-51 Ensure the design of new development integrates storm water best management practices onsite to maximize their effectiveness by:

- Encouraging the use of green roofs and water collection devices, such as bioswales, cisterns and rain barrels, to capture rainwater from the building for re-use.
- Utilizing disconnected drain sprouts to interrupt the direct flow of rainwater from the buildings to the storm water system. Integrate these features to ~~imbibe~~ imbue buildings with a distinctive architectural character.
- Minimizing onsite impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobble stone block pavement, etc. to detain and infiltrate run-off on-site.
- Encouraging the use of permeable paving elements in auto and non-auto oriented areas.

P-UD-88 Utilize permeable paving, bioswales, green alleys and/or other storm water design features that will manage rain water and irrigation run off while supporting the heavy load vehicles that would service the loading docks and refuse containers.

P-UD-95 The area's natural base of hillsides, canyons, ravines, streams, and vegetation is an important set of assets that should be protected in new development. Site plans should utilize existing topography and preserve existing vegetation, ravines, watercourses and topographic features.

P-UD-100 Whenever feasible, landscaped and private open space areas should be designed to serve a sustainable infrastructure function by collecting and treating storm water flow, allowing for infiltration, and being used for irrigation.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-18 Revegetate graded areas and areas of invasive vegetation with native vegetation to restore biological diversity and minimize erosion and soil instability.

P-CS-21 Maintain best management practices in all development to limit erosion and siltation.

P-CS-22 Implement the recommendations contained in the Chollas Creek Enhancement Program such as removing concrete channels in Chollas Creek to create a more natural function and appearance, where feasible, and establishing trails and other passive recreation amenities.

P-CS-23 Remove invasive species from Las Chollas Creek and restore habitat.

P-CS-28 Implement applicable General Plan water resources management goals and policies as discussed in the Conservation Element Sections CE-D.1-D.5 and Urban Design Element.

P-CS-29 Encourage new development to incorporate as many water-wise practices as possible in their design and construction including: encourage recycled and/or gray water irrigation systems; retrofit public spaces and public rights-of-way with low water use vegetation and/or alternative permeable surface materials that meet adopted landscape regulations; and ensure that any 'community greening' projects utilize water-efficient landscape.

P-CS-31 Conserve water through the planting and maintenance of trees, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements.

> *Trees will help address a major concern in compliance with the Regional Water Quality Control Board permits. The Encanto Neighborhoods drain into Chollas Creek, and contribute to its impaired status. Tree planting and maintenance should provide incremental improvements to the creek's water quality. Through root systems and canopies, trees reduce the velocity of urban runoff, increase groundwater recharge, and reduce erosion and sedimentation.*

P-CS-32 Encourage development to use Low-Impact Development (LID) practices such as bioretention, porous paving, and green roofs that slow runoff and absorb pollutants from roofs, parking areas and other urban surfaces.

P-CS-33 Incorporate bioswales or other LID design practices where there is sufficient public rights-of-way throughout the community, and focus specific efforts to capture storm water along roadways in close proximity to Chollas Creek, such as Market Street, 47th Street and Euclid Avenue. Implement these features where appropriate, as they may be infeasible due to soil conditions and impacts to utilities.

P-CS-34 Encourage private property owners to design or retrofit landscaped or impervious areas to better capture storm water runoff.

P-CS-35 Repair and maintain drainage outfalls and brow ditches that discharge directly to or are within open space lands.

P-CS-45 Increase the overall tree canopy cover throughout the Encanto Neighborhoods to the citywide generalized target goal of 20 percent in the urban residential areas and 10 percent in the business areas so that the natural landscape is sufficient in mass to provide significant benefits to the city in terms of air and water management.

Mitigation Framework

Implementation of MM-HYD/WQ-1 would apply to Impact 5.6-2 for future development projects within both CPU areas.

Significance after Mitigation

Future development implemented in accordance with the CPUs in both the SESD CPU area and the Encanto Neighborhoods CPU area would be subject to the requirements of the Storm Water Standards, which include design of new or improved system to meet local and state regulatory requirements satisfactory to the City Engineer. Strict adherence to the Mitigation Framework, which requires regulatory compliance as noted above, would ensure that the General Plan and CPU polices for reducing storm water runoff and potential impacts to natural drainage systems and associated downstream resources would be reduced to below a level of significance.

Impact 5.6-3 Implementation of the CPUs would result in increased pollutant discharges. (*Less than Significant with Mitigation*)

The majority of existing development within the Southeastern San Diego and Encanto Neighborhoods communities was established prior to adoption of storm water regulations requiring protection and treatment of storm water runoff. Therefore, there are few existing BMPs for protection of storm water runoff quality. With the proposed redevelopment of a portion of the land within the communities, there are many opportunities for enhancement for water quality, both on a parcel level and a regional level, within both CPU areas.

Current land development regulations require significant enhancements to water quality for new development and redevelopment. As previously detailed in the Regulatory Setting, the Regional MS4 Permit requires all development and redevelopment projects to implement storm water source control and site design, and treatment control practices to minimize the generation of pollutants. Additionally, the Permit requires new development and significant redevelopment projects that exceed certain size thresholds to implement Structural Storm Water Best Management Practices (Structural BMPs) to reduce pollutant loads in storm water runoff and control runoff volume. Subsequent projects would be subject to certain minimum storm water requirements and must demonstrate, to the satisfaction of the City Engineer that specific storm water BMPs and LID standards would reduce the amount of pollutants transported from a future proposed development site to downstream receiving waters. ~~These mitigation efforts~~Despite the requirement for future projects to comply with the City Storm Water Standards as noted above ~~would reduce the~~ buildout of both CPUs has a potential to result in ~~impacts to the pollutant load~~increased pollutant discharges to downstream receiving waters ~~for the future buildout of both CPU areas, but cannot guarantee that all future project level impacts would be avoided or mitigated to below a level of significance~~. Therefore, impacts associated with water quality under both CPUs has the potential to result in ~~would be~~ significant direct and indirect impacts ~~at the program level~~from increased pollutant discharges. (Impact HYD/WQ-~~3~~2).

CPU Policies that Reduce the Impact

Urban Design Element (Southeastern San Diego)

P-UD-52 Provide on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments, by:

- Planting deciduous trees on the south side of buildings to shade to the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter.
- Explore vegetation on the exposed east and west facing walls.
- Planting groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.
- Build green roofs, eco-roofs or other vegetated roof systems to help reduce the solar heat gain of building roofs and to serve as shared open space.
- Minimizing impervious surfaces that have large thermal gain.

P-UD-53 Ensure the design of new development integrates storm water best management practices onsite to maximize their effectiveness by:

- Allowing the use of green roofs and water collection devices, such as bioswales, cisterns and rain barrels, to capture rainwater from the building for re-use.
- Utilizing disconnected drain sprouts to interrupt the direct flow of rainwater from the buildings to the storm water system. Integrate these features to ~~imbibe~~ imbue buildings with a distinctive architectural character.
- Minimizing onsite impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobble stone block pavement, etc. to detain and infiltrate run-off on-site.
- Encouraging the use of permeable paving elements in auto and non-auto-oriented areas.

P-UD-104 Whenever feasible, landscaped and private open space areas should be designed to serve a sustainable infrastructure function by collecting and treating storm water flow, allowing for infiltration, and being used for irrigation.

Public Facilities, Services and Safety Element (Southeastern San Diego)

P-PF-9 Implement Structural and Non-Structural BMP's contained in Appendix A of the Comprehensive Load Reduction Plan, Chollas Watershed BMP Representation Summary.

Urban Design Element (Encanto Neighborhoods)

P-UD-51 Ensure the design of new development integrates storm water best management practices on-site to maximize their effectiveness by:

- Encouraging the use of green roofs and water collection devices, such as bioswales, cisterns and rain barrels, to capture rainwater from the building for re-use.
- Utilizing disconnected drain sprouts to interrupt the direct flow of rainwater from the buildings to the storm water system. Integrate these features to ~~imbibe~~ imbue buildings with a distinctive architectural character.
- Minimizing onsite impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobble stone block pavement, etc. to detain and infiltrate run-off on-site.
- Encouraging the use of permeable paving elements in auto and non-auto oriented areas.

P-UD-88 Utilize permeable paving, bioswales, green alleys and/or other storm water design features that will manage rain water and irrigation run off while supporting the heavy load vehicles that would service the loading docks and refuse containers.

P-UD-95 The area's natural base of hillsides, canyons, ravines, streams, and vegetation is an important set of assets that should be protected in new development. Site plans should utilize existing topography and preserve existing vegetation, ravines, watercourses and topographic features.

P-UD-100 Whenever feasible, landscaped and private open space areas should be designed to serve a sustainable infrastructure function by collecting and treating storm water flow, allowing for infiltration, and being used for irrigation.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-21 Maintain best management practices in all development to limit erosion and siltation.

P-CS-32 Encourage development to use Low-Impact Development (LID) practices such as bioretention, porous paving, and green roofs that slow runoff and absorb pollutants from roofs, parking areas and other urban surfaces.

P-CS-33 Incorporate bioswales or other LID design practices where there is sufficient public rights-of-way throughout the community, and focus specific efforts to capture storm water along roadways in close proximity to Chollas Creek, such as Market Street, 47th Street and Euclid Avenue. Implement these features where appropriate, as they may be infeasible due to soil conditions and impacts to utilities.

P-CS-34 Encourage private property owners to design or retrofit landscaped or impervious areas to better capture storm water runoff.

P-CS-36 Encourage, through redevelopment and retrofitting, phasing out of commercial and industrial building materials such as galvanized roofs that leach metals into storm water runoff.

P-CS-37 Reduce, through redevelopment and retrofitting, the amount of uncovered industrial and commercial areas where the work activity may contribute pollutants.

P-CS-45 Increase the overall tree canopy cover throughout the Encanto Neighborhoods to the citywide generalized target goal of 20 percent in the urban residential areas and 10 percent in the business areas so that the natural landscape is sufficient in mass to provide significant benefits to the city in terms of air and water management.

Mitigation Framework

The following Mitigation Framework would apply to Impact 5.6-3 for future development projects within both CPU areas:~~.~~

MM-HYD/WQ-2 ~~Implementation of subsequent projects implemented in accordance with the SESD and Encanto Neighborhoods CPUs shall identify site-specific measures that reduce significant project-level impacts to less than significant levels, or the project-level impact would remain significant and unavoidable when no feasible mitigation exists. Where mitigation is determined to be necessary and feasible, measures shall be included in an MMRP for the project.~~

~~The discussion below summarizes general measures that would be implemented for future projects. These measures may be updated, expanded, or refined when applied to specific future projects based on project-specific design and changes in existing conditions; as well as changes to local, state, and federal laws.~~

Future projects implemented in accordance with the CPUs shall be sited and designed to minimize impacts on receiving waters, in particular the discharge of identified pollutants to an already impaired water body. Prior to approval of any entitlements for any future project, the applicant shall demonstrate to the satisfaction of the City Engineer that ~~City shall require~~ measures to ensure that impacts to receiving waters are fully mitigated in accordance with the requirements of the City's Storm Water Runoff and Drainage Regulations (Chapter 14, Article 2, Division 2 of the LDC) and other appropriate agencies (e.g., San Diego RWQCB). To prevent erosion, siltation, and transport of urban pollutants, all future projects shall be designed to incorporate any applicable storm water improvement, both off- and on-site, in accordance with the City of San Diego Storm Water Standards Manual. ~~The discussion below summarizes general measures that would be implemented for future projects.~~ These measures may be updated, expanded, or refined when applied to specific future projects based on project-specific design and changes in existing conditions; as well as changes to local, state, and federal laws.

Storm water improvements and water quality protection measures that shall be required for future projects include:

a. Increasing on-site filtration;

b. Preserving, restoring, or incorporating natural drainage systems into site design;

c. Directing concentrated flows away from MHPA (Encanto Neighborhoods CPU area only) and open space areas. If not possible, drainage shall be directed into sediment basins, grassy swales, or mechanical trapping devices prior to draining into the MHPA (Encanto Neighborhoods CPU area only) or open space areas;

d. Reducing the amount of impervious surfaces through selection of materials, site planning, and narrowing of street widths where possible;

e. Increasing the use of vegetation in drainage design;

f. Maintaining landscape design standards that minimize the use of pesticides and herbicides; and

g. To the extent practicable, avoiding development of areas particularly susceptible to erosion and sediment loss.

San Diego RWQCB and Municipal Code Compliance

a. The requirements of the San Diego RWQCB for storm water quality are addressed by the City in accordance with the City NPDES requirements and the participation in the regional permit with the San Diego RWQCB.
b. Prior to permit approval, the City shall ensure any impacts on receiving waters are precluded or mitigated in accordance with the City of San Diego Storm Water Regulations.
c. In accordance with the City of San Diego Storm Water Standards Manual, development shall be designed to incorporate on-site storm water improvements satisfactory to the City Engineer and shall be based on the adequacy of downstream storm water conveyance.

Significance after Mitigation

Future development implemented in accordance with the SESD and Encanto Neighborhoods CPUs would be subject to the requirements of the Storm Water Standards which includes design of new or improved system to meet local and state regulatory requirements satisfactory to the City Engineer. Strict adherence to the Mitigation Framework detailed in HYD/WQ-2, which requires regulatory compliance as noted above, would ensure that the GP and CPU polices for reducing storm water run-off and potential impacts related to discharges into surface or ground water, alterations to surface or groundwater, increases in pollutant discharges (erosion) and downstream sedimentation would be reduced to below a level of significance.

Impact 5.6-4 Implementation of the CPUs would result in adverse effects on regional water quality, including groundwater. (*Less than Significant*)

As previously detailed, the San Diego RWQCB recently approved the new Regional MS4 Permit. This permit implements a watershed-based approach to storm water management with an increased reliance on LID and applies to new development in the San Diego region, including the Southeastern San Diego and Encanto Neighborhoods. The City of San Diego established the Storm Water Standards Manual to provide guidance on the required water quality improvements for new development and redevelopment projects, and the required construction BMPs. The requirements are structured to protect both surface water beneficial uses and groundwater beneficial uses of downstream receiving waters. Therefore, the buildout of the Encanto Neighborhoods and Southeastern San Diego communities would not significantly impact local or regional surface or groundwater quality.

CPU Policies that Reduce the Impact

Recreation Element (Encanto Neighborhoods)

P-RE-20 Require all storm water and urban run-off drainage be filtered or treated before entering into open space lands.

P-RE-24 Prepare a comprehensive management plan for the management and preservation of City-fee owned canyons within the Multi-Habitat Planning Area (MHPA).

P-RE-25 Prepare a comprehensive study analyzing Chollas Creek's outstanding, distinctive natural, cultural or historic resources of a regional nature for consideration of designation as a Regional Park. If it is designated, prepare a Chollas Creek Regional Park Master Plan.

P-RE-26 Implement recommendations contained in the Chollas Creek Enhancement Program and the Euclid+Market Land Use and Mobility Plan.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-13 Minimize or avoid impacts to canyons and other environmentally sensitive lands relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands if feasible. (Also see the General Plan Conservation Element Policy CE-B.1.d.)

P-CS-18 Revegetate graded areas and areas of invasive vegetation with native vegetation to restore biological diversity and minimize erosion and soil instability.

P-CS-21 Maintain best management practices in all development to limit erosion and siltation.

P-CS-22 Implement the recommendations contained in the Chollas Creek Enhancement Program such as removing concrete channels in Chollas Creek to create a more natural function and appearance, where feasible, and establishing trails and other passive recreation amenities.

P-CS-23 Remove invasive species from Las Chollas Creek and restore habitat.

P-CS-24 Preserve and protect open space by preventing incompatible uses, such as off-road activities, frisbee golf, off leash dog areas, and equestrian use.

P-CS-28 Implement applicable General Plan water resources management goals and policies as discussed in the Conservation Element Sections CE-D.1-D.5 and Urban Design Element.

P-CS-29 Encourage new development to incorporate as many water-wise practices as possible in their design and construction including: encourage recycled and/or gray water irrigation systems; retrofit public spaces and public rights-of-way with low water use vegetation and/or alternative permeable surface materials that meet adopted landscape regulations; and ensure that any 'community greening' projects utilize water-efficient landscape.

P-CS-31 Conserve water through the planting and maintenance of trees, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements.

> *Trees will help address a major concern in compliance with the Regional Water Quality Control Board permits. The Encanto Neighborhoods drain into Chollas Creek, and contribute to its impaired status. Tree planting and maintenance should provide incremental improvements to the creek's water quality. Through root systems and canopies, trees reduce the velocity of urban runoff, increase groundwater recharge, and reduce erosion and sedimentation.*

P-CS-32 Encourage development to use Low-Impact Development (LID) practices such as bioretention, porous paving, and green roofs that slow runoff and absorb pollutants from roofs, parking areas and other urban surfaces.

P-CS-33 Incorporate bioswales or other LID design practices where there is sufficient public rights-of-way throughout the community, and focus specific efforts to capture storm water along roadways in close proximity to Chollas Creek, such as Market Street, 47th Street and Euclid Avenue. Implement these features where appropriate, as they may be infeasible due to soil conditions and impacts to utilities.

P-CS-34 Encourage private property owners to design or retrofit landscaped or impervious areas to better capture storm water runoff.

P-CS-35 Repair and maintain drainage outfalls and brow ditches that discharge directly to or are within open space lands.

P-CS-36 Encourage, through redevelopment and retrofitting, phasing out of commercial and industrial building materials such as galvanized roofs that leach metals into storm water runoff.

P-CS-37 Reduce, through redevelopment and retrofitting, the amount of uncovered industrial and commercial areas where the work activity may contribute pollutants.

P-CS-45 Increase the overall tree canopy cover throughout the Encanto Neighborhoods to the citywide generalized target goal of 20 percent in the urban residential areas and 10 percent in the business areas so that the natural landscape is sufficient in mass to provide significant benefits to the city in terms of air and water management.

Mitigation Framework

Impacts associated with both CPUs would be less than significant. No mitigation measures are required.

Impact 5.6-5 Implementation of the CPUs would result in effects on people or structures or a risk of loss, injury, or death involving flooding, including as a result of dam or levee failure. (*Less than Significant*)

~~The~~ Both CPUs designate~~s~~ some areas adjacent to creeks for future development. Compliance with City floodplain regulations would be required regardless of the land use scenario proposed within the CPUs. Through future projects' compliance with these regulations, flood hazard impacts associated with the CPUs are anticipated to be reduced to below a level of significance. As there are no major dams or levees within or near the ~~project site~~SESD and Encanto Neighborhoods CPU areas, there is no potential for significant risk of loss, injury, or death from dam or levee failure.

Public Facilities, Services and Safety Element (Encanto Neighborhoods)

P-PF-21 Protect property from flooding while retaining the natural appearance of drainage areas to the extent feasible.

P-PF-22 Provide flood control in undeveloped portions of the drainage basin to ensure the safety of structures and active land uses upon development.

P-PF-23 Accomplish flood control within the Chollas Creek waterway through the use of natural and/or landscaped facilities. Prohibit the use of concrete channels.

Recreation Element (Encanto Neighborhoods)

P-RE-10 Preserve, protect, and restore canyons and hillsides as important visual amenities and limit public use to designated trails.

Mitigation Framework

Impacts associated with the implementation of both CPUs would be less than significant. No mitigation measures are required.

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5.7 Historical Resources

This section analyzes the potential impacts on historical resources due to the implementation of the CPUs. It documents the historical background of the CPU areas, and discusses federal, state, and local regulations relevant to potential impacts of future development on historical resources. Resources addressed include prehistoric, historic, archaeological and sacred sites. The information in this section is based on the Southeastern San Diego Historic Context Statement (Page and Turnbull 2014), the Community Plan Update for the Communities of Southeastern San Diego and Encanto Prehistoric Cultural Resources report (AECOM 2015) included in Appendix F, the Historical Resources Guidelines of the San Diego Land Development Code (City of San Diego 2001), the Historical Resources Regulations of the San Diego Municipal Code (City of San Diego 2014), and other primary and secondary sources.

Environmental Setting

PHYSICAL SETTING

Prehistory

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

Paleoindian Period

In San Diego County, the Paleoindian period is represented by the San Dieguito complex, as identified by Rogers (1929, 1939, 1945) and Warren (1966, 1968; Warren et al. 1993). The earliest well-documented sites in the San Diego area belonging to the San Dieguito complex are thought to be over 9,000 years old (Warren 1967). Related materials, sometimes called the Lake Mojave complex, have been found in the Mojave Desert and the Great Basin (e.g., Campbell et al. 1937; Warren and Ore 1978). Diagnostic artifact types and categories associated with the San Dieguito complex include scraper planes, choppers, scraping tools, crescentics, and elongated bifacial knives, as well as Silver Lake, Lake Mojave, and leaf-shaped projectile points (Rogers 1939; Warren 1967). Like the Lake Mojave complex, the San Dieguito complex is thought to represent an early emphasis on generalized hunting. There are few or no milling implements in most San Dieguito components. In areas adjacent to the coast, many Paleoindian period sites have probably been covered by rising sea levels since the end of the Pleistocene. In more inland regions, alluvial

sedimentation in valley areas may have covered these materials. The stable mesa landforms in the region, the abundance of appropriate lithic material, and soil column exposures along areas such as the San Dieguito River have made the foothills an important area for Paleoindian research. At the Harris site, approximately 23 miles north of the project area, these materials were first identified in stratigraphic context.

Archaic Period

The Archaic period (8,000 to 1,500 years before present [B.P.]) brings a shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. The local cultural manifestations of the Archaic period are called the La Jollan complex along the coast and the Pauma complex inland (True 1958). Pauma complex sites lack the shell that dominates many La Jollan complex site assemblages. The La Jollan tool assemblage is dominated by rough, cobble-based choppers and scrapers, as well as slab and basin metates. 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 (e.g., Bull 1983; Gallegos 1987; Warren et al. 1993). However, there seems to have been some reorientation in settlement from coastal sites to inland settings during the latter portion of this period in what is now northern San Diego County. This appears at around 4,000 years ago and is thought to relate to the final phases of Holocene sea level rise and resultant siltation of the formerly productive coastal lagoons in what is now north San Diego County. There appears to be no significant silting in Mission Bay, San Diego Bay, or the Tijuana River estuary, and no reduction in settlement along the coast south of Mission Bay (Gallegos 1987; Warren et al. 1993).

Late Prehistoric Period

The Late Prehistoric period (1,500 B.P. to 200 B.P.) is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversified and intensified 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. Subsistence is thought to have focused on acorns and grass seeds, with small game serving as a primary protein resource and big game as a secondary resource. Fish and shellfish were also secondary resources, except in areas immediately adjacent to the coast where they assumed primary importance (Bean and Shipek 1978; Sparkman 1908). The settlement system is characterized by seasonal villages where people used a centralized collecting subsistence strategy. Artifactual material is characterized by the presence of arrow shaft straighteners, pendants, comales (heating stones), Tizon Brownware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic "Yuman bow pipes," ceramic rattles, miniature pottery vessels, various cobble-based tools (e.g., scrapers, choppers, hammerstones), bone awls, manos and mutates, and mortars and pestles. The arrow-point assemblage is dominated by the Desert Side-notched series, but the Cottonwood series and the Dos Cabazas Serrated type also occur. Late Prehistoric materials found in southern San Diego County, known as Yuman I and Yuman II, are believed to represent the ancestral Kumeyaay.

Ethnohistory

The Ethnohistoric period, sometimes referred to as the ethnographic present, commences with the earliest European arrival in San Diego and continued through the Spanish and Mexican periods and into the American period. The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay. The coastal Kumeyaay died from introduced diseases or were brought into the mission system. Earliest accounts of Native American life in San Diego were recorded as a means to salvage scientific knowledge of native lifeways. These accounts were often based on limited interviews or biased data collection techniques. Later researchers and local Native Americans began to uncover and make public significant contributions in the understanding of native culture and language. These studies have continued to the present day, and involve archaeologists and ethnographers working in conjunction with Native Americans to address the continued cultural significance of sites and landscapes across San Diego County. The Kumeyaay are the identified Most Likely Descendants for all Native American human remains found in the City.

By the time Spanish colonists began to settle in Alta California in 1769, the project area was within the territory of the Kumeyaay people, a group of exogamous, non-totemic territorial bands with patrilineal descent (Gifford 1918). The Kumeyaay spoke a Yuman language of the Hokan linguistic stock. South of the Kumeyaay, in the vicinity of modern-day Ensenada, are the closely related Paipai. The Kumeyaay neighbors to the north are the Takic-speaking Luiseño (Kroeber 1925).

The Kumeyaay had a hunting and gathering economy based primarily on various plant resources. For people in the study area, grass seeds were probably the primary food, supplemented by various other seeds such as sage (*Salvia spp.*), sagebrush (*Artemisia californica*), lamb's quarters (*Chenopodium album*), and pine nuts (*Pinus sp*). Small game was a major source of protein, but deer were hunted as well. Coastal bands ate a great deal of fish, catching them with lines, nets, and bows and arrows. Balsas or reed boats were used for fishing (Kroeber 1925; Luomala 1978). Shellfish and other littoral resources were also important to coastal people. Settlements moved seasonally to areas where food sources were in season. For example, inland bands might move into desert areas in the spring to gather agave, then to higher altitude areas in the fall to gather acorns (Cline 1984). Coastal bands lived in more or less permanent villages and focused on more seasonally stable inshore and littoral resources. However, they still traveled to Torrey Pines and La Rumarosa to harvest pine nuts, for example, and to Cuyamaca and Mount Laguna for acorns (Shipek 1970).

Villages and campsites were generally located in areas where water was readily available, preferably on a year-round basis. The Sweetwater River, which is located approximately 3.2 miles south of the CPU area, and the San Diego River (approximately 4.3 miles north), along with creeks such as Chollas Creek, Imperial Creek, and South Chollas Creek, provided important resources and a reliable source of water, and served as major transportation corridors through the region. Two named Kumeyaay villages, or *rancheria*, may have been in the vicinity of the CPU areas. Based on the Pantoja Map of 1782 and a sketch map of the port of San Diego in 1849, the village of *Las Choyas* was located near the mouth of Los Chollas Creek (Vargas 2000). The village of *Pu-Shuyi* was located near the foot of modern-day Market Street (Pourade 1963).

Spanish, Mexican and Early American Periods

The Spanish period (1769-1821) 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.

The Mexican period (1821-1848) retained many of the Spanish institutions and laws. In 1834 the mission system was secularized, allowing for increased Mexican settlement and the associated dispossession of many local Native Americans. In the 1830s, the Mexican government began to redistribute church lands under the rancho system. 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 parcels near Old Town to 160 acre parcels 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). The Mexican period ended when Mexico ceded California to the United States after the Mexican-American War (1846-1848).

Very early in the American period (1848-present), gold was discovered in California. Few Mexican-owned ranchos remained intact because of land claim disputes and the onerous system set up for proving ownership to the U.S. Government. 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.

Southeastern San Diego History

Building Southeastern San Diego (1868 – 1916)

Residential Development and the Railroads

Southeastern San Diego was a patchwork of subdivisions and additions in the 1870s. Block and parcel size varied by subdivision, and some of the street grids did not align (Crane 1991). Prior to establishment of the railroad in 1885, real estate speculators tried to capitalize on its potential arrival. In 1870, Joseph Manasse and Marcus Schiller filed the subdivision that would become Logan Heights, aligning streets diagonally to take advantage of the views to the bay (Norris 1983). The San Diego Land and Town Company's 1886 subdivision laid its streets diagonally to match the Manasse and Schiller subdivision, but D.C. Reed and O.S. Hubbell's Addition created a grid aligned instead to the cardinal directions, creating the unusual street connections visible today in Logan Heights. By the late 1880s, nearly all of Logan Heights had been subdivided (City of San Diego Planning & Community Investment 2011).

Another prominent early subdivision was U.S. Grant's Hill Subdivision (1906). Originally named Mt. Gilead, the area was first platted in 1887 by Mrs. W.E. Daugherty. In 1906, the land was purchased by Ulysses S. Grant, Jr. who named the hill after his father, President and General Ulysses S. Grant. In order to take advantage of the views to the bay, J Street was graded around the summit. The summit itself was set aside as a "retreat" and formally became a city park in 1940 (Tarrant 2011; City of San Diego 1998).

Outside the city limits, a few early subdivisions were registered on the Ex-Mission Rancho Lands. These subdivisions were decidedly more rural in character than the lands near Downtown. Caruthers' Addition, by Matthew and Isabella Caruthers, featured five- and ten-acre lots near the intersection of Ocean View Boulevard and South 41st Street. The Alta Vista Suburb, by Aetna Securities Company was a more traditional subdivision with small 25' x 125' lots abutting Caruthers' Addition to the northeast. Las Alturas Villa Sites, by Long & Hickok, featured winding streets and over a hundred irregular two- to five-acre lots in the South Chollas Valley. However, these have been re-subdivided in more recent years, often obscuring their original layout (San Diego County Assessor).

The arrival of the railroad had a huge impact on the residential growth of Southeastern San Diego. In 1885, the California Southern Railroad, a subsidiary of the Atchison, Topeka and Santa Fe line, established a line between San Diego and National City. The California Southern Railroad tracks ran along the waterfront through what is now Barrio Logan, with a depot at the foot of present-day Beardsley Street. The San Diego, Cuyamaca and Eastern Railway was completed in 1889, beginning at 9th and N (now Commercial) streets, traveling along N Street, and winding through Mt. Hope Cemetery and Encanto. The present-day San Diego Trolley runs along this historic route (San Diego Railway Museum 1968). Beginning in 1887, steam, mule-drawn, and then electric trolleys began serving the area. Neighborhoods within a few blocks of the rail and streetcar lines flourished as transportation improvements resulted in a corresponding construction boost, especially in Logan Heights.

Southeastern San Diego, especially west of 30th Street, was predominantly home to middle- and working-class families, and the area developed into a small-scale residential area dominated by modest wood-frame cottages and bungalows. In the late nineteenth century, these single-family

residences were rendered in Folk Victorian, Queen Anne, and Folk National architectural styles; by the 1910s, residences featured simplified Craftsman and Early Prairie styles. Most had an outbuilding or stable at the rear of the property (Sanborn Fire Insurance Maps 1906).

In addition to single-family residences, more intensive multiple family residences began to be developed in Southeastern San Diego after the turn of the twentieth century. This new pattern included both small-scale purpose-built flats and multiple detached dwellings situated on a single lot. However, this more intensive housing development pattern did not dominate the plan area until the 1920s when bungalow courts and large apartments became common.

Some of the earliest houses in Southeastern San Diego were large estates, especially in Sherman Heights and Grant Hill. Sherman Heights developed as a fashionable neighborhood for wealthier San Diegans because its hilltop location and proximity to downtown San Diego were desirable. The Sherman House (1886) and Villa Montezuma (1887) are among the most impressive residences in the neighborhood. While working-class cottages were designed by contractors or the owners themselves, estates for wealthy citizens were often designed by architects. Prominent architects known to have worked in San Diego during this period include Irving Gill, William Sterling Hebbard, Comstock & Trotsche, and the Reid Brothers, as well as the early work of William Templeton Johnson, Richard S. Requa, and Frank Mead (Journal of San Diego History n.d.).

Encanto: Suburban Farms

In contrast with the suburban development of the western portion of the Southeastern San Diego community, Encanto and the South Chollas Valley (formerly part of Ex-Mission Rancho de San Diego de Alcalá, and not part of the San Diego pueblo lands) were decidedly rural in the late nineteenth and early twentieth centuries. Encanto was a self-sufficient town, connected to the city by rail lines but isolated from the land speculation that characterized Southeastern San Diego. Encanto was first platted in 1891, with ten-acre lots. In 1907, the Richland Realty Company purchased 1,100 acres in Encanto and re-platted it into one-half, five- and ten-acre lots, calling it Encanto Heights. The new subdivision was the first suburban stop outside of San Diego on the San Diego, Cuyamaca and Eastern Railway line (City of San Diego Planning Department 2006). It was advertised for "suburban homes and small farms," ideal for fruit trees, chicken ranches, and gardening. By 1910 there were five additions to Encanto Heights: Rosemont, Sunny Slope, Highdale, Del Norte, and Empire Additions. Prices for one-half-acre tracts ranged from $50 to $500, and the Company also had a building department in connection with Encanto Heights to build homes for new buyers (Encanto Advertisements n.d.).

Commercial Corridors

Because of the close proximity and ease of connection to San Diego's downtown commercial core, the community remained primarily residential with only scattered neighborhood commercial development. Commercial uses were primarily located along the main transportation corridors linking the neighborhoods together: Imperial Avenue, National Avenue, Logan Avenue, and Market Street. Shops and light industrial uses such as livery stables, breweries, and harness-makers were the primary types of commercial uses in the Southeastern San Diego (SESD) CPU area during this period. By 1910, the Encanto Neighborhoods CPU was also developing a commercial center on Imperial Avenue between 63rd and 65th streets. A portion of this historic

business district remains today on Imperial Avenue, although all the existing buildings from this early period have been considerably altered.

Social and Community Services

In 1869, Alonzo Horton formed a committee to establish a public cemetery for San Diego. The 169-acre City-owned cemetery was sited at the edge of the Pueblo Lands, along the city-county line—necessarily on the outskirts of town for health purposes. Augusta Sherman named the cemetery "Mt. Hope," and by 1871 it had received its first burials. Mt. Hope Cemetery is notable because from its inception, it was the only cemetery in the city without discriminatory regulations based on color or religious faith. The City of San Diego still manages and maintains Mt. Hope Cemetery today. Mt. Hope, and the adjacent County-owned Greenwood Memorial Park, also affected development in the surrounding area: stone cutters and headstone engraving businesses, flower shops, and mortuaries sprang up across Imperial Avenue from the cemeteries beginning in the 1910s.

As residential development progressed, schools and churches were constructed to serve the growing community. The locations of schools from this period help to explain the larger residential development patterns, as schools typically indicate a certain concentration of nearby single-family homes for families.

Annexation

The Pueblo Lands formed the boundary of the City of San Diego until the early twentieth century, when the city began annexing communities that had developed in the adjacent Ex-Mission San Diego lands. The Encanto Neighborhoods area was incorporated into the city on April 1, 1916 because residents desired San Diego's municipal water services (City of San Diego Planning Department 2006).

Southeastern San Diego Expands (1917 – 1939)

Residential Development

Single-family residences were still the primary property type in the community during this period, but the size, style, and layout of the houses began to change to reflect newer architectural trends. The introduction of bungalow courts was the most notable architectural shift in the area. Bungalow courts featured clusters of individual units arranged around a central garden or courtyard, allowing sufficient density while still providing greenery and private space (Curtis and Ford 1988; City of San Diego Planning & Community Investment 2011). Most bungalow courts also included detached garages, indicative of the increasing role of the automobile in urban life. Duplexes and apartment buildings also gained popularity during this interwar period of expansion.

The Automobile

The 1915 Panama-California Exposition and World War I greatly affected the development of Southeastern San Diego because both the exposition and the war called attention to San Diego and brought new people to the city. At the same time, a dramatic increase in automobile production made cars increasingly affordable to the middle classes. By 1930, small-scale residential development extended all the way to the edge of the Pueblo Lands. The automobile

granted more flexibility for developers and homeowners, allowing areas farther from the city center to thrive without relying on public transportation.

The street grid expanded to keep pace with these new suburban tracts. Broadway was extended into the Encanto Neighborhoods area in 1927, Market Street was extended beyond Mt. Hope Cemetery and paved in 1928, and Imperial Avenue became a major thoroughfare. Infrastructure improvements—namely paving the area's dirt roads—were needed in the plan area as the automobile surpassed the streetcar as the primary mode of transportation. Developers either paved their tracts themselves, or property owners were taxed to cover street improvement bonds (San Diego History Center Vertical Files).

The influence of the automobile resulted in new businesses that catered to car owners. Garages and service stations sprang up along the main commercial corridors in Southeastern San Diego: National Avenue, Logan Avenue, Ocean View Boulevard, Imperial Avenue, and Market Street. The 1920 Sanborn Fire Insurance Maps show a large garage at Imperial Avenue and 30th Street, as well as many corner gas stations along all the main commercial corridors (Sanborn Fire Insurance Maps 1920). In Encanto Neighborhoods, roadhouses, service stations, and garages catered to automobile travelers on Imperial Avenue, one of the main highways out to the communities in eastern San Diego County (City of San Diego Planning Department 2006). Furthermore, personal automobile garages soon became a fixture of the new auto-focused lifestyle in the community.

Like commercial and residential uses, the industrial district was influenced by the automobile. Industrial and light industrial uses no longer had to be located along the rail lines or at the port. The industrial area began to expand into Barrio Logan and the greater Logan Heights area beginning in the 1920s. According to Sanborn Fire Insurance Maps, breweries, bottling works, a concrete block factory, Saratoga Chip Factory, and a candy factory were all located between Kearney and Logan streets (present-day I-5 corridor). Lumber yards and other agricultural industries were located near Encanto (Sanborn Fire Insurance Maps 1921).

Ethnic Diversity

Beginning in the 1920s, ethnic enclaves began to form in the community, especially in the greater Logan Heights area of the SESD CPU area. Minority groups settled in the SESD and Encanto Neighborhoods CPU areas where the restrictive covenants used in other neighborhoods were absent or were not enforced (Norris, 1983). Other factors likely included proximity to jobs and social institutions such as churches, desire for cultural familiarity amongst others of the same culture, and international events that triggered large-scale population migrations across the country. Additionally, as the automobile opened new lands for settlement, wealthier white residents who had once lived in the neighborhoods close to the downtown commercial core took the opportunity to move further afield beginning in the 1920s, leaving vacancies for minority groups in the inner city.

The Memorial Park neighborhood became a center of San Diego's African-American population in the mid-1920s. By 1926, six of the city's seven black churches were located in the Memorial Park neighborhood, and by 1940, all eight of the city's black churches were located in the neighborhood (Norris 1983).

The 1920s saw a dramatic increase in the Mexican-American population in Southeastern San Diego, as large numbers of immigrants fled to the United States after the Mexican Revolution (1910-1920). Additionally, restrictions on European and Asian immigration imposed by the federal government after World War I left many jobs in agriculture, construction, transportation, and mining available for Mexican immigrants (City of San Diego Planning Department 2006)). Many Mexican immigrants settled in Logan Heights, which transformed into the largest concentration of Mexican families in the city during the 1920s (Logan Heights Historical Society 2000).

During the 1920s and 1930s, the Japanese population in San Diego was scattered throughout the city in locations such as Mission Valley and Pacific Beach, as well as surrounding areas including Spring Valley, Chula Vista and Otay Mesa (Crane 1971). In Southeastern San Diego, Japanese community buildings were established close to populated enclaves downtown. Encanto, still a rural suburb, attracted an enclave of Japanese farmers who cultivated the rolling hills (San Diego History Center Vertical Files). The Japanese families that settled in Southeastern San Diego and Encanto Neighborhoods were forced to move to internment camps during World War II. Following the war, most who had owned agricultural land did not, or could not, return to their properties and resettled elsewhere (San Diego History Center Vertical Files).

Freeway Era (1940 – 1967)

World War II

San Diego has long had a military presence, but its place as a major military hub was solidified when the United States entered World War II in 1941. Naval Station San Diego, at the foot of 32nd Street just south of Southeastern San Diego, was the largest Navy base on the West Coast and the home port of the U.S. Pacific Fleet (Cavanaugh and Finn 2009). In Southeastern San Diego, the "Dells" defense housing project was completed circa 1945 and demolished in 1955 (Bussel et. al. 2011). Aerial photos from 1946 also reveal a large housing complex just north of Greenwood Memorial Park (south of Market Street at 43rd Street) labeled as "Market Street Extension Housing." About four blocks of the development still exist today between 43rd Street and I-805.

Post-War Era

After World War II, development continued in Southeastern San Diego's original subdivisions much as it had in previous periods. By the end of the postwar era, the area west of the I-805 had been entirely built out predominantly with small-scale single-family residences. However, the older housing stock was deteriorating, commercial areas were struggling, and services for lower-income residents were lacking. Construction in the Encanto neighborhood also continued, though it departed from its rural and agricultural origins and shifted towards suburban residential development.

The postwar era saw the rapid expansion of San Diego, and the biggest changes occurred in the Chollas Valley. With large tracts of rural land available so close to the center city, postwar developers quickly saw the potential to create new suburbs in the valley. A study of San Diego County Assessor's records revealed that subdivisions recorded in the 1950s and 1960s included Ocean View Terrace, on the south side of Ocean View Boulevard between Pueblo Lands boundary and San Pasqual Street. Many developers constructed speculative housing in their new

subdivisions, typically using identical models with a few floor plan variations. Emerald Hills Estates is the best example of this type of housing tract constructed during the postwar period in Encanto Neighborhoods.

Re-Zoning Logan Heights & Declining Socioeconomic Conditions

In the 1950s, the City of San Diego rezoned the greater Logan Heights area—especially in present-day Barrio Logan—from primarily residential to an industrial or mixed-use classification. This zoning change resulted in major changes to the land use and character of the neighborhood: commercial and industrial businesses were now located adjacent to residences, and automotive scrap yards proliferated (City of San Diego Planning Department 2006). This zoning change combined with municipal transportation decisions and post-war migration patterns to create conditions of blight in the community, especially in greater Logan Heights. As a result, Southeastern San Diego (roughly equivalent to the greater Logan Heights area) was one of two neighborhoods in San Diego officially designated as "Model Cities Neighborhoods," under an ambitious federal urban aid program that operated between 1966 and 1974 (Bussel et al. 2011).

Car Culture

In the postwar era, "car culture" pervaded Southern California, and commercial development catered to the increasing number of car owners. New property types such car washes, drive-in restaurants, and drive-in movie theatres were built, and new avant-garde roadside architectural styles were developed to catch the eye of drivers. For example, the Johnson Wilshire Gas Station at 4689 Market Street (Historic Resource Board [HRB] site #954), built in 1962, embodies the futurist Googie style with a canopy pierced by three diagonal metal supports, much like car wash designs of the period. Another architectural type exhibited in World War II-era and post-war commercial and light industrial buildings is the prefabricated Quonset hut, developed during World War II. After the war, the corrugated metal buildings were adapted to commercial buildings and warehouses (City of San Diego Planning & Community Investment 2011).

In San Diego, master planning for the new freeways began in the early 1950s, and Southeastern San Diego was heavily affected by these plans. Large swaths of the neighborhood were razed in the 1950s and 1960s to make way for the six- and eight-lane freeways, effectively eliminating the once-fluid edges of the neighborhood. The freeways not only demolished some of the area's oldest buildings, but also displaced families and businesses and exacerbated social issues. Socioeconomic consequences caused by the freeway construction included segregation of lower-income and ethnic minorities; reduction in existing affordable housing stock; and separation of communities from services such as stores, churches, and schools.

Present Day

Today, Southeastern San Diego remains one of the most ethnically diverse neighborhoods in all of San Diego, continuing the population migration trends that began in the 1920s. In recent years, demolition and deterioration of older housing stock combined with numerous urban infill projects have changed the built environment in the plan area. Large areas that exhibit cohesive historic character no longer exist, but there are many individually exceptional properties and smaller clusters of significant houses that reflect Southeastern San Diego's past.

Archaeological Resources and Cultural Sensitivity

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

A records search was conducted on September 5, 2009, and updated on September 26, 2011, at the South Coastal Information Center (SCIC) located a San Diego State University. An update to the records search was conducted at the SCIC on November 16, 2012, and at the San Diego Museum of Man on November 30, 2012. The archival search consisted of an archaeological and historical records and literature review. The results of the records search indicated that 167 previous investigations have been conducted and 32 cultural resources have been recorded within the CPU areas. The 13 prehistoric resources included two temporary camps; two shell scatters; two shell and lithic scatters; one lithic scatter; one shell, lithic, and groundstone scatter; one shell and lithic scatter with associated midden (refuse site which may consist of animal bone, human waste, bonatincal material, shells, sherds, lithics, or other waste products); one habitation site; the ethnographic village of Las Choyas; and two isolated finds. The 18 historic resources include 13 historic debris deposits, two historic foundations with associated features, two historic debris deposits with associated features, and one historic residence. One multi-component site is also present, consisting of two historic loci and two prehistoric loci. In addition to the records search, a sacred lands file check with the Native American Heritage Commission (NAHC) indicated that no sacred lands have been identified within the vicinity of the community of Southeastern San Diego.

Based on the results of the records search, the NAHC sacred lands file check, and regional environmental factors, the CPU areas have two cultural sensitivity levels: moderate and high. While the majority of the CPU areas has been developed, numerous previously recorded and newly identified sites and/or features have been observed in a buried context during ground-disturbing construction and infrastructure installation, or maintenance activities. In addition, there are pockets within the community that remain undeveloped, located primarily in canyon areas and designated parks. In addition, the ethnographic village of *Las Choyas* has been identified archaeologically and ethnographically within the CPU areas and has been previously identified as an area of concern to the local Native American community. Moreover, water courses such as Chollas Creek, Imperial Creek, and South Chollas Creek were major transportation corridors and ecological resources used during both prehistoric and historic periods. Given these factors, these areas have a high level of cultural sensitivity. Because cultural resources have also been observed during ground-disturbing activities throughout the community, and because the CPU areas are crossed by multiple high-potential water courses, the remainder of the CPU areas is considered to have a moderate level of sensitivity for buried archaeological resources.

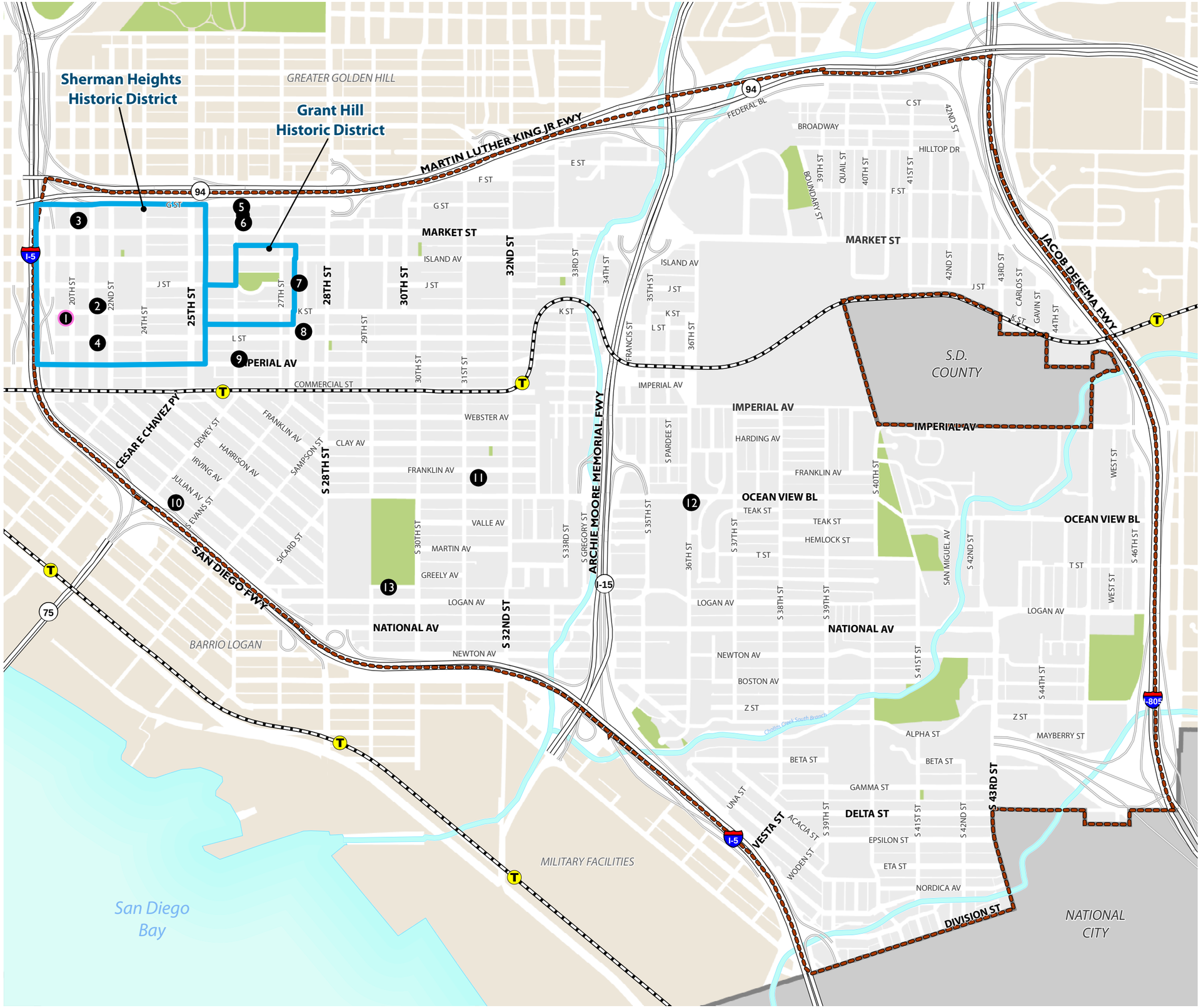
Designated Historical Resources

The SESD CPU area is home to one historic building listed in the National Register of Historic Places, the Villa Montezuma located at 1925 K Street, as well as twelve other individual properties and two historic districts listed in the City of San Diego Register of Historic Resources. The Sherman Heights Historic District lists 390 contributors, and contains a progression of architectural styles illustrating the architectural, social and economic development of the community and City. The Grant Hill Historic District lists 48 contributors, and is notable for its historical association with Ulysses S. Grant, Jr.; the 2.6 acre Grant Hill Park with its panoramic view of the city and surrounding areas; and a variety of architectural styles dating from the late 1800s, including Neoclassic, Stick, Queen Anne, and Craftsman. Encanto Neighborhoods contains two properties listed in the San Diego Register of Historical Resources: the Edwin Capps Residence Site, 910 60th Street (HRB site #248) and Johnson's Wilshire Gas Station, 4689 Market Street (HRB site #954). Designated historic sites and districts for each CPU area are listed in Table 5.7-1 and shown in Figures 5.7-1 and 5.7-2.

Figure 5.7-1

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Southeastern San Diego Historic Resources and Districts



- National Register of Historic Places & Registered San Diego Landmark
- Registered San Diego Landmark
- Registered San Diego Historic Districts
- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Parks
- Southeastern San Diego Community Plan Boundary
- Areas Outside City of San Diego

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

Figure 5.7-2

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Encanto Neighborhoods Historic Resources and Districts

- Locally Designated Historic Structures
- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Parks & Open Space
- Encanto Neighborhoods Community Plan Boundary
- Areas Outside City of San Diego

Note: The Fifth Amendment to the Central Imperial EIR surrounded the Redevelopment Area for potential historic resources in 2006, but much of the Encanto Planning Area has not been closely surveyed.

0 0.2 0.4 0.8

Miles

Data Source: ASM Affiliates Inc., 2006; City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

Table 5.7-1: Designated Historical Resources

Map ID	Site	HRB #	Address	CPU Area
National Register of Historic Places				
1	Villa Montezuma	11	1925 K Street	Southeastern San Diego
San Diego Register of Historic Resources				
1	Villa Montezuma	11	1925 K Street	Southeastern San Diego
2	Sherman Heights Apartments	338	2108 K Street	Southeastern San Diego
3	Sherman Hearns House	160	633 20th Street	Southeastern San Diego
4	Hollington House	165	171 21st Street	Southeastern San Diego
5	Frank Zinnel House	218	643 26th Street	Southeastern San Diego
6	Newby-Whitney House	220	629 26th Street	Southeastern San Diego
7	Strandlund Family Residence	221	402 Langley Street	Southeastern San Diego
8	Italian Stone Pine	222	2736 L Street	Southeastern San Diego
9	Claus A. Jonson Commercial Building	219	2602-2608 Imperial Avenue	Southeastern San Diego
10	Gorham House	138	2040-2042 Kearney Avenue	Southeastern San Diego
11	Weldon Glasson House (Chateau de Toman)	78	3139 Franklin Avenue	Southeastern San Diego
12	Old Fire Station #19	893	3601 Ocean View Boulevard	Southeastern San Diego
13	Boys Club of San Diego	1114	2930 Marcy Avenue	Southeastern San Diego
14	Johnson's Wilshire Gas Station	954	4689 Market Street	Encanto Neighborhoods
15	Edwin Capps Residence Site	248	910 60th Street	Encanto Neighborhoods
Historic Districts (San Diego Register of Historical Resources)				
NA	Sherman Heights Historic District (390 contributors)	208	Bounded by Hwy 94, 25th Street, Commercial Street, and I-5 Fwy	Southeastern San Diego
NA	Grant Hill Historic District (48 contributors)	217	Bounded by the alley south of K Street, the alley east of 27th Street, the alley north of Island Avenue, and the alley east of 25th Street (excluding 2500 block of Island Avenue & north side of 2500 block of J Street)	Southeastern San Diego

The Southeastern San Diego Historical Context Statement (Page and Turnbull 2014) discusses the property types—including residential, commercial, educational, industrial, social/community, and municipal properties, and cultural landscapes and archaeological resources—associated with

the significant themes of different development periods. For each property type, there is a description of character-defining features and significance statement, which discusses the criteria that such properties must meet in order to be eligible for listing in local, state, or national historical registers.

REGULATORY SETTING

Federal Programs and Regulations

National Historic Preservation Act of 1966

The intent of the National Historic Preservation Act is to preserve historic and archaeological sites across the United States. The Act solidified the role of the National Parks Service as lead agency in the historic preservation program and created cooperative partners in the process, including the Advisory Council on Historic Preservation, State Historic Preservation Offices, and Tribal Historic Preservation Offices.

Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects of their actions on historic properties. The goal of the Section 106 process is to identify historic properties potentially affected by the action in question, assess the effects, and provide ways to avoid, minimize, or mitigate any adverse effect that may occur to a historic property.

National Register of Historic Places

The NRHP is the nation's official list of historic places. The register is overseen by the National Park Service, and requires that a property or resource eligible for listing on the register meet one of the following four criteria at the national, state, or local level to ensure integrity and obtain official designation.

- Property is associated with events that have made a significant contribution to the broad patterns of our history
- Property is associated with the lives of persons significant in our past. Eligible properties based on this criterion are generally those associated with the productive life of the individual in the field in which it achieved significance
- Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction
- Property has yielded, or is likely to yield, information important to prehistory or history.

In addition to meeting at least one of these four criteria, listed properties must also retain sufficient physical integrity of those features necessary to convey historic significance. The register has identified the following seven aspects of integrity: (1) location, (2) design, (3) setting, (4) materials, (5) workmanship, (6) feeling, and (7) association. Properties are nominated to the register by the State Historic Preservation Officer of the state in which the property is located, by the Federal Preservation Officer for properties under federal ownership or control, or by the Tribal Preservation Officer if on tribal lands.

Listing in the NRHP provides formal recognition of a property's historic, architectural, or archeological significance based on national standards used by every state. Once a property is listed on the NRHP, it becomes searchable in the NRHP's database of research information. Documentation of a property's historic significance helps encourage preservation of the resource. Listing in the NRHP provides incentives to property owners such as: federal preservation grants for planning and rehabilitation federal investment tax credits, preservation easements to nonprofit organizations, international building code fire and life safety code alternatives, state tax benefits, and grant opportunities. The Federal Tax Incentive Program encourages private sector rehabilitation of historic buildings and is a successful and cost-effective community revitalization program, which generates jobs and creates moderate and low-income housing in historic buildings. Listing does not lead to public acquisition or require public access. In addition, listing does not place any obligations on the private property owners; and there are no restrictions on use, treatment, transfer, or disposition of private property.

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 future federal projects in the CPU areas undertaken in accordance with the CPUs would be subject to NEPA requirements.

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 archeological 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.

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 decent, 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.

State Regulations

Senate Bill 18

Senate Bill 18 (SB 18) (California Government Code Sections 65352.3 and 65352.4) was enacted on March 1, 2005, and requires cities and counties to notify and consult with California Native American tribes regarding proposed local land use planning decisions for the purpose of protecting traditional tribal cultural places (otherwise known as sacred sites), prior to adopting or amending a General Plan or designating land as open space. Once tribes are contacted, they have 90 days to request consultation. Because the CPUs would further the policies of the City's General Plan, the required CPUs are required to comply with SB 18.

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 Native American Heritage Commission (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.

California Register of Historical Resources

The California Office of Historic Preservation maintains the California Register of Historical Resources. The California Register 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 California Register encourages public recognition and protection of resources of architectural, historic, archeological, 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 the California Environmental Quality Act (CEQA).

The California Register 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 to the California Register 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 objectives 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).

California Public Resources Code

Sections 5097–5097.6 of the California Public Resources Code 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 NAHC whenever Native American graves are found. Violations for the taking or possessing remains or artifacts are felonies.

The Public Resources Code 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.

California Health and Safety Code

Section 7052 of the California Health and Safety Code 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.

Section 8010-8030 of the California Health and Safety Code constitutes the California Native American Graves Protection and Repatriation Act of 2001 (CALNAGPRA), CALNAGPRA 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.

Local Regulations

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. Those policies are detailed in Table 5.7-2.

Table 5.7-2 General Plan Historic Preservation Element Policies

Policy	*Description*
HP-A.1	Strengthen historic preservation planning.
HP-A.2	Fully integrate the consideration of historical and cultural resources in the larger land use planning process.
HP-A.3	Foster government-to-government relationships with the Kumeyaay/ Diegueño tribes of San Diego.
HP-A.4	Actively pursue a program to identify, document, and evaluate the historical and cultural resources in the City.
HP-A.5	Designate and preserve significant historical and cultural resources for current and future generations.
HP-B.1	Foster greater public participation and education in historical and cultural resources.
HP-B.2	Promote the maintenance, restoration, and rehabilitation of historical resources through a variety of financial and development incentives. Continue to use existing programs and develop new approaches as needed. Encourage continued private ownership and utilization of historic structures through a variety of incentives.
HP-B.3	Develop a historic preservation sponsorship program.
HP-B.4	Increase opportunities for cultural heritage tourism. Additional discussion and policies can be found in the Economic Prosperity Element, Section I.

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

Historic Resources Regulations

In January 2000, the City's Historical Resources Regulations (Regulations), part of the SDMC (Chapter 14, Article 3, Division 2: Purpose of Historical Resources Regulations or Sections 143.0201-143.0280), were adopted, providing a balance between sound historic preservation principles and the rights of private property owners. The Regulations have been developed to implement applicable local, state, and federal policies and mandates. Included in these are the City's General Plan, CEQA, and Section 106 of the National Historic Preservation Act of 1966.

These include structures, buildings, archaeological sites, objects, districts, or landscapes having physical evidence of human activities. These are usually over 45 years old, and they may have been altered or still be in use (City of San Diego 2001).

The Regulations authorize promulgation and publishing of the Guidelines and are incorporated in the San Diego LDC by reference. These guidelines set up a Development Review Process to review projects in the city. This process is composed of two aspects: the implementation of the Regulations, explained below, and the determination of impacts and mitigation under CEQA.

Compliance with the Regulations begins with the determination of the need for a site- specific survey for a project. Section 143.0212(b) of the Regulations requires that historical resource sensitivity maps be used to identify properties in the city that have a probability of containing archaeological sites. These maps are based on records maintained by the SCIC of the California Historic Resources Information System (CHRIS) and San Diego Museum of Man, as well as site-specific information in the City's files. If records show an archaeological site exists on or immediately adjacent to a subject property, the City shall require a survey. In general, archaeological surveys are required when the proposed development is on a previously undeveloped parcel, if a known resource is recorded on the parcel or within a one-mile radius, or if a qualified consultant or knowledgeable City staff member recommends it. Surveys are also required if more than five years have elapsed since the last survey and the potential for resources exists.

A historic property (built environment) survey can be required on a project if the properties are over 45 years old and appear to have integrity of setting, design, materials, workmanship, feeling, and association.

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

City of San Diego Historical Resources Guidelines

Historical resources, as defined in the City's Historical Resources Guidelines, include:

"…Site improvements, buildings, structures, historic districts, signs, features (including significant trees or other landscaping), places, place names, interior elements and fixtures designated in conjunction with a property, or other objects historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance to the citizens of the city."

The City established a set of criteria as a baseline to be used by the HRB in the designation process. City Designation Criteria for historic resources are outlined in the General Plan and Historical Resources Guidelines (City of San Diego 2001, 2009). These criteria reflect a more local perspective of historical, architectural, and cultural importance for inclusion on the City's Historical Resources Register. The resource may be designated, or eligible for designation, pursuant to one or more of the following criteria, and in turn would be considered a significant resource:

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 agricultural 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 crafts.

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

E. Is listed or has been determined eligible by National Park Service for listing on the NRHP or is listed or has been determined eligible by the State Historical Preservation Office for listing on the State Register of Historic Resources.

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.

Under the City's Guidelines, certain types of resources are typically considered insignificant for planning purposes, such as isolates, sparse lithic scatters, isolated bedrock milling features, shellfish processing stations, and sites and buildings less than 45 years old (City of San Diego 2001). The Guidelines cover all properties (historic, archaeological, landscapes, traditional, etc.) that are eligible or potentially eligible for the NRHP.

The Guidelines define significance for historic buildings, structures, objects, and landscapes based on age, location, context, integrity, and association with an important person or event. An archaeological site is defined as at least three associated artifacts/ecofacts within a 40-square-meter area, or as a single feature, and be at least 45 years old (City of San Diego 2001). The determination of an archaeological site's significance depends on factors specific to that site, including: size, type, and integrity; presence or absence of a subsurface deposit, soil stratigraphy, features, diagnostic artifacts, or datable material; artifact/ecofact density; assemblage complexity; cultural affiliation; association with an important person or event; and ethnic importance. According to the City's Guidelines, archaeological sites with only a surface component are not typically considered significant unless demonstrated otherwise. All other archaeological sites are considered potentially significant (City of San Diego 2001).

For a site to have ethnic significance it must be associated with a burial or cemetery; religious, social, or traditional activities of a discrete ethnic population; an important person or event as

defined within a discrete ethnic population; or the mythology of a discrete ethnic population (City of San Diego 2001).

Sherman Heights and Grant Hill Park Historic Districts Design Criteria and Guidelines

Per HRB Policy 4.1, the HRB may adopt development guidelines for historic districts to be used in development project review in order to help maintain the districts' historical and/or architectural integrity. The Sherman Heights Development Guidelines were adopted in 1987, and amended in 1990 to include Grant Hill Park. With the inclusion of Grant Hill Park, the guidelines were renamed the Sherman Heights and Grant Hill Park Historic Districts Design Criteria and Guidelines. These guidelines cover rehabilitation of historic sites, rehabilitation of other potentially contributing structures, alteration of historic structures, maintenance of historic sites, and new development in the historic districts. Guidelines for new development seek to ensure that projects are designed to relate visually to the architectural characteristics of the existing historically contributing buildings in order to provide visual continuity and coherence, and cover maximum lot size, building height, street yard, street yard fencing, building materials, building colors, streetscape, sidewalks, parkways and street trees, and landscaping.

Impact Analysis

SIGNIFICANCE CRITERIA

Based on the City's 2011 Significance Determination Thresholds, which have been adopted to guide a programmatic assessment of the CPUs, impacts related to historical resources would be significant if the CPUs would result in:

- 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, object or site;
- Any impact on existing religious or sacred uses within the potential impact area; or
- The disturbance of any human remains, including those interred outside of formal cemeteries.

METHODOLOGY AND ASSUMPTIONS

Southeastern San Diego Historic Context Statement

The historical resources analysis is based on information presented in the Southeastern San Diego Historic Context Statement and Archaeological Resources report prepared for the Southeastern San Diego Community Plan Update. Research for these documents included a review of previous studies; a records search; a sacred lands file check; and archival research. Documents reviewed include the National Register of Historic Places (NAHP), the San Diego Register of Historical Resources, and previously prepared historic resource surveys and context statements for Barrio Logan, Western Southeast San Diego, and the Central Imperial Redevelopment Plan. The records search was conducted at the South Coastal Information Center (SCIC) at San Diego State

University, and at the San Diego Museum of Man. The sacred lands file check was conducted with the Native American Heritage Commission (NAHC). Archival research included primary and secondary sources such as Sanborn Fire Insurance Maps, newspaper articles, city directories, census data, historic photographs, books and publications, Geographic Information System (GIS) maps, and internet sources. Research took place at local, regional, and online repositories including the San Diego Central Library (California Room), San Diego Historical Society Research Library, San Diego County Assessor's Office, and the City of San Diego Planning Department.

The Southeastern San Diego Historic Context Statement follows guidelines from the following National Park Service publications:

- National Register Bulletin No. 15 How to Apply the National Register Criteria for Evaluation
- National Register Bulletin No. 16A How to Complete the National Register Registration Form
- National Register Bulletin No. 16B How to Complete the National Register Multiple Property Documentation Form
- National Register Bulletin No. 24 Guidelines for Local Surveys: A Basis for Preservation Planning.

Guidelines published by the California Office of Historic Preservation were also consulted, including the state's official Instructions for Recording Historical Resources and a guide entitled "Writing Historic Context Statements." The City of San Diego's "Historic Resource Survey Guidelines" (July 2008) were also consulted.

Impact Analysis

Potential impacts resulting from implementation of the CPUs were evaluated based on the City of San Diego's Historical Resources Guidelines; historical information found in primary and secondary sources as cited in the Southeastern San Diego Community Plan Update Historic Context Statement (Page and Turnbull, 2014) and the Community Plan Update for the Communities of Southeastern San Diego and Encanto Prehistoric Cultural Resources report (AECOM, 2015); documentation for the National Register of Historic Places, the City of San Diego's Register of Historical Resources, and previously conducted historical resource surveys; and the property type evaluations conducted for the Southeastern San Diego Community Plan Update Historic Context Statement.

The City of San Diego's CEQA Significance Determination Thresholds define a significant historic resource as one which qualifies for the California Register of Historical Resources or is listed in a local historic register or deemed significant in a historical resource survey, as provided under Section 5024.1(g) of the Public Resources Code, though even a resource that is not listed in, or determined eligible for listing in, the California Register, not included in a local register, or not deemed significant in a historical resource survey it may nonetheless be historically significant for purposes of CEQA. The City's Historical Resources Guidelines state the significance of a resource may be determined based on the potential for the resource to address important research

questions as documented in a site specific technical report prepared as part of the environmental review process. Research priorities for the prehistoric, ethnohistoric and historic periods of San Diego history are discussed in Appendix A to the Historical Resources Guidelines. As a baseline, the City of San Diego has established the following criteria to be used in the determination of significance under CEQA:

- An archaeological site must consist of at least three associated artifacts/ecofacts (within a 50 square meter area) or a single feature and must be at least 45 years of age. Archaeological sites containing only a surface component are generally considered not significant, unless demonstrated otherwise. Such site types may include isolated finds, bedrock milling stations, sparse lithic scatters, and shellfish processing stations. All other archaeological sites are considered potentially significant. The determination of significance is based on a number of factors specific to a particular site including site size, type and integrity; presence or absence of a subsurface deposit, soil stratigraphy, features, diagnostics, and datable material; artifact and ecofact density; assemblage complexity; cultural affiliation; association with an important person or event; and ethnic importance.
- The determination of significance for historic buildings, structures, objects and landscapes is based on age, location, context, association with an important person or event, uniqueness, and integrity.
- A site will be considered to possess ethnic significance if it is associated with a burial or cemetery; religious social or traditional activities of a discrete ethnic population; an important person or event as defined by a discrete ethnic population; or the mythology of a discrete ethnic population.

The CPUs would be considered to have a significant direct impact on historical resources if they resulted in the demolition, relocation, or substantial alteration of a resource listed in, or formally determined eligible for listing in the NRHP or the CRHR, including contributors to NRHB Historic Districts or California Register Historic Districts or the San Diego Historical Resources Register, including contributors to San Diego Register Historic Districts, or which otherwise meets the California Environmental Quality Act (CEQA) criteria for historic resources, as discussed above. Grading, excavation, and other ground-disturbing activities associated with development projects that affect important (as determined per the Historical Resources Guidelines) archaeological sites or traditional cultural properties would also constitute a significant direct impact.

For the purposes of this PEIR, programmatic impacts are discussed in broad, qualitative terms. This assessment does not satisfy the need for project-level CEQA analysis for individual projects. Individual projects under the CPUs will require a project-level analysis at the time they are proposed based on the details of these projects and the existing conditions at the time such projects are pursued.

SUMMARY OF IMPACTS

Future development implemented in accordance with the CPUs has the potential to result in significant impacts on prehistoric and historic resources. Specifically, future development and related construction activities could result in the alteration of a prehistoric or historic building,

structure, object, or site; impact existing religious or sacred uses; or disturb human remains. Potential impacts on known and unknown resources would be addressed by existing federal, state, and local regulations and guidelines, which establish a framework for mitigation. The CPUs also contain policies intended to avoid or minimize potential impacts on resources. Thus, with adherence to existing regulations and guidelines, and following the mitigation framework discussed below, impacts would be reduced to below a level of significance.

IMPACTS

Impact 5.7-1 Implementation of the CPUs could result in an alteration of a prehistoric or historic building, structure, object or site. (*Less than Significant with Mitigation*)

The CPU areas contain known historic resources, including resources listed in the NRHP and the San Diego Historical Resources Register, and two San Diego Register Historic Districts. Specifically:

- Southeastern San Diego includes 13 sites listed on the San Diego Register of Historic Resources, including one (Villa Montezuma) which is also listed on the National Register of Historic Places.
- Two historic districts listed in the San Diego Register of Historic Resources, Sherman Heights and Grant Hill, are also located in Southeastern San Diego.
- Encanto Neighborhoods features two properties listed on the San Diego Register of Historic Resources.

Additionally, there is potential for archaeological resources in the CPU areas, most likely along Chollas Canyon and other waterways, where archeological sites have previously been documented in the CPU areas.

Though the CPUs do not propose specific development, future buildout consistent with the CPUs has the potential to impact significant historical resources at the project level. Direct impacts may include substantial alteration, relocation, or demolition of historic buildings, structures, objects, landscapes, and sites, as well as impacts to archaeological sites from grading, excavation, or other ground-disturbing activities. 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, or increasing the potential for vandalism or destruction of an archaeological resource or traditional cultural property.

Implementation of the SESD CPU would include the establishment of the Sherman Heights and Grant Hill Park Historic Districts CPIOZ, as described in Chapter 3 of this PEIR. Development within these CPIOZ districts would be required to be consistent with the Sherman Heights and Grant Hill Park Historic Districts Design Criteria and Guidelines and the City's Historic Resources Regulations. Any projects not consistent with either the historic district guidelines or the Regulations would require a Site Development Permit. Implementation of the CPIOZ and policies in the CPUs designed to support historic preservation, along with the City's Historic Preservation Element, Historical Resources Guidelines, and Historical Resources Regulations, and

the federal and state regulations described above, provide a regulatory framework for developing project-level mitigation measures for future discretionary projects. These policies and Mitigation Framework are described below.

CPU Policies that Reduce the Impact

The SESD and Encanto Neighborhoods CPUs each contain a Historic Preservation Element that supports the Historic Preservation Element of the General Plan through goals and policies for identifying and preserving historical resources, and educating citizens about the benefits of, and incentives for, historic preservation. Additional policies supporting the identification and preservation of historical resources are also included in the Land Use, Urban Design, Conservation and Sustainability, and Arts and Culture elements of the CPUs.

In the SESD CPU, policies seek to preserve and enhance the historic integrity of the Sherman Heights and Grant Hill historic districts, while both CPUs contain policies to facilitate the identification, designation, and preservation of historically and culturally significant resources throughout the CPU areas. Proposed policies in both CPUs seek to preserve and rehabilitate historic and culturally significant residential properties and other structures, require new developments to be sensitive to existing neighborhood character and any Historic District design guidelines, and include measures to protect archaeological resources. Proposed policies also seek to identify the historic context of the CPU area from a multi-cultural perspective, and contain education components to increase public awareness of the area's significance. Proposed policies would minimize direct impacts on historical and cultural resources by ensuring that such resources are identified and appropriately designated; by encouraging preservation, rehabilitation, and adaptive reuse of historic structures instead of demolition or other significant alterations as part of future development; and by protecting and protecting significant archeological resources. Proposed policies would also minimize indirect impacts by preserving the visual integrity and character of the historic districts and of the areas surrounding individual historical resources.

Land Use Element (Southeastern San Diego)

P-LU-4 Refer to the Sherman Heights Historic District and Grant Hill Historic District for development and rehabilitation guidelines.

P-LU-12 Balance new development with the rehabilitation of high-quality older residential development.

P-LU-15 Encourage preservation and renovation of culturally and historically significant residential units and provide incentives to retrofit or remodel units in a sustainable manner.

P-LU-16 Preserve existing single-family homes that provide affordable housing and contribute to Southeastern San Diego's unique character in particular in the Sherman Heights and Grant Hill Historic Districts.

P-LU-17 Rehabilitate existing residential units that contribute to the historic district's character and fabric. Encourage adaptive reuse of historically or architecturally

interesting buildings in cases where the new use would be compatible with the structure itself and the surrounding area.

Urban Design Element (Southeastern San Diego)

P-UD-2 Design buildings so that they contribute to a positive neighborhood character, provide diverse living, working and shopping environments, and relate to the community. Designs should be sensitive to scale, form and quality while respecting the context of well-established streets, landmarks, and areas that give a community a sense of place and history (refer to General Plan Policies UD-A.5; UD-A.7).

- Development height should be roughly proportional to street width, except where different heights are desired to reflect the importance of key streets within the Village District area or to preserve desired lower-scale character within the Historic Districts.

P-UD-17 Establish harmonious transitions and visual relationships between new and older buildings. Repeat existing building lines and surface treatments and provide gradual transitions in height, bulk and density, particularly where a development abuts single-family residential areas.

P-UD-63 Promote the preservation and adaptive reuse of historic districts and historic structures to reinforce the history of the area and reinvest in existing resources.

P-UD-64 Require all development in the Sherman Heights & Grant Hill Park Historic Districts to follow the guidelines and recommendations of the Sherman Heights & Grant Hill Park Historic Districts Design Criteria and Guidelines.

P-UD-65 Incorporate local history and heritage into the public realm through elements including signage, information placards, historic plaques, murals, gateway features, and unique pavers.

P-UD-66 Encourage the restoration and maintenance of older structures that may not be historically designated but nonetheless contribute to the unique character and flavor of Southeastern San Diego.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-17 Preserve the panoramic view offered by Grant Hill Park.

Historic Preservation Element (Southeastern San Diego)

P-HP-1 Conduct a Historic Resources Reconnaissance Survey to identify architecturally and historically significant buildings and potential historic districts.

P-HP-2 Identify, designate, preserve and restore historical buildings in Southeastern San Diego and encourage their adaptive reuse in a manner consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

P-HP-3 Develop a historic context statement related to the African-American community within Southeastern San Diego to assist with the identification, evaluation and preservation of resources significant to that history. Include an oral history component in the context statement to inform the context about those properties valued by the community.

P-HP-4 Develop a historic context statement related to the Mexican-American "sense of place" and cultural landscape evident throughout the community to assist with the identification, evaluation and preservation of resources significant to that history. Include an oral history component in the context statement to inform the context about those properties valued by the community.

P-HP-5 Develop a historic context statement related to the Japanese-American community within Southeastern San Diego to assist with the identification, evaluation and preservation of resources significant to that history. Include an oral history component in the context statement to inform the context about those properties valued by the community.

P-HP-6 Conduct subsurface investigations at the project level to identify potentially significant archaeological resources in Southeastern San Diego.

P-HP-7 Protect and preserve significant archaeological resources. Refer significant sites to the Historical Resources Board for designation.

P-HP-8 Conduct project specific Native American consultation early in the development review process to ensure adequate data recovery and mitigation for adverse impacts on significant archaeological and Native American sites. Refer potentially significant historical and cultural resources to the Historical Resources Board for designation.

P-HP-12 Include measures during new construction to monitor and recover buried deposits from the historic period and address significant research questions related to prehistory.

P-HP-13 Promote community education and awareness of the significance of Southeastern San Diego's potential and listed historic resources.

P-HP-14 Partner with Sherman Elementary School, located in the heart of the Sherman Heights Historic District, to provide information on the history and significance of the surrounding community. Materials could include photographs, printed brochures and walking tours that could be utilized for local field trips.

P-HP-15 Include well-preserved archaeological artifacts in an exhibit that could temporarily be housed at the Logan Heights and Mountain View/Beckwourth libraries to better inform the public about the prehistoric occupation and the historic development of Southeastern San Diego.

P-HP-16 Promote the maintenance, restoration, rehabilitation and continued private ownership and utilization of historical resources through a variety of financial and development incentives.

P-HP-17 Continue to use existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.

Arts and Culture Element (Southeastern San Diego)

P-AC-5 Support the diversity of history, culture, climate, environment, and people through inclusive arts and cultural offerings accessible to non-English speaking residents, seniors, and visually and hearing impaired populations.

Land Use Element (Encanto Neighborhoods)

P-LU-23 Encourage infill residential developments within existing neighborhoods to be compatibly designed with neighborhood character and form.

P-LU-26 Encourage preservation and renovation of housing stock that may become culturally and historically significant during the planning period (See also the Historic Preservation Element).

P-LU-32 Encourage preservation and renovation of culturally and historically significant residential units and provide incentives to retrofit or remodel units in a sustainable manner.

Urban Design Element (Southeastern San Diego)

P-UD-2 Design buildings so that they contribute to a positive neighborhood character, provide diverse living, working and shopping environments, and relate to the community. Designs should be sensitive to scale, form and quality while respecting the context of well-established streets, landmarks, and areas that give a community a sense of place and history (refer to General Plan Policies UD-A.5; UD-A.7).

P-UD-15 Establish harmonious transitions and visual relationships between new and older buildings. Repeat existing building lines and surface treatments and provide gradual transitions in height, bulk and density, particularly where a development abuts single-family residential areas.

Historic Preservation Element (Encanto Neighborhoods)

P-HP-1 Conduct a Historic Resources Reconnaissance Survey to identify architecturally and historically significant buildings and potential historic districts.

P-HP-2 Identify, designate, preserve and restore historical buildings in Encanto Neighborhoods and encourage their adaptive reuse in a manner consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

P-HP-3 Develop a historic context statement related to the Japanese-American community within Southeastern San Diego and Encanto Neighborhoods to assist with the identification, evaluation and preservation of resources significant to that history. Include an oral history component in the context statement to inform the context about those properties valued by the community.

P-HP-4 Conduct subsurface investigations at the project level to identify potentially significant archaeological resources in Encanto Neighborhoods.

P-HP-5 Protect and preserve significant archaeological resources. Refer significant sites to the Historical Resources Board for designation.

P-HP-6 Conduct project-specific Native American consultation early in the development review process to ensure adequate data recovery and mitigation for adverse impacts to significant archaeological and Native American sites. Refer potentially significant historical and cultural resources to the Historical Resources Board for designation.

P-HP-10 Include measures during new construction to monitor and recover buried deposits from the historic period and address significant research questions related to prehistory.

P-HP-11 Promote community education and awareness of the significance of Encanto Neighborhood's potential and listed historic resources.

P-HP-12 Include well-preserved archaeological artifacts in an exhibit that could temporarily be housed at the Valencia Park/Malcolm X, Skyline and Paradise Hills libraries to better inform the public about the prehistoric occupation and the historic development of Encanto Neighborhoods.

P-HP-13 Promote the maintenance, restoration, rehabilitation and continued private ownership and utilization of historical resources through a variety of financial and development incentives.

P-HP-14 Continue to use existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.

Arts and Culture Element (Encanto Neighborhoods)

P-AC-5 Support the diversity of history, culture, climate, environment, and people through inclusive arts and cultural offerings accessible to non-English speaking residents, seniors, and visually and hearing impaired populations.

Mitigation Framework

The City of San Diego's General Plan, combined with federal, state, and local regulations, provide a regulatory framework for developing project-level historical resources mitigation measures for future discretionary projects. All development projects with the potential to affect historical resources—such as designated historical resources; historical buildings, districts, landscapes,

objects, and structures; important archaeological sites; and traditional cultural properties—are subject to site-specific review in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines, through the discretionary process. The following Mitigation Framework measures (MM-HIST-1 and MM-HIST-2) would be required of all future development projects with the potential to impact significant historical resources.

MM-HIST-1 Archaeological Resources

Prior to issuance of any permit for a future development project implemented in accordance with the CPU area that could directly affect an archaeological resource, the City shall require 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, 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 conducting a site visit. If there is any evidence that the site contains archaeological resources, then a historic evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

Step 1:

Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeology Center and any tribal repositories or museums.

In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archeological research in similar areas, models that predict site

distribution, and archeological, 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 must be performed by a qualified archaeologist. 1

Step 2:

Once a historical resource has been identified, a significance determination must be made. It should be noted that tribal representatives and/or Native American monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required which includes 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.

The results from the testing program shall be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. At this time, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

Step 3:

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. 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 draft CEQA document distribution. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions are outlined in the Mitigation Monitoring and Reporting Program (MMRP) included in the environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

Step 4:

Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical

resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental Analysis Section 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 traditional cultural properties containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

Step 5:

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 and California Native American Graves Protection and Repatriation Act of 2001) and federal (i.e., Native American Graves Protection and Repatriation Act) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36 Code of Federal Regulations 79 of the

Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.

MM-HIST-2 Historic Buildings, Structures, and Objects

Prior to issuance of any permit for a future development project implemented in accordance with the CPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

- Preparing a historic resource management plan;
- Adding new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
- Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- Screening incompatible new construction from view through the use of berms, walls and landscaping in keeping with the historic period and character of the resource;
- Shielding historic properties from noise generators through the use of sound walls, double glazing and air conditioning; and
- Removing industrial pollution at the source of production.
- Specific types of historical resource reports, outlined in Section III of the HRG, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance. If required, mitigation programs can also be included in the report.

Significance after Mitigation

Future development implemented in accordance with the CPUs that would potentially result in impacts on significant historical resources would be required to implement MM-HIST-1 and

MM-HIST-2, which address archaeological resources and historic buildings, structures, and objects, respectively. This Mitigation Framework, combined with the Sherman Heights and Grant Hill Park Historic Districts CPIOZ and CPU policies promoting the identification and preservation of historical resources in the CPU areas, reduces the program-level impact related to prehistoric or historical archaeological sites and historic resources of the built environment to below a level of significance.

Impact 5.7-2 Implementation of the CPUs could result in impacts on existing religious or sacred uses or the disturbance of any human remains, including those interred outside of formal cemeteries. (*Less than Significant with Mitigation*)

Avoiding impacts on religious or sacred places or human remains may be unavoidable in certain circumstances when resources are discovered during construction. Although there are no known religious or sacred uses within the CPU areas, there is potential for these to be encountered during future construction activities associated with implementation of the CPUs, particularly given the high cultural sensitivity of areas such as the ethnographic village of Las Choyas, found in both of the CPU areas, which has been previously identified as an area of concern to the local Native American community, and areas along waterways, where prehistoric resources are most likely to be found. Similarly, there are no known human remains interred outside of formal cemeteries. However, there are many areas within the city where previously unknown prehistoric human remains and prehistoric sites have been uncovered during both archaeological investigations and grading activities. Therefore, the potential for encountering human remains during construction activities is also possible. Thus, significant impacts on religious or sacred uses or human remains may occur as a result of future development taking place in accordance with the CPUs.

The CPUs are designed to support the historic preservation goals of the City's General Plan, and contain policies that address the treatment of religious or sacred sites and human remains. The City's regulatory framework, along with federal and state regulations, also addresses these issues and provides for the development of mitigation measures in the case that such resources are encountered. The CPU policies and Mitigation Framework are described below.

CPU Policies that Reduce the Impact

The CPUs contain policies that provide for the identification and proper handling of potentially sensitive resources such as sacred or religious places or human remains. Proposed policies in both CPUs encourage early consultation with Native American groups as well as involvement of Native American groups in identifying significant resources and developing appropriate mitigation and treatment plans for significant sites. Proposed policies also recommend actions to avoid or minimize disturbance to potential or uncovered human remains during excavation or construction.

Historic Preservation Element (Southeastern San Diego)

P-HP-8 Conduct project specific Native American consultation early in the development review process to ensure adequate data recovery and mitigation for adverse impacts to significant archaeological and Native American sites. Refer potentially significant historical and cultural resources to the Historical Resources Board for designation.

P-HP-9 Allow concerned Native American parties an opportunity to comment on or participate in any treatment plan for any sites with cultural and religious significance to the Native American community.

P-HP-10 Recommend that in the event that Native American burials are anticipated or inadvertently discovered during controlled archaeological excavations or any phase of construction, the concerned parties seek to avoid direct and indirect impacts to the site(s) as the primary mitigation alternative. Treat sites containing human remains, funerary objects, sacred objects, or objects of cultural patrimony according to applicable laws and in accordance with the Native American Graves Protection and Repatriation Act (NAGPRA; 43 CFR 10), CALNAGPRA, other applicable state laws governing the treatment of Native American human remains, and any agency-specific rules and procedures for handling such matters.

P-HP-11 Recommend that if human remains are uncovered, no further disturbance of the site shall occur until the County Coroner has made the necessary determination as to origin of the remains.

Historic Preservation Element (Encanto Neighborhoods)

P-HP-6 Conduct project-specific Native American consultation early in the development review process to ensure adequate data recovery and mitigation for adverse impacts to significant archaeological and Native American sites. Refer potentially significant historical and cultural resources to the Historical Resources Board for designation.

P-HP-7 Allow concerned Native American parties an opportunity to comment on or participate in any treatment plan for any sites with cultural and religious significance to the Native American community.

P-HP-8 Recommend that concerned parties seek to avoid direct and indirect impacts to the site(s) as the primary mitigation alternative in the event that Native American burials are anticipated or inadvertently discovered during controlled archaeological excavations or any phase of construction. Proceed according to applicable laws and in accordance with the Native American Graves Protection and Repatriation Act (NAGPRA; 43 CFR 10), CALNAGPRA, other applicable state laws governing the treatment of Native American human remains, and any agency-specific rules and procedures, concerning the treatment of sites containing human remains, funerary objects, sacred objects or objects of cultural patrimony.

P-HP-9 Recommend that if human remains are uncovered, no further disturbance of the site shall occur until the County Coroner has made the necessary determination as to origin of the remains.

Mitigation Framework

While it is not expected that religious or sacred places or human remains would be disturbed as a result of buildout of the CPUs, there is potential for these resources to be present. In the event that human remains are discovered during project grading, work shall halt in that area and the

procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken.

Mitigation Framework measure MM-HIST-1 would be the same as outlined above in Impact 5.7-1.

Significance after Mitigation

Future development implemented in accordance with the CPUs that would potentially result in impacts on sacred or religious places or human remains would be required to implement MM-HIST-1. This Mitigation Framework, combined with CPU policies promoting the identification and preservation of significant resources in the CPU areas, reduces this program-level impact to below a level of significance.

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5.8 Paleontological Resources

This section analyzes the potential impacts on paleontological resources due to implementation of the CPUs. This section also discusses applicable regulations to subsequent projects that may follow in conformance with the CPUs, and the existing geological formations within the study area that have the potential to contain paleontological resources.

Environmental Setting

PHYSICAL SETTING

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 a limited, non-renewable, sensitive scientific and educational resource. There is a direct relationship between fossils and the geologic formations within which they are enclosed; therefore, with sufficient knowledge of the geology and stratigraphy of a particular area and the paleontological resource potential, it is possible to reasonably predict where fossils might or might not be found.

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 of land and sea has fluctuated drastically, such that today we have 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 most 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. Each of the geologic formations found within the Southeastern San Diego (SESD) and Encanto Neighborhoods CPU areas is summarized below. More detailed information about each of the formations, including geologic maps, is found in Deméré and Walsh (1994).

This potential for geologic formations to contain paleontological resources is derived from discoveries made elsewhere in the same particular formation. Geologic formations are rated by paleontologists based on these previous discoveries as High, Medium, Low, or Zero

paleontological resource sensitivity. To evaluate paleontological resources in the CPU areas, the presence and distribution of geologic formations and the respective potential for paleontological resources were reviewed. A description of the ratings and the geologic formations within the community plan areas that fall within each rating category are described below.

High Sensitivity Formations

High sensitivity is assigned to geologic formations known to contain significant paleontological resources, with significance defined as rare, well-preserved fossil materials that can be used by paleontologists for interpretation and that provide important information about the paleobiology and evolutionary history of animal and plant groups. Geologic formations within the study area with high paleontological resource sensitivity are briefly discussed below.

Stadium Conglomerate

The Stadium Conglomerate is made up of two conglomeratic units that are distinct both with regard to the time period of formation and to the composition of the formation. Because of the diverse and well-preserved fossil remains found in this formation, its level of sensitivity has been determined to be high. Where it occurs in Murphy Canyon, there have been sparse, but well-preserved remains of rhinoceros, primates, and small mammals. Well-preserved remains of rodents, bats, tapirs and primates have been recovered from the Stadium Conglomerate in other parts of the city, but not within the SESD or Encanto Neighborhoods CPU areas.

Mission Valley Formation

The Mission Valley Formation is the only Eocene rock unit in southern California to have a radiometric date directly associated with fossil mammal localities. The marine strata of the Mission Valley Formation have produced abundant and generally well-preserved remains of marine microfossils, macroinvertebrates, and vertebrates. Fluvial strata of the formation have produced well-preserved examples of petrified wood and fairly large and diverse assemblages of fossil land mammals. The fact that marine microfossils and land mammals occurred at the same time is extremely important, as it allows for the direct correlation of terrestrial and marine faunal time scales. The Mission Valley Formation represents one of the few instances in North America where such comparisons are possible, and it is assigned high paleontological resource sensitivity. The formation crops out discontinuously from Otay Valley in the south to at least Miramar Reservoir in the north, and from Old Town in the west to Spring Valley, El Cajon Valley, and Santee in the east. The Mission Valley Formation is found in the far eastern portion of the SESD CPU area and is the dominant formation within the Encanto Neighborhoods CPU area.

San Diego Formation

The San Diego Formation is a marine sedimentary deposit consisting of rich fossil beds that have yielded extremely diverse assemblages of marine organisms. In addition, rare remains of terrestrial mammals and fossil wood and leaves have been recovered here. This diverse group of fossils represents one of the most important sources in the world of information on Pliocene marine organisms and environments. The formation is exposed extensively from Otay Mesa and Otay Ranch to Mission Valley, with isolated occurrences stretched out along the Rose Canyon Fault Zone at Tecolote Canyon, Balboa Avenue, Rose Canyon, and all along the southern slopes of Mount Soledad from Interstate 5 to the sea cliffs at Pacific Beach. Within the SESD and Encanto Neighborhoods CPU areas, the San Diego Formation is located south of State Route 94

and west of Interstate 805 and trends to the southeast into the Encanto Neighborhoods CPU area extending east of South Euclid Avenue and south to National City.

Otay Formation

The Otay Formation is a fluvial sedimentary rock unit. Numerous fossil localities have been discovered in the upper portion of the formation. Well-preserved remains of a diverse assemblage of terrestrial vertebrates were found here. Based on recent discoveries, the Otay Formation is now considered to be the richest source of late Oligocene terrestrial vertebrates in California. Outcrops of this formation can be found from approximately the latitude of State Route 94 south to the International Border and from Interstate 805 east to the base of the San Ysidro Mountains and San Miguel Mountain. Part of the formation is exposed extensively in the area around Lower Otay Lake, as well as in patches along the north side of the San Ysidro Mountains as far east as Sycamore Canyon. In the Encanto Neighborhoods CPU area, the Otay Formation is found south of Imperial Avenue. It is not found within the SESD CPU area.

Sweetwater Formation

The Sweetwater Formation is a non-marine rock unit. This formation was deposited in a river channel setting, and some exposures of the formation may represent ancient soils. Fossils were collected from the lower part of the formation, which consisted of dental remains of opossums, insectivores, and rodents. Only a few non-diagnostic mammal teeth are known from the upper portion. The Sweetwater Formation crops out from Otay Valley northward and eastward to at least Encanto and Casa de Oro in Spring Valley. Good exposures occur around Lower Otay Lake, at the confluence of Wolf Canyon and Otay Valley, and in the area of the confluence of Long Canyon and Sweetwater Valley. The Sweetwater Formation is located directly to the east of the San Diego Formation within the SESD and Encanto Neighborhoods CPU areas.

Unnamed Marine Terrace Deposits

The Coastal Plain Province is characterized by a "stair step" sequence of elevated marine terraces, which are uplifted sea floors, and their associated marine and non-marine sedimentary covers. The lower marine terraces are referred to as "unnamed marine terrace deposits" that are about 80,000 to 180,000 years old. A large variety of marine vertebrate and invertebrate fossils have been found in these terraces. The "unnamed marine terrace deposits" occur locally along the entire coast of San Diego, and are considered to be high sensitivity resources.

Moderate Sensitivity Formations

Moderate sensitivity is assigned to geologic formations known to contain paleontological-collecting localities with poorly preserved, common elsewhere, or stratigraphically unimportant fossil material. It is also applied to geologic formations that are judged to have a strong, but unproven potential for producing important fossil remains. Within the CPU areas only one formation occurs that is of moderate sensitivity: Unnamed River Terrace Deposits.

Unnamed River Terrace Deposits consist of coarse-grained, gravelly sandstones, pebble and cobble conglomerates, and claystones that occur along the edge of many of the larger coastal valleys. These deposits generally occur at levels above the active stream channels and represent the sediments of ancient river courses. These river terrace deposits are anywhere from 10,000 to 500,000 years old. Fossils of "Ice Age" mammals have been collected from the South Bay Freeway,

such as ground sloth, mammoth, wolf, camel, and mastodon. The San Dieguito River Valley yielded well-preserved ground sloth. All of these important sites have been discovered in construction-related excavations. The "unnamed river terrace deposits" occur along the margins of the larger coastal river valleys, like Otay Valley, Mission Valley, and the San Dieguito River Valley. Moderate resource sensitivity is assigned to this formation in Southeastern San Diego, Chollas Valley, Fairbanks Ranch, Skyline, Paradise Hills, Otay Mesa, Nestor, and San Ysidro communities.

Low and Zero Sensitivity Formations

Low sensitivity is assigned to young alluvial floodplain deposits as these deposits are considered to have little potential to yield scientifically significant fossils. However, on occasion deeper excavations into sedimentary deposits mapped as younger alluvium do yield fossils. Within the CPU areas only one formation occurs that is of low sensitivity; Late Quaternary Alluvium.

Late Quaternary Alluvium consists of the sediments that are found at the bottom of streambeds and these sediments are generally younger than 10,000 years old. Fossils are usually not found in these deposits in the Coastal Plain Province. However, there is one notable exception in San Diego. Because of their young age, they are assigned low paleontological resource sensitivity. Teeth and limb bones of a mammoth were found in floodplain deposits of the Tijuana River Valley. The floors of Otay Valley, Mission Valley, Rose Canyon, Sorrento Valley, and the San Dieguito River Valley are the sites where late Quaternary alluvial deposits are found. Late Quaternary Alluvium is found within the SESD and Encanto Neighborhoods CPU areas along creek and drainage channels in areas that roughly match the 100-year floodplains as shown in the hydrology study.

Zero sensitivity is assigned to geologic formations that are entirely igneous in origin (i.e., plutonic, volcanic), and therefore, have no potential for producing fossil remains. Artificial fill materials are also assigned a paleontological resource sensitivity of zero. Such formations within the study area include limited exposures of artificial fill and more extensive outcrops of igneous and metamorphic rocks. There are no igneous geologic formations within the SESD and Encanto Neighborhoods CPU areas, but artificial fill can be found associated with current or past development.

REGULATORY SETTING

Under California law, paleontological resources are protected by CEQA; the California Code, Title 14, Division 3, Chapter 1, Sections 4307 and 4309; and Public Resources Code Section 5097.5. Pursuant to Section 15065 of the CEQA Guidelines (California Code of Regulations [CCR] Sections 15000–15387), a lead agency must find that a project would have a significant effect on the environment when the project has the potential to eliminate important examples of the major periods of California prehistory, including significant paleontological resources. The City has specific thresholds related to paleontological resources, which are detailed below.

Impact Analysis

SIGNIFICANCE CRITERIA

The City's 2011 Significance Determination Thresholds set forth specific significance criteria pertaining to the potential for impacts on paleontological resources. Based on these thresholds, impacts related to paleontological resources would be significant if the project would:

- Allow development to occur that could substantially impact a unique paleontological resource or a geologic formation possessing a moderate to high fossil-bearing potential.

Specifically, impacts to paleontological resources are considered potentially significant for areas with a high sensitivity if grading would exceed 1,000 cubic yards and extend over a depth of 10 feet, and for areas with moderate sensitivity if grading would exceed 2,000 cubic yards and extend over a depth of 10 feet. Additionally, impacts would be considered significant in areas of shallow grading where formational soils are exposed at the surface (i.e., as a result of previous grading) and where fossil localities have already been identified.

METHODOLOGY AND ASSUMPTIONS

As stated above, 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.

The Final EIR for the General Plan Update (City of San Diego 2007) addressed the potential for impacts on paleontological resources on a city-wide basis. A review of the Geologic Map of the San Diego Quadrangle (Kennedy and Tan 2008) indicated that the Southeastern San Diego and Encanto Neighborhoods communities are underlain by alluvial floodplain deposits and the San Diego, Mission Valley, Stadium, Otay, and Sweetwater formations. The alluvial deposits are of low paleontological sensitivity and the river terrace deposits are of moderate paleontological sensitivity. The marine terrace deposits and the San Diego, Mission Valley, Stadium, Otay, and Sweetwater formations are all rated high paleontological sensitivity.

SUMMARY OF IMPACTS

Implementation of the CPUs has the potential to result in significant impacts on paleontological resources. Specifically, future projects implemented in accordance with the CPUs that would involve grading or excavation of over 1,000 cubic yards in high sensitivity or 2,000 cubic yards in moderate sensitivity formations, with depth of cut at or greater than 10 feet, would result in the loss of significant fossil remains and a significant impact to paleontological resources. These impacts can be mitigated to below a level of significance, with implementation of the Mitigation Framework described below for future projects.

IMPACTS

Impact 5.8-1 Implementation of the CPUs could have a substantial adverse effect on paleontological resources in a high or moderate resource potential geologic deposit/formation/rock unit. (*Less than Significant with Mitigation*)

Would the CPUs allow development to occur that could involve 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?

As discussed in Chapter 3, Project Description, the CPUs do not propose specific development. Based on the existence of geologic formations with a high or moderate resource potential that may contain fossil remains, the potential exists that subsequent projects implemented in accordance with the CPUs that involve grading and excavation of native soils could significantly impact a paleontological resource.

Direct impacts on paleontological resources occur when earthwork activities cut into the geologic deposits (formations) within which fossils are buried and fossil remains are destroyed during grading and/or excavation. Since fossils are the remains of prehistoric animal and plant life, they are considered to be nonrenewable, important scientifically, and significant under CEQA.

It can be assumed that future projects proposed in conformance with the CPUs would result in a certain amount of disturbance to the native bedrock within the study area. That disturbance has the potential to impact fossils preserved in high or moderate resource potential geological formations. The potential impacts associated with implementation of the CPUs would be evaluated at a project level when detailed project plans and grading quantities are known. As the specific impacts are not known at this time, impacts would be considered significant and mitigation is required.

CPU Policies that Reduce the Impact

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-1 Implement applicable General Plan sustainable development and resource management goals and policies as discussed in its Conservation Element Sections CE-A, I, and CE.L.3. (See also Urban Design Element.)

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-1 Implement applicable General Plan sustainable development and resource management goals and policies as discussed in its Conservation Element Sections CE-A, I, and CE.L.3. (See also Urban Design Element.)

P-CS-16 Plan development to minimize grading related to the topography and natural features.

Mitigation Framework

If subsurface disturbance activities occur, the recommended course of action is to minimize potential impacts through development of project-specific paleontological monitoring and a discovery treatment plan. If no subsurface disturbance is planned, then the paleontological resources would not be impacted and development of project-specific paleontological monitoring and discovery treatment plan would not be necessary. The following Mitigation Framework measure would be required to mitigate for Impact 5.8-1, when a project would result in excavation of over 1,000 cubic yards in high sensitivity or over 2,000 cubic yards in moderate sensitivity, with depth of cut at or greater than 10 feet.

MM-PALEO-1 Prior to the approval of subsequent development projects implemented in accordance with the CPUs, the City shall determine the potential for impacts to paleontological resources based on review of the project application submitted, and recommendations of a project-level analysis completed in accordance with the steps presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the project-level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.

I. Prior to Project Approval

A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:

- Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resource potential geologic deposit/formation/rock unit.

- Require over 2,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.

- Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.

B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.

- Monitoring is always required when grading on a fossil recovery site or a known fossil location.

- Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).

- Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.

- Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating a Paleontological MMRP shall be implemented during construction grading activities.

Significance after Mitigation

Future development implemented in accordance with the CPUs that is subject to discretionary review would be required to implement the Mitigation Framework measures adopted in conjunction with the certification of this PEIR. Therefore, the program-level impact related to paleontological resources would be reduced to below a level of significance.

5.9 Geology and Seismic Hazards

This section describes geology and seismic hazards in the Southeastern San Diego (SESD) CPU and Encanto Neighborhoods CPU areas and analyzes potential impacts due to implementation of the CPUs. Issues addressed include slope stability, fault ruptures, liquefaction, soil erosion, and location on geologically unstable units. The information in this section is based on the Desktop Geotechnical Study, included as Appendix H of this PEIR. The section also contains relevant information from the City of San Diego Seismic Safety Study (City of San Diego, 2008a and 2008b) and other secondary source information.

Environmental Setting

PHYSICAL SETTING

Regional Geology

The project study area is situated in the western (coastal) portion of the Peninsular Ranges geomorphic province of southern California. The Peninsular Ranges province is one of 11 geomorphic provinces recognized in California. Each province displays unique, defining features based on geology, faults, topographic relief, and climate (California Geological Survey, 2002). 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 (Norris and Webb, 1990; Harden, 1998). 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 Bank and San Clemente faults are major active faults located to the west-southwest. 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. Further discussion of faulting relative to the site is provided in following sections of this report.

Geologic units, for each CPU area, as mapped by the California Department of Conservation (Kennedy and Tan, 2008) are described below and are shown in Figure 5.9-1 (Southeastern San Diego Geology) and Figure 5.9-2 (Encanto Neighborhoods Geology).

Local Geology and Soils

Southeastern San Diego

Surficial geologic units in the SESD CPU area include Young Alluvial flood-plain deposits, Old paralic deposits (Unit 6), Very old paralic deposits (undivided, Units 8 and 9), and San Diego Formation (undivided and marine sandstone).

Qya – Young alluvial flood-plain deposits (Holocene and late Pleistocene)

Young alluvial flood-plain deposits are characterized as poorly consolidated, poorly sorted, permeable flood-plain deposits of sandy, silty, or clay-bearing alluvium. These deposits overlay the CPU area along the floodplains within a quarter-mile of both Chollas Creek (main stem) and Chollas Creek South Branch, as well as in smaller areas along the Seventh Street Channel.

Qop6 – Old paralic deposits, Unit 6 (late to middle Pleistocene)

Unit 6 of the old paralic deposits is characterized as poorly sorted, moderately permeable, reddish-brown, interfingered strandline, beach, estuarine, and colluvial deposits composed of siltstone, sandstone, and conglomerate. These deposits rest on the 22- to 24-meter Nestor terrace. They are over a large portion of the CPU area: south of Market Street west of Bancroft Street, and south of the trolley line east of I-15.

Qvop – Very old paralic deposits, undivided (middle to early Pleistocene)

These deposits of reddish-brown interfingered strandline, beach, estuarine, and colluvial deposits are composed of siltstone, sandstone, and conglomerate. They are poorly-sorted and moderately permeable, and rest on the now emergent wave cut abrasion platforms preserved by regional uplift. Undivided portions of these deposits are in the northeast of the CPU area, overlaying the marine sandstone of the San Diego Formation just north and south of the trolley line.).

Qvop9 – Very old paralic deposits, Unit 9 (middle to early Pleistocene)

Unit 9 of the very old paralic deposits is characterized as poorly sorted, moderately permeable, reddish-brown, interfingered strandline, beach, estuarine, and colluvial deposits composed of siltstone, sandstone, and conglomerate. These deposits rest on the 113- to 115-meter Linda Vista terrace. They are in the northwest of the CPU area, over a roughly six-block area surrounding Market Street between 21st and 25th streets.

Figure 5.9-1

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Southeastern San Diego Geology

- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Southeastern San Diego Community Plan Boundary

Surficial Deposits

- af (Artificial fill)
- Qmo (Undivided marine deposits in offshore region)
- Qya (Young alluvial floodplain deposits)
- Qop6 (Old paralic deposits, Unit 6)
- Qvop (Very old paralic deposits, undivided)
- Qvop9 (Very old paralic deposits, Unit 9)
- Qvop8 (Very old paralic deposits, Unit 8)
- Tsd (San Diego Formation, undivided)
- Tsdss (San Diego Formation, Marine sandstone)

0 0.2 0.4 0.8

Miles

Data Source: Source: Kennedy, M.P. and S.S. Tan. 2008. Geologic Map of the San Diego 30' x 60' Quandrangle, California.
Prepared for: California Geological Survey. Available at: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/rgm/RGM_003/RGM3_San_Diego_2008_Plate1of2.pdf

Figure 5.9-2

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Encanto Neighborhoods Geology

- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Encanto Neighborhoods Community Plan Boundary

Surficial Deposits

- Qya (Young alluvial floodplain deposits)
- Qoa (Old alluvial floodplain deposits, undivided)
- Qop6 (Old paralic deposits, Unit 6)
- Qvop (Very old paralic deposits, undivided)
- Qvop8 (Very old paralic deposits, Unit 8)
- Tsd (San Diego Formation, undivided)
- Tsdss (San Diego Formation, Marine sandstone)
- To (Otay Formation)
- Tmv (Mission Valley Formation)

0 0.2 0.4 0.8
Miles

Data Source: Source: Kennedy, M.P. and S.S. Tan. 2008. Geologic Map of the San Diego 30' x 60' Quandrangle, California.
Prepared for: California Geological Survey. Available at: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/rgm/RGM_003/RGM3_San_Diego_2008_Plate1of2.pdf

Qvop8 – Very old paralic deposits, Unit 8 (middle to early Pleistocene)

Unit 8 of the very old paralic deposits is characterized as poorly sorted, moderately permeable, reddish-brown, interfingered strandline, beach, estuarine, and colluvial deposits composed of siltstone, sandstone, and conglomerate. These deposits rest on the 123- to 124-meter Tierrasanta terrace. They are found in the northeast of the CPU area, north of the Greenwood and Mount Hope cemeteries, west of I-15.

Tsd – San Diego Formation, undivided (early Pleistocene and late Pliocene)

The San Diego Formation is characterized as predominantly yellowish-brown and gray, fine- to medium-grained, poorly indurated fossiliferous marine sandstone and reddish-brown transitional marine and non-marine pebble and cobble conglomerate, both divided and undivided. Undivided portions of the formation are exposed in the northwestern portion of the CPU area, specifically along SR-94 west of I-15 and following the edge of the Chollas Creek floodplain along Bancroft Street.

Tsdss – San Diego Formation, marine sandstone (early Pleistocene and late Pliocene)

This predominantly yellowish-brown and gray, fine- to medium-grained, poorly indurated fossiliferous marine sandstone is part of the San Diego Formation. It is in the northeastern portion of the CPU area along the edge of the floodplain to the east of Chollas Creek, following the trolley line east of I-15, and along the floodplain to the west of Chollas Creek South Branch north of Ocean View Boulevard.

Encanto Neighborhoods

Based on the most recent regional geologic mapping (Kennedy and Tan, 2008), surficial geologic units in the Encanto Neighborhoods CPU area include Young Alluvial flood-plain deposits, Old paralic deposits (Unit 6), Very old paralic deposits (undivided, Unit 8) overlying sedimentary rock from the San Diego (undivided and marine sandstone), Mission Valley, Otay, and San Diego Formations.

Qya – Young alluvial flood-plain deposits (Holocene and late Pleistocene)

Young alluvial flood-plain deposits are characterized as poorly consolidated, poorly sorted, permeable flood-plain deposits of sandy, silty, or clay-bearing alluvium. These deposits overlay the CPU area along the floodplains within a quarter-mile of Chollas Creek South Branch, as well as in smaller areas along the Seventh Street Channel. Some deposits also branch from these waterways along the Chollas Radio (or Emerald Hills) Canyon and in the southwest corner of the CPU area.

Qop6 – Old paralic deposits, Unit 6 (late to middle Pleistocene)

Unit 6 of the old paralic deposits is characterized as poorly sorted, moderately permeable, reddish-brown, interfingered strandline, beach, estuarine, and colluvial deposits composed of siltstone, sandstone, and conglomerate. These deposits rest on the 22- to 24-meter Nestor terrace. They are found in a small portion of the CPU area, in the southwest corner along I-805.

Qvop – Very old paralic deposits, undivided (middle to early Pleistocene)

These deposits of reddish-brown interfingered strandline, beach, estuarine, and colluvial deposits are composed of siltstone, sandstone, and conglomerate. They are poorly-sorted and moderately permeable, and rest on the now emergent wave cut abrasion platforms preserved by regional uplift. Undivided portions of these deposits are found throughout the CPU area, overlaying the marine sandstone of the San Diego Formation. Areas include a portion north of South Branch Chollas Creek west of Euclid Avenue, a portion east of Euclid Avenue north of the trolley line, in the vicinity of Valencia Parkway south of Imperial Avenue, and in the northeast of the Encanto Neighborhoods.

Qvop8 – Very old paralic deposits, Unit 8 (middle to early Pleistocene)

Unit 8 of the very old paralic deposits is characterized as poorly sorted, moderately permeable, reddish-brown, interfingered strandline, beach, estuarine, and colluvial deposits composed of siltstone, sandstone, and conglomerate. These deposits rest on the 123- to 124-meter Tierrasanta terrace. They are found in the northwest corner of the CPU area, on the northern side of Chollas Creek South Branch.

Tsd – San Diego Formation, undivided (early Pleistocene and late Pliocene)

The San Diego Formation is characterized as predominantly yellowish-brown and gray, fine- to medium-grained, poorly indurated fossiliferous marine sandstone and reddish-brown transitional marine and non-marine pebble and cobble conglomerate, both divided and undivided. Undivided portions of the formation are exposed along the northern border of the CPU area, overlaying the Mission Valley Formation along Chollas Creek South Branch.

Tsdss – San Diego Formation, marine sandstone (early Pleistocene and late Pliocene)

This predominantly yellowish-brown and gray, fine- to medium-grained, poorly indurated fossiliferous marine sandstone is part of the San Diego Formation. It is exposed throughout the CPU area: running north-south through the center, in the west along Chollas Creek South Branch, overlaying the Mission Valley Formation in the northeast corner, and overlaying the Otay Formation in the southeast.

To – Otay Formation (late Oligocene)

The Otay Formation is characterized as light gray and light-brown, medium- and coarse-grained, non-marine arkosic sandstone intertongued with light-brown siltstone and light-gray claystone. Much of the claystone is composed of light-gray bentonite that occurs in beds up to one meter in thickness. The Otay Formation is exposed in the southeast of the CPU area, in the vicinity of the South Encanto Neighborhoods.

Tmv – Mission Valley Formation (middle Eocene)

The Mission Valley Formation is characterized as predominantly light olive-gray, soft and friable, fine- to medium-grained marine and non-marine sandstone containing cobble conglomerate tongues. It is a source of both mammalian and molluscan remains. It is exposed predominantly in the eastern half of the CPU area, where it is the dominant geologic unit.

Topography

Southeastern San Diego

The SESD CPU area's terrain is characterized by a series of terraces that rise from just a few feet above sea level to over 180 feet above sea level in the northeast. Within the CPU aera, these terraces have been cut by streams into three upland areas. The western portion of the community has a rolling appearance, and contains a prominent knoll at Grant Hill Park. The eastern portion of the community is divided from the western portion by the main branch of Chollas Creek, which roughly parallels Interstate 15. This portion has flatter terrain, descending from the lightly rolling highland area in the north to a relatively level area in the south near the confluence of the main and south branches of Chollas Creek. Elevations in Southeastern San Diego range from approximately 180 feet above mean sea level (MSL) at Mount Hope, in the northeastern part of the CPU area, to approximately 40 feet MSL in the southwestern part of the CPU area.

Encanto Neighborhoods

The Encanto Neighborhoods CPU area is also characterized by a series of terraces, which build up toward steeper slopes and higher elevations in the east. The Chollas Creek drainage bisects the CPU area into two topographically comparable northern and southern highland areas. Elevations range from approximately 100 feet above mean sea level (MSL) at Solola Avenue in the southwest portion to 460 feet MSL at 69th Street and Klauber Avenue in the northeast.

Geologic Hazards

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 of San Diego 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.

The City of San Diego 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. The Seismic Safety Study is intended as a tool to determine the level of geotechnical review to be required by the City for planning, development, or building permits. Identified hazards are described below.

Geologic and seismic hazards, as mapped by the City of San Diego (2008b), are depicted for each CPU area in Figure 5.9-3 (Southeastern San Diego Geological Hazards) and Figure 5.9-4 (Encanto Neighborhoods Geological Hazards).

Seismicity

An active fault is defined by the State Mining and Geology Board as one which has experienced surface displacement within the Holocene epoch, approximately the last 11,000 years (California Geological Survey, 2007). There are no known active faults within either CPU area, though both are subject to potential ground shaking due to activity along faults located nearby. The Rose Canyon Fault, an active fault located west of the CPU areas in San Diego, is capable of producing a magnitude 7.2 earthquake (Cao et al, 2003). 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 (Cao et al, 2003). Active faults underlie parts of downtown San Diego, and include associated Earthquake Fault Zone areas (California Geological Survey, 2003).

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. Both of the CPU areas are subject to ground shaking hazards caused by earthquakes on regional active faults.

Based on a Probabilistic Seismic Hazards Ground Motion Interpolator provided by the California Department of Conservation (2008), the CPU areas are located in a zone where the horizontal peak ground acceleration having a 10 percent probability of exceedance in 50 years ranges from 0.2 g (where g represents the acceleration of gravity) to 0.3g.[1] Within the SESD CPU area, the tool estimates peak ground acceleration ranging from 0.24g to 0.26g. Within the Encanto Neighborhoods CPU area, the tool estimates peak ground acceleration around 0.24g. In both areas, the higher values tend to occur towards the west and lower values tend to occur towards the east.

Surface Rupture

Surface rupture is the result of movement on an active fault reaching the surface. Although active faults are not mapped within either of the CPU areas, the western portion of the SESD CPU area is immediately east of the mapped active Rose Canyon Fault. In addition, there are several faults that are mapped as being potentially active by the City of San Diego (City of San Diego, 2008b).

Southeastern San Diego

As noted, the SESD CPU area is located directly east of mapped active faults located in Downtown San Diego. Further, the western portion of this area is within the City of San Diego Downtown Special Fault Zone (Hazard Category 13). The affected portions extend into the CPU area as far east as 25th Street north of the trolley line, Ocean View Boulevard south of the trolley line to 28th Street, and 28th Street south of Ocean View Boulevard. The risk of surface rupture due to faulting in the areas within the Downtown Special Fault Zone is moderate to high.

In addition, there is an unnamed fault projecting generally north-northeast that is mapped as being "Potentially Active, Presumed Inactive, or Activity Unknown" by the City of San Diego (2008b). Faults of this type are given the Hazard Category designation 12. This particular fault extends into the CPU area between 27th and 28th Streets as far south as approximately "J" Street. The probability of surface rupture due to faulting in areas within this Hazard Category is low to moderate.

[1] Peak ground acceleration is used to measure the effect of an earthquake on the ground. For example, 0.001 g is perceptible by people, 0.02 g causes people to lose their balance, and 0.5 g is very high but buildings can survive if the duration is short and if the mass and configuration has enough damping (Lorant 2012).

Figure 5.9-3

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Southeastern San Diego Geological Hazards

- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Southeastern San Diego Community Plan Boundary

Seismic and Geological Hazards

- Near Source Shaking Zone
- Alquist-Priolo Fault Zone

Faults

- Fault
- Inferred Fault

Fault Zones

- 11 Active, Alquist-Priolo Earthquake Fault Zone
- 12 Potentially Active, Inactive, Presumed Inactive or Activity Unknown
- 13 Downtown Special Fault Zone

Liquefaction

- 31 High Potential - shallow groundwater major drainages, hydraulic fills
- 32 Low Potential - fluctuating groundwater minor drainages

Other

- 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

Slope

- 15 - 25%
- over 25%

0 0.2 0.4 0.8

Miles

Data Source: Geohazard & Earthquake Faults Data, 2003, Regional GISData Warehouse, San Diego Geographic Information Source (SANGIS/SANDAG). Available at: http://rdw.sandag.org/

Figure 5.9-4

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Encanto Neighborhoods Geological Hazards

- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Encanto Neighborhoods Community Plan Boundary

Seismic and Geologic Hazards

- Near Source Shaking Zone

Faults

- Fault
- Inferred Fault
- Concealed Fault

Fault Zones

- 12 Potentially active, inactive, presumed inactive, or activity unknown

Slide-Prone Formations

- 27 Otay, Sweetwater and others

Liquefaction

- 32 Low Potential - fluctuating groundwater minor drainages

Other

- 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

Slope

- 15 - 25%
- over 25%

0 0.2 0.4 0.8

Miles

Data Source: Geohazard & Earthquake Faults Data, 2003, Regional GISData Warehouse, San Diego Geographic Information Source (SANGIS/SANDAG). Available at: http://rdw.sandag.org/

Encanto Neighborhoods

Within the Encanto Neighborhoods CPU area, there are several faults designated as being "Potentially Active, Presumed Inactive, or Activity Unknown" by the City of San Diego (2008b). As noted above, these are given the Hazard Category designation 12. Within the Encanto Neighborhoods CPU area, these faults trend generally northward. The most prominent of these faults is the La Nacion Fault, which extends entirely through the CPU area from near Division Street, on the south, to Federal Boulevard, on the north. Other faults mapped by the city are unnamed but may be considered as subsidiary strands of the La Nacion Fault system. The locations of these faults are shown on Figure 5.9-4. The probability of surface rupture due to faulting in areas within this Hazard Category is low to moderate.

Liquefaction

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 temporary, fluid-like behavior of the soil. Soil liquefaction causes ground failure that can damage roads, pipelines, underground cables, and buildings with shallow foundations. Research and historical data indicate that loose granular soils and non-plastic silts that are saturated by a relatively shallow groundwater table are susceptible to liquefaction.

Among the potential hazards related to liquefaction are seismically induced settlement 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. An empirical model developed by Bartlett and Youd (1995, revised 1999) is typically used to predict the amount of horizontal ground displacement within a site. 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.

Southeastern San Diego

The City of San Diego has designated portions of the SESD CPU area along the main and south branches of Chollas Creek as being within Geologic Hazard Category 32. This land area accounts for about 360 acres or 12 percent of the CPU area. These areas are considered to have some liquefaction potential due to fluctuating groundwater or minor drainages. The City classifies Category 32 as low-risk.

Encanto Neighborhoods

Similarly, portions of the Encanto Neighborhoods CPU area along the South Branch and the Emerald Hills and Encanto branches of Chollas Creek (accounting for about 178 acres or five percent of the CPU area) are considered to have some liquefaction potential due to fluctuating

groundwater or minor drainages. The City of San Diego has designated these portions of the CPU area as being within Geologic Hazard Category 32, a low-risk category.

Slope Instability

Steep slopes can introduce the risk of 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.

Southeastern San Diego

The SESD CPU area includes some steep (15 percent or greater) hillsides in the Sherman Heights, Grant Hill, and Stockton neighborhoods. Slopes of over 25 percent are found near the I-15 and I-94 interchange, in and near the Mount Hope Cemetery, and in some areas around Chollas Creek, the freeways, and Grant Hill. The City of San Diego has designated elevated portions of this CPU area as being within Geologic Hazard Category 52. These areas are relatively level, have low topographic relief and are considered to consist of gently sloping to steep terrain, with favorable geologic structure and, hence, are at low risk.

Encanto Neighborhoods

The Encanto Neighborhoods CPU area includes a significant amount of very hilly topography, especially in the northeastern part of the Encanto Neighborhoods, and on both sides of Imperial Avenue (which follows the canyon through which the Encanto branch of Chollas Creek flows).

Though steep hillsides are more widespread, only the southeastern part of the Encanto Neighborhoods CPU area, generally east of Valencia Parkway and south of Broadway, is considered by the City to have underlying geology that produces a slide-prone formation. This area covers an estimated 917 acres, or 24 percent of the CPU area. The City of San Diego has designated elevated portions of this community CPU area as being within Geologic Hazard Categories 52 and 53. Areas designated with Category 52 have low topographic relief and are considered to consist of gently sloping to steep terrain, with favorable geologic structure and, hence, are at low risk. Areas designated with Category 53 have level to sloping to steep terrain, unfavorable geologic structure and, hence, are at low to moderate risk.

Tsunami, Seiches, and Dam Failure

A tsunami is a sea wave generated by a submarine earthquake, landslide, or volcanic action. Submarine earthquakes are common along the edge of the Pacific Ocean, thus exposing all Pacific coastal areas to the potential hazard of tsunamis. Tsunami inundation hazards for the CPU areas are mapped on the National City Quadrangle of the Tsunami Inundation Map for Emergency Planning (California Emergency Management Agency, 2009). No portion of either CPU area is mapped in the anticipated tsunami inundation area.

A seiche is an earthquake-induced wave in a confined body of water, such as a lake, reservoir, or bay. San Diego Bay lies within a mile of the SESD CPU area, and just over two miles from the Encanto Neighborhoods CPU area. According to the Safety Element (2005) for nearby Coronado, seiches have historically not been known to have caused damage beyond San Diego Bay's

shoreline. Another study for the Coronado Yacht Club (Geotechnics, 2007) has stated that the natural period of the San Diego Bay is often considered to be too long to develop an earthquake-induced seiche.

An earthquake-induced dam failure can result in a severe flood event. When a dam fails, a large quantity of water is suddenly released with a great potential to cause human casualties, economic loss, lifeline disruption, and environmental damage. Based on review of the 2010 San Diego County Multi-Jurisdictional Hazard Mitigation Plan Dam Failure map, neither CPU area is within a dam inundation area.

Soil Erosion, Expansive Soils, and Settlement or Subsidence

Within the two CPU areas, other potential geological hazards include soil erosion, expansive soils, settlement and/or subsidence due to unstable soil.

The potential for soil erosion is variable throughout the two CPU areas. Erosion is most likely on sloped areas with exposed soil, especially where unnatural slopes are created by cut-and-fill activities. However, the potential for soil erosion is reduced once the soil is graded and covered with concrete, structures, or asphalt.

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 the Otay Formation. However, if required, measures (including capping or replacement, special grading techniques, or chemical treatment of expansive soils) can mitigate these site conditions for any new development or redevelopment projects.

Unstable soil conditions can lead to settlement and/or subsidence of structures or the earth's surface. Such conditions are often encountered in areas of loose, surficial soils (e.g. within young alluvial deposits [occurring in the Qya deposits] or fills that were placed without engineering supervision). However, if required, measures (including capping or replacement, special grading techniques, or special foundations) can mitigate these site conditions for any new development or redevelopment projects.

REGULATORY SETTING

This section summarizes key state, regional, and city regulations, plans, and programs related to geology and seismicity in the CPU areas.

State Regulations

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, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control.

The CBC has been amended and adopted by reference in Chapter 14, Article 5 of the City of San Diego's Municipal Code, which is the Building Regulations for the City of San Diego and regulates all building and construction projects within the City.

California Alquist–Priolo Earthquake Fault Zoning Act

The Alquist–Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures used for human occupancy. The main purpose of the Act is to prevent the construction of buildings used for human occupancy on top of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards, such as ground shaking or landslides.

The law requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones or Alquist–Priolo Zones) around the surface traces of active faults, and to issue appropriate maps. The maps are then distributed to all affected cities, counties and State agencies for their use in planning and controlling new or renewed construction. Generally, construction within 50 feet of an active fault zone is prohibited. A detailed geologic investigation must be prepared prior to receiving a permit in an area extending 100 feet on both sides of known potentially and recently active earthquake fault zone traces. There are no Alquist-Priolo Zones in the CPU areas; the closest is immediately to the west of the SESD CPU area, which is shown in Figure 5.9-3.

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.

National Pollution Discharge Elimination System Permits

In California, the State Water Resources Control Board (SWRCB) and its Regional Water Quality Control Board (RWQCB) administer the National Pollution Discharge Elimination System (NPDES) program. The NPDES permit system was established a part of the Federal Clean Water Act to regulate both point source discharges and non-point source discharges to surface water of the United States, including the discharge of soils eroded from construction sites.

The NPDES program consists of characterizing receiving water quality, identifying harmful constituents (including siltation), targeting potential sources of pollutants (including excavation and grading operations), and implementing a comprehensive stormwater management program.

Construction and industrial activities typically are regulated under statewide general permits that are issued by the SWRCB. Additionally, the SWRCB issues Water Discharge Requirements that also serve as NPDES permits under the authority delegated to the RWQCBs, under the Clean Water Act.

Local Regulations

San Diego County Multi-jurisdictional Hazard Mitigation Plan

The 2010 San Diego County Multi-jurisdictional Hazard Mitigation Plan 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 following topics related to geology and seismicity are addressed in the plan:

- Earthquake,
- Liquefaction,
- Rain-Induced Landslide.

The plan identified earthquakes, coastal storms/erosion/tsunami, dam failure, and landslides among the top seven hazards in the City of San Diego due to the potential loss of life, injuries, and damage to property, as well as the significance in the disruption of services. For its Hazard Mitigation Plan, the City developed goals to "reduce the possibility of damage and losses to existing assets, including people, critical facilities/infrastructure, and public facilities" due to these hazards. Various actions are outlined in the Multi-Jurisdictional Hazard Mitigation Plan to assist the city in reaching this goal (2010).

City of San Diego Land Development Code

The City of San Diego Land Development Code sets forth the regulations that apply to the development of land in the City of San Diego, and comprises Chapters 11, 12, 13 and 14 of the City of San Diego Municipal Code. The Land Development Code describes when grading permits are needed, which include the following:

- For homeowners who live on a canyon, and wish to modify the slope.
- If grading is being performed as a condition of a development permit.
- For any activity that disturbs soil or vegetation in environmentally sensitive land.
- For excavation of a hillside with a 25 percent or greater slope, or involves excavation or fill that results in a slope grade of 25 percent or more (4 feet horizontal, 1 foot vertical), and more than 5 feet in depth or height.
- If the grading is within privately owned open space easements or City-owned open space.
- For restoring damage caused by illegal grading.
- For grading of any non-environmentally sensitive land of 1 acre or more.
- For grading that changes the existing drainage pattern.

- For fill with more than 5 percent broken concrete, asphalt, masonry or construction debris.
- For fill material with any single piece larger than 12 inches in any direction.
- For grading on a property with a historical resource.
- For geotechnical investigations, well drilling, or agricultural activity on environmentally sensitive lands or on properties with historical resources.
- For grading within a 100-year flood plain.

City of San Diego Building Regulations

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

City of San Diego Seismic Safety Study

The City of San Diego Seismic Safety Study (SDSSS) is a series of maps indicating likely geologic hazards throughout the City. The maps do not provide site-specific information; they are used as a guide to determine relative risk. The SDSSS identifies areas prone to liquefaction and earthquake-induced landslides as a Zones of Required Investigation, which require a report of the geotechnical condition prior to obtaining a permit. The level of geotechnical analysis required for project review is dependent on the following:

- The type of permit being sought (e.g., land planning, land development, and/or building);
- Geological Hazard Category;
- The building type/land use group; and
- Relative Risk.

When required, the geologic technical report will either consist of a preliminary study, a geologic reconnaissance, or an in-depth geologic investigation report that includes field work and analysis. The geologic reconnaissance report and the geologic investigation report shall include all pertinent requirements as established by the City.

In addition, the City may require a geotechnical reconnaissance report or a geotechnical investigation report for any site if the Building Official has reason to believe that a geologic hazard may exist at the site. Section 145.1803 of the San Diego Municipal Code discusses the requirements related to the geotechnical report outlined in the SDSSS in more detail.

City of San Diego General Plan Policies

The City's General Plan presents goals and policies for geologic and soil safety as well as disaster preparedness in the Public Facilities, Services, and Safety Element. Relevant policies from this element are listed in Table 5.9-1.

Table 5.9-1: Public Facilities, Services, and Safety Element Policies Related to Community Plans

Policy	*Description*
PF-Q.1	Protect public health and safety through the application of effective seismic, geologic and structural considerations. a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the California Environmental Quality Act (CEQA) document accompanying a discretionary action. b. Maintain updated citywide maps showing faults, geologic hazards, and land use capabilities, and related studies used to determine suitable land uses. c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected. d. Utilize the findings of a beach and bluff erosion survey to determine the appropriate rate and amount of coastline modification permissible in the City. e. Coordinate with other jurisdictions to establish and maintain a geologic "data bank" for the San Diego area. f. Regularly review local lifeline utility systems to ascertain their vulnerability to disruption caused by seismic or geologic hazards and implement measures to reduce any vulnerability. g. Adhere to state laws pertaining to seismic and geologic hazards.
PF-Q.2	Maintain or improve integrity of structures to protect residents and preserve communities. a. Abate structures that present seismic or structural hazards with consideration of the desirability of preserving historical and unique structures and their architectural appendages, special geologic and soils hazards, and the socio-economic consequences of the attendant relocation and housing programs. b. Continue to consult with qualified geologists and seismologists to review geologic and seismic studies submitted to the City as project requirements. c. Support legislation that would empower local governing bodies to require structural inspections for all existing pre-Riley Act (1933) buildings, and any necessary remedial work to be completed within a reasonable time.

Source: City of San Diego, General Plan Land Use and Community Planning Element, 2008.

Impact Analysis

SIGNIFICANCE CRITERIA

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the CPUs, impacts on geology and seismic would be significant if a CPU would:

- Result in the exposure of people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards;
- Result in a substantial increase in wind or water erosion of soils; or
- Result in allowing structures to be located on a geological unit or soil that is unstable or that would become unstable and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction or collapse.

METHODOLOGY AND ASSUMPTIONS

Potential impacts resulting from implementation of the CPUs were evaluated based on relevant information from the California Department of Conservation, the California Geological Survey, and the City of San Diego Seismic Safety Study. Based on a review of relevant maps and geologic documentation, the analysis presents the potential for geological impacts to occur within the CPU areas. Programmatic impacts are discussed in broad, qualitative terms. This assessment does not satisfy the need for project-level CEQA analysis for individual projects. Individual projects under the CPUs would require a project-level analysis at the time they are proposed based on the details of these projects and the existing conditions at the time such projects are pursued.

SUMMARY OF IMPACTS

Future development under the CPUs could result in substantial adverse effects from seismic and geologic hazards. These include potential impacts from seismic ground shaking or seismic-related ground failure; an increase in the erosion of soils by wind or water; or instability of geologic units and soils. However, adherence to existing state and local regulations regarding seismic safety and water quality serve to avoid or minimize potential impacts. These regulations, as well as implementation of CPU policies regarding public safety, resource conservation, and project design, would ensure that potential impacts remain below a level of significance.

IMPACTS

Impact 5.9-1 Implementation of the CPUs would result in exposure of people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure or similar hazards. (*Less than Significant with Mitigation*)

Geologic hazards are present in the CPU areas. Implementation of the CPUs could expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, and ground failure. Various regulations at the state and local level exist to address these hazards. The potential

impacts from specific geologic hazards are described below, along with discussion of the relevant policies that may minimize those impacts.

Earthquakes

Subsequent land use activities associated with the implementation of the CPUs could result in the exposure of more people, structures, and infrastructure to seismic hazards. Hazards associated with earthquakes include ground shaking and surface rupture.

There are no known active faults within either of the CPU areas. However, both are subject to potential ground shaking due to activity along faults located nearby, including the Rose Canyon Fault located to the east of the SESD CPU area. There are also areas within the CPU areas mapped with faults designated "Potentially Active, Presumed Inactive, or Activity Unknown," which would have the potential to cause ground shaking if they were to become active.

Portions of the two CPU areas include zones designated with City of San Diego Hazard Categories 12 and 13. Hazard Category 13 refers to the Downtown Special Fault Zone, where risk of surface rupture is considered moderate to high. Hazard Category 12 corresponds to faults mapped as "Potentially Active, Presumed Inactive, or Activity Unknown," including the unnamed fault in the northeast of the SESD CPU area and the La Nacion Fault and related faults in the Encanto Neighborhoods CPU area, where surface rupture risk is considered low to moderate.

All new development and redevelopment occurring in accordance with the CPUs would be required to comply with existing regulations, described above, which minimize impacts of seismic hazards. The City of San Diego is required by the Seismic Hazards Mapping Act to use the Seismic Hazard Zone maps in its land use planning and building permit processes. It requires that site-specific geotechnical investigations be conducted within the Zones of Required Investigation in order to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. If surface rupture hazards are identified, the use of structural setbacks or similar measures would be used.

As noted, portions of the two CPU areas include zones with City of San Diego Hazard Categories 12 and 13. All new development and redevelopment in areas mapped by the City of San Diego as being within Hazard Category 13 wouldrequire a site-specific fault rupture hazard study (City of San Diego, 2011). In addition, the city may require similar studies for new development and redevelopment for areas designated with Hazard Category 12. These studies would mitigate any potential surface rupture hazards.

Additionally, all new development and redevelopment would be required to comply with the current adopted CBC, which includes design criteria for seismic loading and other geologic hazards, including design criteria for geologically induced loading that govern sizing of structural members and provide calculation methods to assist in the design process. Thus, while shaking impacts could be potentially damaging, they would also tend to be reduced in their structural effects due to CBC criteria that recognize this potential. The CBC includes provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation and structural frame design. The CPUs also contain policies to reduce impacts in areas with active faults.

Neither of the CPU areas is located in an Alquist-Priolo Fault Zone. As shown in Figure 5.9-3, there is an Alquist-Priolo Fault Zone outside of SESD CPU Area, immediately to the west, and Figure 5.9-4 shows no Alquist-Priolo Fault Zones in or adjacent to Encanto Neighborhoods.

Landslides and Mudslides

As noted, portions of the two CPU areas include zones with City of San Diego Hazard Categories 52 and 53. Areas designated as being within Hazard Category 52 have low topographic relief, which minimizes slope stability hazards or erosion. Areas designated as being with Hazard Category 53 are considered to be at low to moderate risk to slope failure due to unfavorable geologic structure or slide-prone geologic formations.

All new development and redevelopment occurring in accordance with the CPUs would be required to comply with existing regulations, as described above, which minimize impacts of landslides or mudslides. Future development occurring in accordance with the CPUs would be subject to the City's Land Development Code and Building Regulations. Proposed CPU policies to implement seismic-safety development requirements also serve to reduce impacts.

For areas located in Hazard Categories 52 and 53, a geotechnical study in accordance with the City's Geotechnical Study Requirements and the Land Development Code may be required prior to issuance of a development, grading, or building permit.

Ground Failure

Ground failure hazards include consequences of shaking that affect the stability of the ground, such as liquefaction and lateral spreading. As noted, portions of each of the CPU areas have been designated as being within Hazard Category 32 and are, therefore, considered to be at low risk to damage from liquefaction-related hazards. All new development and redevelopment in these areas would be required to comply with City of San Diego requirements regarding mitigation by grading or special foundations to mitigate liquefaction hazards (if encountered during a site-specific geotechnical evaluation). Proposed CPU policies to implement seismic-safety development requirements also serve to reduce impacts. However, as shown in Figure 5.9-3, there is an area mapped as being within Hazard Category 31 (areas with a high potential for liquefaction) outside of SESD CPU area, immediately to the west.

Tsunamis and Seiches

As noted above, no portion of either CPU area is mapped in the anticipated tsunami inundation area, nor is any portion of either area considered to be at risk from a seiche. Thus, no impacts were identified.

Impact

The CPU areas contain geologic conditions which would pose significant risks for future development if not properly addressed at the project-level. Unstable conditions relating to compressible soils, landslides, seismicity (faults), and expansive soils represent a potentially significant impact for future development, and therefore mitigation is required.

CPU Policies that Reduce the Impact

Policies proposed in the CPUs serve to reduce/avoid adverse impacts from geological hazards on future development in the CPU areas. Policies in the Public Services, Facilities, and Safety Element of each CPU direct future development to implement all applicable seismic safety development requirements for areas subject to liquefaction and requires the City to work with developers to ensure that seismically hazardous areas are reserved as open space where development cannot take place. Conformance to the standards and conditions established by the City of San Diego would mitigate geologic hazards to less-than-significant levels.

Public Services, Facilities, and Safety Element (Southeastern San Diego)

P-PF-16 Implement all seismic-safety development requirements for areas subject to potential liquefaction.

P-PF-17 Work closely with developers to provide publicly accessible open spaces where active faults are found and building cannot take place.

Public Services, Facilities, and Safety Element (Encanto Neighborhoods)

P-PF-19 Implement all seismic-safety development requirements for areas subject to potential liquefaction.

P-PF-20 Work closely with developers to provide publicly accessible open spaces where active faults are found and development cannot take place.

Mitigation Framework

The City of San Diego's Seismic Safety Study, combined with the City's geotechnical reporting requirements, provide a regulatory framework for mitigating geological hazards at the project level. The following Mitigation Framework measure would be required of all future development projects with the potential for impacts from geologic hazards.

MM-GEO-1 Impacts associated with geologic hazards shall be mitigated at the project-level through adherence to the City's Seismic Safety Study and recommendations of a site-specific geotechnical report prepared in accordance with the City's Geotechnical Report Guidelines. Impacts shall also be avoided or reduced through engineering design that meets or exceeds adherence to the City's Municipal Code and the California Building Code.

More specifically, compressible soils impacts shall be mitigated through the removal of undocumented fill, colluvium/topsoil, and alluvium to firm the ground. Future development shall also be required to clean up deleterious material and properly moisture, condition, and compact the soil in order to provide suitable foundation support.

Regarding impacts related to expansive soils, future development shall be required to implement typical remediation measures, which shall include placing a minimum 5-foot cap of low expansive (Expansion Index [EI] of 50 or less) over

the clays; or design of foundations and surface improvements to account for expansive soil movement.

Significance after Mitigation

Future development implemented in accordance with the CPUs that would potentially result in impacts related to geologic hazards would be required to implement MM-GEO-1. This Mitigation Framework reduces this program-level impact to below a level of significance.

Impact 5.9-2 Implementation of the CPUs would result in an increase in wind or water erosion of soils. (*Less than Significant with Mitigation*)

The majority of the CPU areas is developed and has previously been graded. Implementation of the CPUs would allow for the intensification of some land uses that could lead to construction and grading activities that could expose topsoil and increase soil erosion from water and wind. Future development of parcels within the CPU areas could remove the existing pavement and cover, thereby exposing soils to potential runoff and erosion during construction. However, continued implementation of the City's Municipal Code would ensure that there are no adverse impacts from erosion or loss of topsoil. The grading regulations contained in the Municipal Code require extensive measures to control erosion during and after grading or construction. These include:

- Desilting basins, improved surface drainage, or planting of ground covers installed early in the improvement process in areas that have been stripped of native vegetation or areas of fill material;
- Short-term measures, such as sandbag placement and temporary detention basins;
- Restrictions on grading during the rainy season (November through March), depending on the size of the grading operation, and on grading in proximity to sensitive wildlife habitat; and,
- Immediate post-grading slope revegetation or hydroseeding with erosion-resistant species to ensure coverage of the slopes prior to the next rainy season.

Conformance to such mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Compliance with the CPU policies would also reduce impact any future development may have on soil erosion, particularly after construction has been completed.

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 NPDES General Construction Storm Water Permit provisions. Additionally, any development of this significant size within the city would be required to prepare and comply with an approved Stormwater Pollution Prevention Plan 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 significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development.

Based on the steep nature of many of the hillsides and the generally poorly consolidated nature of the sedimentary materials and soils found throughout the CPU area, erosion would represent a potentially significant impact, particularly in conjunction with some portions of the San Diego Formation and in drainages and stream valleys, and mitigation is required.

CPU Policies that Reduce the Impact

The CPUs contain policies that serve to reduce the impact any future development may have on soil erosion, particularly after construction has been completed. In each CPU, proposed policies in the Urban Design Element encourage design that incorporates BMPs and low impact stormwater management techniques, which reduce the volume and speed of runoff. Proposed urban design policies also encourage revegetation of areas disturbed by construction activities, stabilizing existing soils and preventing loss. Proposed policies in the Conservation and Sustainability Element of each CPU also promote BMPs and Low-Impact Development (LID) practices that reduce the volume and speed of stormwater runoff. Adherence to these policies would ensure that impacts on soil erosion will be minimized over the life of the development.

Urban Design Element (Southeastern San Diego)

P-UD-53 Ensure the design of new development integrates storm water best management practices onsite to maximize their effectiveness by:

- Allowing the use of green roofs and water collection devices, such as bioswales, cisterns and rain barrels, to capture rainwater from the building for re-use.
- Utilizing disconnected drain sprouts to interrupt the direct flow of rainwater from the buildings to the storm water system. Integrate these features to imbibe buildings with a distinctive architectural character.
- Minimizing onsite impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobble stone block pavement, etc to detain and infiltrate run-off on-site.
- Encouraging the use of permeable paving elements in auto and non-auto-oriented areas.

P-UD-102 Areas that have been disturbed by construction should be revegetated with drought tolerant plant materials.

P-UD-104 Whenever feasible, landscaped and private open space areas should be designed to serve a sustainable infrastructure function by collecting and treating stormwater flow, allowing for infiltration, and being used for irrigation.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-12 Maintain Best Management Practices in all development to limit erosion and siltation.

P-CS-20 Encourage development to use Low-Impact Development (LID) practices such as bioretention, porous paving, and green roofs, that slow runoff and absorb pollutants from roofs, parking areas and other urban surfaces.

P-CS-21 Incorporate bioswales or other LID design practices where there are sufficient public rights-of-way throughout the community, and focus specific efforts to capture storm water along roadways in close proximity to Chollas Creek. Implement these features where appropriate, as they may be infeasible due to soil conditions and impacts to utilities.

P-CS-22 Encourage private property owners to design or retrofit landscaped or impervious areas to better capture storm water runoff.

P-CS-23 Repair and maintain drainage outfalls and brow ditches that discharge directly to or are within open space lands.

P-CS-30 Conserve water through the planting and maintenance of trees, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements.

> *Trees will help address a major concern in compliance with the Regional Water Quality Control Board permits. Southeastern San Diego drains into Chollas Creek, and contributes to its impaired status. Tree planting and maintenance should provide incremental improvements to the creek's water quality. Through root systems and canopies, trees reduce the velocity of urban runoff, increase groundwater recharge, and reduce erosion and sedimentation.*

Urban Design Element (Encanto Neighborhoods)

P-UD-51 Ensure the design of new development integrates storm water best management practices onsite to maximize their effectiveness by:

- Encouraging the use of green roofs and water collection devices, such as bioswales, cisterns and rain barrels, to capture rainwater from the building for re-use.
- Utilizing disconnected drain sprouts to interrupt the direct flow of rainwater from the buildings to the storm water system. Integrate these features to imbibe buildings with a distinctive architectural character.
- Minimizing onsite impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobble stone block pavement, etc to detain and infiltrate run-off on-site.
- Encouraging the use of permeable paving elements in auto and non-auto-oriented areas.

P-UD-88 Utilize permeable paving, bioswales, green alleys and/or other stormwater design features that will manage rain water and irrigation run off while supporting the heavy load vehicles that would service the loading docks and refuse containers.

P-UD-98 Areas that have been disturbed by construction should be revegetated with drought tolerant plant materials.

P-UD-100 Whenever feasible, landscaped and private open space areas should be designed to serve a sustainable infrastructure function by collecting and treating stormwater flow, allowing for infiltration, and being used for irrigation.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-21 Maintain best management practices in all development to limit erosion and siltation.

P-CS-31 Conserve water through the planting and maintenance of trees, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements.

> *Trees will help address a major concern in compliance with the Regional Water Quality Control Board permits. The Encanto Neighborhoods drain into Chollas Creek, and contribute to its impaired status. Tree planting and maintenance should provide incremental improvements to the creek's water quality. Through root systems and canopies, trees reduce the velocity of urban runoff, increase groundwater recharge, and reduce erosion and sedimentation.*

P-CS-32 Encourage development to use Low-Impact Development (LID) practices such as bio-retention, porous paving, and green roofs, that slow runoff and absorb pollutants from roofs, parking areas and other urban surfaces.

P-CS-33 Incorporate bioswales or other LID design practices where there are sufficient public rights-of-way throughout the community, and focus specific efforts to capture storm water along roadways in close proximity to Chollas Creek, such as Market Street, 47th Street and Euclid Avenue. Implement these features where appropriate, as they may be infeasible due to soil conditions and impacts to utilities.

P-CS-34 Encourage private property owners to design or retrofit landscaped or impervious areas to better capture storm water runoff.

Mitigation Framework

The City of San Diego's Municipal Code, in combination with federal and state regulations, provides a regulatory framework for mitigating erosion risk at the project level. The following Mitigation Framework measure would be required of all future development projects with the potential for impacts from erosion.

MM-GEO-2 As part of the future development permitting process, the City shall require individual projects to adhere to the Grading Regulation and NPDES permit requirements. All subsequent projects developed in accordance with the CPUs

shall also adhere to the California Building Code to avoid or reduce geologic hazards to the satisfaction of the City Engineer.

Submittal, review, and approval of site specific geotechnical investigations shall be completed in accordance with the City's Municipal Code requirements. Engineering design specifications based on future project-level grading and site plans shall be incorporated into all future projects implemented in accordance with the CPUs to minimize hazards associated with site-level geologic and seismic conditions satisfactory to the City Engineer and shall include the following measures to control erosion during and after grading or construction:

- Desilting basins, improved surface drainage, or planting of ground covers installed early in the improvement process in areas that have been stripped of native vegetation or areas of fill material;

- Short-term measures, such as sandbag placement and temporary detention basins;

- Restrictions on grading during the rainy season (November through March), depending on the size of the grading operation, and on grading in proximity to sensitive wildlife habitat; and

- Immediate post-grading slope revegetation or hydroseeding with erosion-resistant species to ensure coverage of the slopes prior to the next rainy season.

Conformance to mandated City grading requirements shall ensure that future 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, shall be subject to NPDES General Construction Storm Water Permit provisions. Additionally, any development disturbing one or more acres is required by the City's Storm Water Standards to prepare and comply with a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the State Construction General Permit that identifies BMPs to be implemented during construction. Projects disturbing less than one acre are required to prepare a Water Pollution Control Plan (WPCP) that identifies BMPs to be implemented during construction. the pollution prevention measures that will be taken ~~of this significant size within the City shall be required to prepare and comply with an approved Stormwater Pollution Prevention Plan (SWPPP) that shall consider the full range of erosion control BMPs such as, but not limited to, including any additional site specific and seasonal conditions.~~ Project compliance with NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development.

Prior to obtaining grading permits for future actions a site-specific geotechnical investigation shall be completed as necessary in accordance with the City of San Diego Guidelines for Preparing Geotechnical Reports. Engineering design specifications based on project-level grading and site plans shall be incorporated into the project design to minimize hazards associated with site-level geologic and seismic conditions satisfactory to the City Engineer. Measures designed to reduce erosion at the project-level shall include the following:

- Control erosion by minimizing the area of slope disturbance and coordinate the timing of grading, resurfacing, and landscaping where disturbance does occur.
- On sites for industrial activities require reclamation plans that control erosion, where feasible, in accordance with the LDC.
- Control erosion caused by storm runoff and other water sources.
- Preserve as open space those hillsides characterized by steep slopes or geological instability in order to control urban form, insure public safety, provide aesthetic enjoyment, and protect biological resources.
- Replant with native, drought-resistant plants to restore natural appearance and prevent erosion.
- Practice erosion control techniques when grading or preparing building sites.
- Utilize ground cover vegetation when landscaping a development in a drainage area to help control runoff.
- Incorporate sedimentation ponds as part of any flood control or runoff control facility.
- During construction, take measures to control runoff from construction sites. Filter fabric fences, heavy plastic earth covers, gravel berms, or lines of straw bales are a few of the techniques to consider.
- Phase grading so that prompt revegetation or construction can control erosion. Only disturb those areas that will later be resurfaced, landscaped, or built on. Resurface parking lots and roadways as soon as possible, without waiting until completion of construction.
- Promptly revegetate graded slopes with groundcover or a combination of groundcover, shrubs, and trees. Hydroseeding may substitute for container plantings. Groundcovers shall have moderate to high erosion control qualities.

- Where necessary, design drainage facilities to ensure adequate protection for the community while minimizing erosion and other adverse effects of storm runoff to the natural topography and open space areas.
- Ensure that the timing and method of slope preparation protects natural areas from disturbance due to erosion or trampling. The final surface shall be compacted and spillovers into natural areas shall be avoided.
- Plant and maintain natural groundcover on all created slopes.

When required, the geologic technical report shall consist of a preliminary study, a geologic reconnaissance, or an in-depth geologic investigation report that includes field work and analysis. The geologic reconnaissance report and the geologic investigation report shall include all pertinent requirements as established by the Building Official.

In addition, the Building Official shall require a geologic reconnaissance report or a geologic investigation report for any site if the Building Official has reason to believe that a geologic hazard may exist at the site.

Section 145.1803 of the San Diego Municipal Code discusses in more detail the requirements related to the geotechnical report outlined in the SDSSS (City of San Diego 2009).

Significance after Mitigation

Future development implemented in accordance with the CPUs that would potentially result in impacts related to erosion would be required to implement MM-GEO-2. This Mitigation Framework reduces this program-level impact to below a level of significance.

Impact 5.9-3 The CPUs could allow structures to be located on unstable geological units or soils. (*Less than Significant*)

Implementation of the CPU could allow for development on a geologic unit or soil that is unstable which would pose potential risks to life and property if not properly addressed at the project-level. See Impact 5.9-1 above for a discussion of the potential for lateral spreading, liquefaction, or collapse. Additionally, portions of both CPU areas consist of surficial soils composed of expansive clays, which swell when wet and shrink when dry. The CPU areas also contain areas of sloping terrain underlain by geologic structure, designated low to moderate risk for landslides. As such, conditions relating to unstable geologic units or soils represent a potentially significant impact for future development, and mitigation is required. However, for future projects implemented in accordance with the CPU's, compliance with the Municipal Code and CBC would ensure that potential development is not adversely impacted by unstable soils and that any hazards that may be triggered by ground shaking are identified and appropriately mitigated prior to issuance of a development, grading, or building permit. Proposed CPU policies to preserve the stability of the city's landforms and prevent the location of structures on an unstable geologic unit or soil also serve to reduce the impact.

CPU Policies that Reduce the Impact

The CPUs contain policies to preserve the stability of the city's landforms and prevent the location of structures on an unstable geologic unit or soil. Proposed Public Facilities, Services, and Safety Element policies provides for safety requirements in areas subject to potential liquefaction. Proposed Conservation and Sustainability policies seek to minimize erosion and soil instability through stormwater management techniques. Policies related to urban runoff and forestry also serve to prevent erosion and improve the stability of developed areas. The Encanto Neighborhoods CPU contains policies in the Urban Design and Conservation and Sustainability elements tailored to the CPU areas' unique topography, encouraging design that minimizes the disturbance of steep slopes, canyons, and hillsides.

Public Facilities, Services, and Safety Element (Southeastern San Diego)

P-PF-16 Implement all seismic-safety development requirements for areas subject to potential liquefaction.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-12 Maintain Best Management Practices in all development to limit erosion and siltation.

P-CS-23 Repair and maintain drainage outfalls and brow ditches that discharge directly to or are within open space lands.

Urban Design Element (Encanto Neighborhoods)

P-UD-95 The area's natural base of hillsides, hilltops, canyons, ravines, streams, and vegetation is an important set of assets that should be protected in new development. Site plans should utilize existing topography and preserve existing vegetation, ravines, watercourses and topographic features.

P-UD-98 Areas that have been disturbed by construction should be revegetated with drought tolerant plant materials.

Public Facilities, Services, and Safety Element (Encanto Neighborhoods)

P-PF-19 Implement all seismic-safety development requirements for areas subject to potential liquefaction.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-18 Revegetate graded areas and areas of invasive vegetation with native vegetation to restore biological diversity and minimize erosion and soil instability.

P-CS-21 Maintain best management practices in all development to limit erosion and siltation.

Mitigation Framework

Mitigation Framework MM-GEO-1 and MM-GEO-2 apply.

Significance after Mitigation

Future development implemented in accordance with the CPUs that would potentially result in impacts related to unstable geologic units or soils would be required to implement MM-GEO-1 and MM-GEO-2. These Mitigation Framework measures in combination with the CPU policies and regulatory requirements contained in the Municipal Code and CBC would serve to reduce the program-level impact to below a level of significance.

5.10 Hazardous Materials

This section describes the potential hazards related to hazardous materials, airports, and wildfires, and emergency response in the CPU areas. Geologic and seismic hazards are discussed in Section 5.9 Geology and Seismic Hazards; flood hazards, dam failure, and water quality are discussed in Section 5.6 Hydrology and Water Quality. The following discussion is based on the Hazardous Materials Technical Study (HMTS) prepared by Ninyo & Moore (2013) to document the presence of properties that may have been impacted by hazardous materials or wastes (Appendix I). The HMTS includes a review of federal, state, and local databases, online regulatory databases, and other historical resources.

Environmental Setting

PHYSICAL SETTING

Definitions

Hazardous Materials

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

Hazardous Waste

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

Commonly Encountered Hazardous Materials

The following subsections detail commonly encountered hazardous materials and conditions that may be present in the CPU areas.

Aerially-Deposited Lead

Aerially-deposited lead (ADL) is typically associated with exposed soil near freeway rights-of- way as a result of emissions from vehicular exhaust prior to the elimination of lead from fuels in the mid-1980s. Based on the presence of roads within and adjacent to the project area it is possible that ADL is present within the project area.

Railroad Components

Creosote-treated railroad ties may be present within the project area. Creosote is a wood preservative containing polycyclic aromatic hydrocarbons (PAHs). Equipment and materials often historically used in association with railroads, such as lead and acid-containing batteries, ballast materials containing steel slag with potential regulated heavy metal concentrations, railroad lubricators utilizing petroleum products, and arsenic-based pesticides, may have been used within the project area. In addition, herbicides were often historically sprayed on railroad rights of way (ROW) to prevent the growth of vegetation between railroad tracks. Soil may have been impacted by these materials.

Treated Wood

Wooden infrastructure (e.g., guardrails, telephone poles, fencing) may be treated with chemical preservatives to prevent rotting due to mold, mildew, and insects, which may leach from the wood into surrounding soil. Wood preservatives may include creosote, chromated copper arsenate, alkaline copper quaternary, copper azole, bis-(n-cyclohexyldiazeniumdioxy)-copper (copper-HDO), acid copper chromate, and chlorinated phenols. Sampling and analysis of wood would be needed to confirm whether it has been treated.

Asbestos-Containing Materials

Asbestos is a naturally occurring fibrous material once commonly used as a fireproofing and insulating agent in building construction before such uses were banned by the EPA in the 1970s. Asbestos can also be atmospherically deposited from vehicle brake shoes. Asbestos-containing building materials may be associated with structures (i.e., residential, commercial, industrial buildings) or infrastructure (i.e., pipeline insulation, cementitious water lines, bridges) within the CPU areas.

Polychlorinated Biphenyl Containing Transformers

Transformers associated with public utilities noted within the project area along public ROW are owned and operated by San Diego Gas and Electric (SDG&E). SDG&E states that it is responsible for ensuring that its transformers comply with EPA regulations. SDG&E states that it has not specified PCB transformers for its electrical distribution system; however, some older (pre-1980) mineral transformers could have been inadvertently contaminated with PCBs by the manufacturer. Based on SDG&E's statistical sampling and testing program, SDG&E states that it is unlikely that its transformers are PCB-contaminated. The only way to know with certainty is by

actually obtaining and testing a sample of the fluid from the specific transformer, which may result in a service disruption and fee from SDG&E.

Lead-Based Paint

Painted surfaces within the project area may contain lead-based paint. The Consumer Product Safety Commission has banned the use of paint containing lead above certain thresholds for residential uses. However, lead-based paint may be used in industrial settings or may be pre- sent on older structures (i.e., pre-1980) within the project area.

Polycyclic Aromatic Hydrocarbons (PAHs)

Polycyclic Aromatic Hydrocarbons (PAHs) are a group of organic chemicals found in a wide variety of materials, including crude oil, asphalt, and creosote. Most refined petroleum products also contain PAHs, either retained from the original crude or produced during the refining process. PAHs are also produced as combustion products and therefore occur in many burned or charred materials. Chemically, PAHs have high to very high molecular weights and low solubility in water, and tend to adhere to soil particles. These factors result in generally high mobility of PAHs in the environment. Elevated concentrations of PAHs may occur in soils in Pacifica where there has been historic fill or a variety of previous uses. The U.S. EPA has classified seven PAH compounds as probable human carcinogens (U.S. EPA 2013).

Miscellaneous Hazardous Materials

Materials falling under the Universal Waste Rule (UWR) requirements may be present in buildings within the project area including, but not limited to: potentially mercury-containing fluorescent light tubes and/or vapor lights, and potentially PCB-containing light ballasts.

Hazardous Materials Sites

A search of federal, state and local environmental regulatory agency databases was conducted in order to identify sites within the Southeastern San Diego and Encanto Neighborhoods which may have been impacted by hazardous materials or wastes. The search identified 65 documented release cases within Southeastern San Diego, of which, 15 are open (Table 5.10-1). Within Encanto Neighborhoods, 31 documented release cases were found, of which, eight are open (Table 5.10-2). Properties with open cases represent a moderate to high risk of encountering impact during potential future redevelopment. Closed release cases represent a low to moderate risk of encountering impact during potential future redevelopment. However, cases which were closed in the 1990s may not meet current standards and may require additional investigation and/or remediation prior to redevelopment. Also, most of these cases were closed under the presumption of continued industrial or commercial usage. Closure conditions may not be appropriate if the future land use changes (i.e., from industrial to residential use). Open and closed release cases in the CPU areas are depicted on Figures 5.10-1 and 5.10-2 (Ninyo & Moore 2013).

Table 5.10-1: Hazardous Material Sites in Southeastern San Diego

Site	*Address*	*Map ID*	*Database*[1]	*Status*[2]
ELSCO Inc.	3407 E St.	15(a)	Hist Cortese, HAZNET, HMMD, LUST, SAM, SWEEPS	Closed
Struc Steel (TB Penick & Sons Inc.)	864 34th St.	15(b)	Hist Cortese, HAZNET, HMMD, LUST, SAM, SWEEPS	Closed
Naval Coating Inc.	3475 E St.	17	Hist Cortese, HAZNET, HMMD, LUST, SQG, SWEEPS	Closed
Western Pump Inc. (Jess B Worthington Inc.)	3235 F St.	23	HAZNET, HMMD, SAM, SLIC	Closed
SDG&E (Centre City Dist Oper)	3365 F St. 701 33rd St.	25, 30	Hist Cortese, FINDS, HAZNET, HMMD, LUST, SAM, SQG, SWEEPS, UST	Closed
Siempra Utilities / SDG&E	735 33rd St.	27	AST, NPDES, SAM, SLIC	Closed
Unitog Rental Service	675 32nd St.	37	Envirostor, HAZNET, HMMD, SLIC, SQG, SWEEPS	Open
SDG&E Grant Hill Substation	646 30th St.	40	SAM, SLIC	Closed
Phelps/Chenier Trust	3120 Market St.	54	Hist Cortese, HAZNET, HMMD, LUST, SAM, SWEEPS	Closed
APRO #26 (Mobil / Senesco Oil)	3010 Market St.	56(a)	Hist Cortese, EMI, FINDS, HAZNET, Hist UST, HMMD, LUST	Open
Pacifica Kidney Center	Market & 30th St.	56(b)	LUST, SAM	Closed
Loomis Armored Car Service Inc.	2719 Market St.	63	Hist Cortese, Hist UST, LUST	Closed
Estate of Amalia S. Flores (Vargas Auto Body)	4196 Market St.	73	Hist Cortese, FINDS, HAZNET, HMMD, LUST, SQG, SWEEPS	Closed
SDCTY-Property, Mt Hope Cemetery	3751 Market St.	79	Hist Cortese, HAZNET, Hist UST, HMMD, LUST, SAM, SWEEPS, UST	Closed
Montbleau & Associates (2 Palms Investment Company)	555 Raven St.	81	Hist Cortese, FINDS, HAZNET, HMMD, LUST, SAM, SQG	Closed
Angelica Health-Care Services (Angelica Textile Services)	3939 Market St.	82	Drycleaners, HAZNET, HIST UST, HMMD, NPDES, SAM, SLIC, SWEEPS, UST	Closed

Table 5.10-1: Hazardous Material Sites in Southeastern San Diego

Site	*Address*	*Map ID*	*Database*[1]	*Status*[2]
Western Service & Equipment Co.	499 Raven St.	87	CERC-NFRAP, CORRACTS, Envirostor, FINDS, HAZNET, Hist UST, HMMD, RCRA-NonGen, SWEEPS, UST, US Fin Assur	Closed
2644 Island Ave Property	2644 Island Ave.	93	Envirostor, SLIC	Closed
Houston Clifford Trust	1845 Island Ave.	97	LUST, SAM	Open
San Diego USD - Sherman Elementary	450 24th St.	100	FINDS, HAZNET, HMMD, LUST, NPDES, SAM	Open
San Diego Fibers Corp (Taylor Bus Service)	4040 Lockridge St.	101	AST, Hist Cortese, HAZNET, Hist UST, HMMD, LUST, NPDES, PROC, SAM, SWEEPS	Closed
Cunocar Accounting Service	425 25th St.	102	Hist Cortese, HMMD, LUST, SAM	Closed
Donald Harder Co	2580 K St.	121	CERC-NFRAP, Envirostor, HAZNET	None
Bob's Auto Body	19 Hensley St.	145(a)	Hist Cortese, HMMD, LUST, SAM, SWEEPS	Open
Apostolic Faith Temple	2754 Imperial Ave.	145(b)	HAZNET, LUST, SAM	Closed
El Guero Tire Shop (and Repair)	2401 Imperial Ave.	148(a)	LUST, SWEEPS	Open
ARCO 9560 (Thrifty Oil Station 96)	2502 Imperial Ave.	148(b)	Cortese, EMI, HAZNET, HMMD, LUST, SWEEPS	-003 Open -001, -002, and -004 Closed
Camacho Iron Works	3056 Imperial Ave.	150	Envirostor, HMMD, SAM, SLIC	Closed
California Plating	2802 Imperial Ave.	153	EMI, FINDS, HAZNET, HMMD, SAM, SLIC, SQG	Closed
Downtown Tires (Atlas Used Tires)	2717 Imperial Ave.	154	Haulers, HMMD, LUST, SAM	Open
Marathon Land & Cattle	2682 Imperial Ave.	155(a)	HMMD, LUST, SAM, SWEEPS	Closed
Imperial Avenue Apartments	2701 Imperial Ave.	155(b)	Hist Cortese, HAZNET, HMMD, LUST, SAM	Open
Universal Radiator Shop	2005 Imperial Ave.	161	HMMD, SAM, SLIC	-001 Closed -002 Open

Table 5.10-1: Hazardous Material Sites in Southeastern San Diego

Site	*Address*	*Map ID*	*Database*[1]	*Status*[2]
Vitagold Brands Corp AT0726	2121 Imperial Ave.	171	Hist Cortese, HMMD, LUST, NPDES, SAM, SLIC, SWEEPS	-001 Closed -002 Open
Control Engineering MNTE Corp (CEM-Corp)	105 S. 31st St.	174	Hist Cortese, Envirostor, FINDS, HMMD, LUST, RCRA-NonGen, SLIC	Closed
1st Choice	1st Choice	175	Hist Cortese, HMMD, LUST, SAM	Closed
Surface Technologies Corp (Alto Waste)	Surface Technologies Corp (Alto Waste)	176(a)	CHMIRS, HAZNET, HMM, DSLIC	Closed
West Coast Coating Corp (RW Little Co.)	West Coast Coating Corp (RW Little Co.)	176(b)	Hist Cortese, EMI, FINDS, HAZNET, HIST UST, HMMD, LUST, SAM, SQG, SWEEPS	Closed
West Coast Coating Corp (RW Little Co.)	2995 Commercial St.	177	HAZNET, HMMD, SAM, SLIC, SQG	Open
Aztecas Towing	2908 Commercial St.	178	HAZNET, HMMD, SAM, SLIC	Open
Atlas Chemical & Manufacturing	2929 Commercial St.	178	CERC-NFRA, FINDS, Hist UST, HMMD, HWT, RCRA-NonGen, SLIC, SWEEPS UST	Closed - NFA
Smurfit Recycling Co (Pacific Coast Recycling, SA Recycling, Allways Recycling Division)	3055 Commercial St.	181	AST, HAZNET, HMMD, LUST, NPDES, SAM, SLIC, SQG, SWEEPS, SWRCY, WDS	Closed
El Dorado Sandblasting (El Dorado Coatings Inc)	2694 Commercial St.	182	AST, Hist Cortese, EMI, FINDS, HAZNET, HMMD, LUST, SAM, SLIC, SQG	Closed
Gifford's Barrels	2606 Commercial St.	184	Envirostor	None
SDUSD - Maintenance (San Diego City Schools)	1826 Irvine Ave.	187 199	Hist Cortese, Envirostor, HMMD, LUST, FINDS, SAM, SLIC, SQG, SWEEPS	Closed
Turjack/Abrest Welding and Fab	2675 Commercial St.	192	Hist Cortese, HMMD, LUST, SAM, SLIC	Closed
San Diego Foreign Auto Recycle	146 S. 30th St.	208	HMMD, SAM, SLIC	Closed
MC Matthew Serv (Old Texaco Station)	2990 Webster Ave.	211	Hist Cortese, HMMD, LUST, SAM, SWEEPS	Open

Table 5.10-1: Hazardous Material Sites in Southeastern San Diego

Site	*Address*	*Map ID*	*Database*[1]	*Status*[2]
Interstate Brands Corporation	1955 Julian Ave.	237	Hist Cortese, EMI, Hist UST, LUST, SAM, SWEEPS, WDS	Closed
Ronerto's (Roberto's) Tire & Auto Repair	3658 Ocean View Blvd.	255	Hist Cortese, HMMD, LUST, UST, SAM, SWEEPS	Closed
SDCity-Fire Station #19	3434 Ocean View Blvd.	256	Hist Cortese, HAZNET, HMMD, LUST, UST, SAM, SLIC, SWEEPS	Closed
Abandoned Fire Station #19	3601 Ocean View Blvd.	258	LUST, SAM	Closed
JR Gas and Mini Mart	505 S. 30th St.	263	HAZNET, Hist UST, HMMD, LUST,SAM, SWEEPS, UST	Closed
SD Comm College Dist - Cultural (Educational Cultural Complex)	4343 Ocean View Blvd.	266	CHMIRS, Hist Cortese HAZNET, Hist UST, LUST	Closed
SD Unified School District	3550 Logan Ave.	305	LUST, SWEEPS	Closed
Bulldog Concrete Pumping Waste	3365 Logan Ave.	309	ENF, SLIC	Closed
Former Spencer Auto Repair (43rd St Auto Repair and Vacant Property)	999 S 43rd St.	321	Hist Cortese, HMMD, LQG, LUST, SAM, SLIC	Closed
USA Gasoline Corp (USA Petroleum)	3502 National Ave	328(a)	Hist Cortese, HAZNET, HMMD, LUST, SAM, SLIC, SQG	Closed
American Forklift	3485 National Ave.	328(b)	Hist Cortese, HAZNET, HMMD, LUST, SAM, SLIC	Closed
Martinez Auto Repair (Adams Commercial Property)	3369 National Ave.	329	Hist Cortese, HMMD, LUST, SAM	Closed
General Auto Repair	3451 National Ave.	333	HMMD, SAM, SLIC	Closed
Cal Soft Water Service Inc.	3094 National Ave.	337	FINDS, Hist UST, HMMD, SAM, SLIC, SQG	Closed
Former Fornaca Bakery	2828 National Ave.	345	Hist Cortese, FINDS, HMMD, LUST, NPDES, SAM, SQG, SWEEPS	Closed
Autozone #5674	2865 National Ave.	346	HMMD, SAM, SLIC	Closed

Table 5.10-1: Hazardous Material Sites in Southeastern San Diego

Site	*Address*	*Map ID*	*Database*[1]	*Status*[2]
Division Shell Service (Tesoro Refining & Marketing; Shell Service Station)	3890 Division St.	401	Hist Cortese, HAZNET, HMMD, LUST, SAM, SWEEPS	2 Closed, 1 Open

[1] Database list refers to the databases consulted in Appendix I. Please see Table 3 of the HMTS for a complete description of databases used.

[2] Please refer to Table 5 of the HMTS for a complete list of case numbers associated with sites that have both closed and open locations.

Source: Table 5 of HMTS (Nino & Moore 2013), Appendix I

Table 5.10-2: Hazardous Material Sites in Encanto Neighborhoods

Site	*Address*	*Map ID*	*Database*[1]	*Status*[2]
EW Truck & Equipment (EW Equipment Company)	6310 and 6336 Federal Blvd.	4, 5	AST, Hist Cortese, FINDS, HAZNET, HMMD, LUST, SAM, SQG, SWEEPS, UST	Closed
John Crane Rental Inc.	6230 Federal Blvd.	7	Hist Cortese, HMMD, LUST, SWEEPS	Closed
New West Petroleum LC #1034 (Texaco and Exxon)	1025 Euclid Ave.	38	Hist Cortese, EMI, FINDS, HAZNET, Hist UST, LUST, SAM, SWEEPS	Closed
Holy Cross Cemetery	4470 Hilltop Dr.	50	Hist Cortese, FINDS, HAZNET, Hist UST, HMMD, LUST, SAM, SLIC, SQG, SWEEPS, UST	Closed
Peters Auto Service	799 S. Euclid Ave.	58, 218	Hist Cortese, HAZNET, HMMD, LUST, SAM	Open
Kopeecky Corp (Proposed Walgreen's)	606 N. Euclid Ave.	76	Hist Cortese, FINDS, HMMD, LUST, NPDES, SAM, SLIC, SQG, SWEEPS	1 Closed, 1 Open
Sundance Market (Former EZ Serve Site #100794)	4689 Market St.	77(a)	Hist Cortese, Hist UST, HMMD, LUST	Closed
Econo (Loma Vista Center)	4690 Market St.	77(b)	Hist Cortese, Hist UST, HMMD, LUST, SAM, SWEEPS	Closed
Sam's Automotive	4702 Market St.	79	Hist Cortese, HAZNET, HMMD, LUST, SAM, SWEEPS	Closed
Northwest Village Commercial Phase 2	504 Euclid Ave.	96	SLIC	Open
Burke	4937 Market St.	97(a)	Hist Cortese, HMMD, LUST, SAM	Closed
Long/Wolfe Trust	4970 Market St.	97(b)	Hist Cortese, HAZNET, HMMD, LUST, SAM, SLIC, SWEEPS	1 Closed, 1Open
Trolley Residential	4981 Market St.	100	NPDES, SLIC	Open
Branch Warehouse	5515 Market St.	103	Hist Cortese, LUST, NPDES, SWEEPS	Closed
Dynair Electronics	5275 Market St.	104	Hist Cortese, FINDS, HAZNET, Hist UST, HMMD, LUST, NPDES, SAM, SQG, SWEEPS	Closed
First Student Inc. No. 1495 (Ryder Transportation Svcs, ARA Transportation)	4902 Market St.	112	Hist Cortese, FINDS, HAZNET, Hist UST, HMMD, LUST, NPDES, SAM, SLIC, SQG, SWEEPS, WDS	Closed
The Bug House	5855 Market St.	116	Hist Cortese, HAZNET, HMMD, LUST, SAM, SWEEPS	Closed

Table 5.10-2: Hazardous Material Sites in Encanto Neighborhoods

Site	*Address*	*Map ID*	*Database*[1]	*Status*[2]
BP West Coast Products LLC 095 (ARCO Fac #9580, Thrifty Oil Co. #24, California's Finest Oil Inc.)	6311 Imperial Ave.	119	CHMIRS, Hist Cortese, EMI HAZNET, LUST, SAM, SQG, SWEEPS, UST	-001 Closed -002 Open
Service Station	6125 Imperial Ave.	124	CHMIRS, Hist Cortese, HMMD, LUST, SAM, SWEEPS	Closed
Langley Corporation (Fleet Aerospace)	310 Euclid Ave	130	Hist Cortese, EMI, Envirostor, FINDS, HAZNET, Hist UST, HMMD, LUST, SAM, SLIC, SQG, SWEEPS, UST, VCP	Closed
Security National LTD AT0149	205 N. Ozark St.	163	Hist Cortese, HMMD, LUST, SAM, SLIC, SWEEPS	Closed
Saad Yelda Attisha (New West Petroleum LLC #1035, Imperial Exxon)	5109 Imperial Ave.	166	Hist Cortese, EMI, HAZNET, Hist UST, HMMD, LUST, SWEEPS, UST	Closed
Tony's Body Shop (Tony's Auto Body & Paint Shop)	107 47th St.	168	HAZNET, HMMD, LUST, SAM	Open
SDCity-Fire Station #12	4964 Imperial Ave.	172	Hist Cortese, HMMD, LUST, SAM	Closed
Lincoln High School (#01-02)	150 S. 49th St.	177	Hist Cortese, HAZNET, Hist UST, HMMD, LUST, NPDES, SAM, SQG, SWEEPS	Closed
Regent Oil (Sanesco #3, APRO #24 LLC)	235 S. 47th St.	183	Hist Cortese, EMI, HAZNET, HMMD, LUST, SAM, SWEEPS	Closed
O'Farrell School of Creative (SDUSD-O'Farrell SCPA)	6130 Skyline Dr.	191	Hist Cortese, Envirostor, HAZNET, HMMD, LUST, SAM, SCH, SQG, SWEEPS	Closed
Gaylord Green Estate	840 S. 47th St.	217	Hist Cortese, HAZNET, HMMD, LUST, SAM, SWEEPS	Closed
Raoul San Martin	6047 Creighton Wy.	219	Hist Cortese, HAZNET, HMMD, LUST, SAM	Open
Euclid Family Health Center	950 S. Euclid Ave.	230	NPDES, SLIC	Closed
Euclid Exxon	1025 N. Euclid Ave.	232	HMMD, LUST, SAM, SLIC	Closed

[1] Database list refers to the databases consulted in Appendix I. Please see Table 7 of the HMTS for a complete description of databases used.

[2] Please refer to Table 8 of the HMTS for a complete list of case numbers associated with sites that have both closed and open locations.

Source: Table 8 of HMTS (Nino & Moore 2013), Appendix I

Figure 5.10-1

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Southeastern San Diego Hazardous Materials

Hazardous Material Site Status

- # Open Sites
- # Closed Sites
- T Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Parks
- Southeastern San Diego Community Plan Boundary
- Areas Outside City of San Diego

0 0.2 0.4 0.8

Miles

Data Source: Ninyo & Moore, 2014, City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

Figure 5.10-2

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Encanto Neighborhoods Hazardous Materials

Hazardous Material Site Status

- # Open Sites
- # Closed Sites
- T Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Parks & Open Space
- Encanto Neighborhoods Community Plan Boundary
- Areas Outside City of San Diego

0 0.2 0.4 0.8

Miles

Data Source: Ninyo & Moore, 2014, City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

While no waste tire sites are documented within either community plan area, CalRecycle's Waste Tire Management System database shows there is one Waste Tire Permitted Facility. This facility, known as Reliable Tire, is located at 2432 Commercial Street.

Historical usage of potential environmental concern was documented in the historical records review including refuse dumps and agricultural lands. These properties represent a low to moderate risk of encountering impact during potential future redevelopment. According to the Report on Refuse Dumps in the City of San Diego, prepared by the City Planning Commission, Doc No. 306491, filed January 31, 1938 (1938 Report), 11 refuse dumps were identified within the project area. Burning was not reported; however, dumping of auto bodies, boxes, paper, cans, wire, garbage, and dead calfs were noted. According to the 1953 topographic map, scattered orchards were depicted in eastern Encanto Neighborhoods.

Fire Hazards

Wildfire Hazards

Determining the threat from wildfire hazards is based on a number of combining factors including fuel loading (vegetation), topography, and climatic conditions, such as wind, humidity, and temperature, as well as the proximity of structures and urban development to fire hazards. Wildland fire hazards are most pronounced in rural–urban interface areas, or where urban development is located close to open space areas where vegetation serves 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, careless disposal of cigarettes, campfires, and 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 mapped fire threat potential throughout California, including the City. 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 large amounts of open space and wildland make the portions of the City susceptible to brush fires year round. The proximity of native vegetation and the climate of the region contribute to areas of high threat of wildfires in the City. According to CAL FIRE's map of very high fire hazard severity zones (CAL FIRE, 2009), no areas within the Southeastern San Diego (SESD) CPU area are identified as very high fire hazard severity areas. Within the Encanto Neighborhoods, the strip of land in the CPU area east of 60th Street and north of Federal Boulevard is identified as a very high fire hazard severity area, and the remainder of the CPU area is not identified as being within a fire hazard zone.

REGULATORY SETTING

Hazardous materials and hazardous wastes are extensively regulated by federal, state, regional and local regulations, with the major objective of protecting public health and the environment. In general, these regulations provide definitions of hazardous substances; identify responsible parties; establish reporting requirements; set guidelines for handling, storage, transport, remediation, and disposal of hazardous materials and wastes; and require health and safety provisions for both workers and the public, such as emergency response and worker training programs. Sites which are subject to these regulations are identified on periodically-updated

published lists at the federal, state, and local levels; the regulated sites include underground storage tank (UST) locations. The major regulations relevant to the CPUs are summarized in the following subsections.

Federal Programs and Regulations

Environmental Protection Agency

The Federal Toxic Substances Control Act (1976) and the Resource Conservation and Recovery Act of 1976 (RCRA) established a program administered by the U.S. EPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the "cradle to grave" system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the HSWA.

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites; provided for liability of persons responsible for releases of hazardous waste at these sites; and established a trust fund to provide for clean up when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the National Priorities List, which is a list of contaminated sites warranting further investigation by the U.S. EPA. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

United States Department of Transportation

Transportation of chemicals and hazardous materials are governed by the U.S. Department of Transportation, which stipulates the types of containers, labeling, and other restrictions to be used in the movement of such material on interstate highways.

Federal Emergency Management Agency

The primary mission of the Federal Emergency Management Agency is to reduce the loss of life and property and to protect the nation from all hazards, including natural disasters, acts of terrorism, and other man-made disasters, by leading and supporting a risk-based, comprehensive emergency management system of preparedness, protection, response, recovery, and mitigation.

Disaster Mitigation Act

The Disaster Mitigation Act of 2000 requires a state mitigation plan as a condition of disaster assistance, adding 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.

Emergency Planning and Community Right-To-Know Act

The Emergency Planning Community Right-to-Know Act (EPCRA) of 1986 was included under the Superfund Amendments and Reauthorization Act (SARA) law and is commonly referred to as SARA Title III. EPCRA was passed in response to concerns regarding the environmental and safety hazards proposed by the storage and handling of toxic chemicals. EPCRA establishes requirements for federal, state, and local governments, Indian Tribes, and industry regarding emergency planning and Community Right-to-know reporting on hazardous and toxic chemicals. SARA Title III requires states and local emergency planning groups to develop community emergency response plans for protection from a list of Extremely Hazardous Substances (40 CFR Appendix B). The Community Right-to-Know provisions help increase the public's knowledge of and access to information on chemicals at individual facilities, their uses, and their release into the environment.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act (HMTA) of 1975 was created to provide adequate protection from the risks to life and property related to the transportation of hazardous materials in commerce by improving regulatory enforcement authority of the Secretary of Transportation.

State Regulations

California Code of Regulations Title 22

The California Code of Regulations (CCR) Title 22 provides the following definition of hazardous materials:

> *A hazardous material is a substance or combination of substances which, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either (1) cause or significantly contribute to an increase in mortality or an increase in serious, irreversible or incapacitating irreversible illness; or (2) pose a substantial present or potential hazard to human health and safety, or the environment when improperly treated, stored, transported or disposed of. Hazardous materials include waste that has been abandoned, discarded, or recycled on the property and as a result represents a continuing hazard as the development is proposed. Hazardous materials also include any contaminated soil or groundwater.*

Title 22 also provides standards applicable to generators and transporters or hazardous wastes, as well as standards for operators or hazardous waste transfer facilities, among other regulations.

California Environmental Protection Agency

The management of hazardous materials and waste within California is under the jurisdiction of the CalEPA, which was created by the State of California to establish a cabinet-level voice for the protection of human health and the environment and to assure the coordinated deployment of state resources.

California Health and Safety Code, Hazardous Materials Release Response Plans and Inventory

Two programs in the California Health and Safety Code (H&SC) Chapter 6.95 are directly applicable to the CEQA issue of risk due to hazardous substance release. In San Diego County, these two programs are referred to as the Hazardous Materials Business Plan (HMBP) program and the California Accidental Releases (CalARP) program. The County of San Diego Department of Environmental Health (DEH) is responsible for the implementation of the HMBP program and the CalARP program in San Diego County. The HMBP and CalARP programs provide threshold quantities for regulated hazards substances. When the indicated quantities are exceeded, an HMBP or Risk Management Plan is required pursuant to the regulations. Congress requires EPA Region 9 to make RMP information available to the public through the EPA's Envirofacts Data Warehouse. The Envirofacts Data Warehouse is considered the single point of access to select EPA environmental data. California H&SC Section 25270, Aboveground Petroleum Storage Act requires registration and spill prevention programs for above ground storage tanks that store petroleum. In some cases, ASTs for petroleum may be subject to groundwater monitoring programs that are implemented by the RWQCBs and the SWRCB.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency, which coordinates the responses of other agencies, including CalEPA, the California Highway Patrol, CDFW, and RWQCB.

Office of Environmental Health Hazard Assessment

The State of California Office of Environmental Health Hazard Assessment oversees implementation of many public health-related environmental regulatory programs within CalEPA, including implementing the provisions of the Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65). Proposition 65 requires the governor to publish, at least annually, a list of chemicals known to the state to cause cancer or reproductive toxicity. The proposition was intended to protect California citizens and the state's drinking water sources from chemicals known to cause cancer, birth defects, or other reproductive harm and to inform citizens about exposures to such chemicals.

California Department of Toxic Substances Control

Within CalEPA, the California Department of Toxic Substances Control (DTSC) has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the management of hazardous materials and the generation, transport and disposal of hazardous waste under the authority of the Hazardous Waste Control Law. Since August 1, 1992, the DTSC has been authorized to implement the state's hazardous waste management program for the CalEPA.

The DTSC is responsible for compiling a list of hazardous materials site pursuant to Government Code Section 65962.5, which includes five categories:

1. Hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the health and safety code;
2. Land designated as "hazardous waste property" or "border zone property;"
3. Properties with hazardous waste disposals on public land;
4. Hazardous substance release sites selected for (and subject to) a response action; and
5. Sites included in the Abandoned Site Assessment Program.

California Department of Transportation

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.

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.

State Hazard Mitigation Plan

The State Hazard Mitigation Plan (SHMP) is the official statement of the state's hazard identification, vulnerability analysis, and hazard mitigation strategy. 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 (California Emergency Management Agency 2010). The goal of the SHMP, prepared by the OES, is to guide implementation activities to achieve the greatest reduction of vulnerability, which results in saved lives, reduced injuries, reduced property damage, and protection for the environment. The state OES is currently working with the California Office of Planning Research to incorporate hazard mitigation planning into General Plan guidelines.

Safe School Plan (California Education Code Sections 32282 et seq.)

This statute requires public schools to prepare a school safety plan, which includes routine and emergency disaster procedures and a school building disaster plan. The plan can be amended as needed and shall be evaluated at least once a year to ensure that the comprehensive school safety plan is properly implemented.

SB 1889, Accidental Release Prevention Law/Chemical Accident Release Prevention Program

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 (RMPP) 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.

Title 27, CCR

The California Department of Resources Recycling and Recovery (CalRecycle) and the SWRCB jointly issue regulations pertaining to waste disposal on land, including criteria for all waste management units, facilities and disposal sites; documentation and reporting; enforcement, financial assurance; and special treatment, storage, and disposal units. The City of San Diego Solid Waste Local Enforcement Agency (LEA) is the local jurisdiction certified by CalRecycle to enforce federal and State laws and regulations for the safe and proper handling of solid waste. Portions of the community are within 1,000 feet of the closed South Chollas Landfill. All projects within 1,000 feet of an active or closed landfill shall include the LEA during the review and planning of projects in order to ensure Landfill Gas Migration issues are addressed.

Local Regulations

County of San Diego Department of Environmental Health

The Hazardous Materials Division (HMD) of DEH regulates hazardous waste and tiered permitting, USTs, aboveground petroleum storage and risk management plans, hazardous materials business plans and chemical inventory, risk management plans, and medical waste. The HMD's goal is "to protect human health and the environment by ensuring that hazardous materials, hazardous waste, medical waste, and underground storage tanks are properly managed" (County of San Diego 2010c).

County of San Diego Consolidated Fire Code

The San Diego region is unique within California in having fire protection districts within its boundaries. For the purposes of prescribing regulations in the unincorporated area of San Diego County, the applicable fire code is known as the County Fire Code and includes the Consolidated Fire Code and adopts, by reference, the most current version of the California Fire Code (CCR T-24 part 9). The Consolidated Fire Code consists of local Fire Protection District ordinances that have modified the Fire Code portion of the State Building Standards Code and any County of San Diego modification to the Fire Districts' amendments. The purpose of the Code is for the protection of the public health and safety, which includes permit and inspection requirements for the installation, alteration, or repair of new and existing fire protection systems, and penalties for violations of the Code. The Code provides the minimum requirements for access, water supply and distribution, construction type, fire protection systems, and vegetation management. Additionally, the Fire Code regulates hazardous materials and associated measures to ensure that public health and safety are protected from incidents to hazardous substance release.

CalEPA's Unified Program

In 1993, Senate Bill 1082 gave CalEPA the authority and responsibility to establish a unified hazardous waste and hazardous materials management and regulatory program, commonly referred to as the Unified Program. The purpose of this program is to consolidate and coordinate six different hazardous materials and hazardous waste programs, and to ensure that they are consistently implemented throughout the state. CalEPA oversees the Unified Program with support from the DTSC, RWQCBs, the OES, and the State Fire Marshal.

State law requires county and local agencies to implement the Unified Program. The agency in charge of implementing the program is called the Certified Unified Program Agency (CUPA). The County of San Diego DEH, Hazardous Materials Division is the designated CUPA for the county. In addition to the CUPA, other local agencies help to implement the Unified Program. These agencies are called Participatory Agencies. The HMD is the Participatory Agency for San Diego County.

San Diego County Multi-Jurisdictional Hazard Mitigation Plan

Long-term prevention, mitigation efforts and risk-based preparedness for specific hazards within the city are addressed as a part of the 2010 San Diego County Multi-Jurisdictional Hazard Mitigation Plan (HAZMIT), which was finalized in February 2010. The HAZMIT identifies specific risks for San Diego County and provides methods to help minimize damage caused by natural and man-made disasters. The final list of hazards profiled for San Diego County was determined as wildfire/structure fire, flood, coastal storms/erosion/tsunami, earthquake/liquefaction, rain-induced landslide, dam failure, hazardous materials incidents, nuclear materials release, and terrorism. The plan is currently being reviewed and revised to reflect changes to both the hazards threatening San Diego County as well as the programs in place to minimize or eliminate those hazards. This revision will include an evaluation of the impact climate change is having on the natural hazards facing San Diego. The San Diego County OES is responsible for coordinating with local jurisdictions and participating agencies to monitor, evaluate, and update the HAZMIT as necessary (County of San Diego 2010a).

San Diego County Operational Area Emergency Plan

The 2010 San Diego County Operational Area Emergency Plan describes a comprehensive emergency management system which provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies and the private sector (County of San Diego 2010b).

City of San Diego General Plan

The City's General Plan presents goals and policies relating to hazardous materials and disaster preparedness in the Public Facilities, Services, and Safety Element. Relevant policies from this element are listed below in Table 5.10-3.

Table 5.10-3: Public Facilities, Services, and Safety Element Policies Related to Community Plans

Policy	*Description*
PF-P.1	Ensure operational readiness of the City's Emergency Operations Center (EOC).
PF-P.2	Establish communications with all City elected officials and managers regarding Office of Homeland Security issues.
PF-P.3	Develop and maintain current, integrated, and comprehensive Emergency Operations and Disaster Plans on an annual basis (see also PF-H.3). a. Prepare and maintain a comprehensive multi-modal evacuation plan.
PF-P.4	Coordinate the development and implementation of a City business continuity plan to ensure the continuity of operations and government in the event of a major disaster or emergency.
PF-P.5	Ensure that citywide guidelines for Operational Conditions (OPCON) are aligned with the U.S. Department of Homeland Security and integrated into each City department's procedures and Emergency Operations Plans.
PF-P.6	Coordinate citywide emergency management and disaster planning and response through the integration of key City departments into the preparedness and decision-making process.
PF-P.7	Develop a comprehensive exercise program consistent with the U.S. Department of Homeland Security Office of Domestic Preparedness requirements.
PF-P.8	Coordinate with other urban area jurisdictions to execute a variety of exercises to test operational and emergency plans.
PF-P.9	Collaborate with other local, state, and federal jurisdictions and private entities to plan and promote the integration and improvement of regional response capabilities.
PF-P.10	Facilitate the execution of the City's Community Emergency Response Team (CERT) program to meet the requirements set forth by the Emergency Preparedness and Response directorate of the U.S. Department of Homeland Security and the San Diego Citizen's Corps Council.
PF-P.11	Ensure that disaster recovery efforts involving the disposal of materials adhere to the policies in Section I of [the Public Facilities, Services, and Safety] element.
PF-P.12	Develop, implement, and sustain a robust disaster preparedness community outreach and education program.
PF-P.13	As part of the community plan update process, update plans and zoning to limit future development in hazard areas.
PF-P.14	Continue to participate in and implement the San Diego County Multi-Jurisdictional Hazard Mitigation Plan to further coordinate hazard mitigation planning on a regional level.

Source: City of San Diego, General Public Facilities, Services, and Safety Element, 2008.

City of San Diego Municipal Code

The City of San Diego Municipal Code includes general hazardous materials regulations (Sections 42.0801, 42.0901, and 54.0701) as well as regulations regarding specific hazardous materials such as explosives (Section 55.3301).

The City of San Diego Municipal Code includes regulations pertaining to brush management (Section 142.0412) and construction materials for development near open space (Chapter 14, Article 5) to minimize fire risk.

Airport Land Use Compatibility Plan (ALUCP)

The CPU areas lie within the San Diego International Airport Influence Area (AIA) and are therefore subject to the Airport Land Use Compatibility Plan (ALUCP). The current ALUCP was adopted in 2014 and divides the AIA into Review Areas 1 and 2. The differences in impacts within these two areas require different policies and procedures (SDCRAA 2014). The CPU areas contain sections in both Review Areas 1 and 2.

Review Area 1 is defined by the combination of the 60 dB CNEL noise contour, the outer boundary of all safety zones, and the airspace Threshold Siting Surfaces (TSSs). 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 (SDCRAA 2014).

The ALUCP contains policies that limit residential uses in areas experiencing noise above 60 dB CNEL by placing conditions on residential uses within the 60 decibels (dB) community noise equivalent level (CNEL) contour. Residential uses in such areas may require sound attenuation to reduce interior noise levels to 45 dB. Future land uses should minimize the public's exposure to excessive noise and safety hazards within the airport influence area. To accomplish this, the following issues should be considered: noise, over flight, safety, and airspace protection concerns for each airport over a 20-year horizon. Since the ALUC does not have land use authority, the City implements the compatibility plan through land use plans, development regulations, and zoning regulations (SDCRAA 2014). Noise issues related to the ALUCP are addressed in Section 3.6 (Noise) of this PEIR.

Impact Analysis

SIGNIFICANCE CRITERIA

Based on the City's 2011 Significance Determination Thresholds, impacts related to hazardous materials would be significant if the CPUs would:

- Expose people or sensitive receptors to potential health hazards (e.g., exposing sensitive receptors to hazardous materials in industrial areas);
- Result in a project 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;
- Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan;

- 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;
- Result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school; or
- Result in a safety hazard for people residing or working in a designated airport influence area.

METHODOLOGY AND ASSUMPTIONS

This analysis considers the range and nature of foreseeable hazardous materials use, storage, and disposal resulting from implementation of the CPUs, and identifies the primary ways that these hazardous materials could expose individuals or the environment to health and safety risks. Compliance with applicable federal, state, regional, and local health and safety laws and regulations by residents and businesses in the city is intended to protect the health and safety of the public. State and local agencies are required to enforce applicable requirements. In determining the level of significance, this analysis assumes that infill development and redevelopment under the CPUs would comply with relevant federal, state, regional, and local ordinances and regulations.

The range and types of uses accommodated under the CPUs are identified only in general terms. For example, specific types of businesses that will occur in commercial and mixed use land use designations are unknown, as well as whether they would generate or use hazardous materials. Businesses such as gasoline service stations and dry cleaners are some of the most common retail operations that typically use hazardous materials—motor fuels and solvents, respectively—but other possible commercial and industrial uses could potentially use a range of oils and lubricants, solvents, fertilizers, pesticides and herbicides, and other chemicals and materials in liquid, solid, or gas form. Future development in the CPU areas could involve new dwelling units, mixed-use facilities, travel and recreational spaces, industrial uses, and commercial, retail and office spaces. As a result, this analysis assumes and evaluates a broad range of potential uses that could entail the handling of hazardous materials, and a broad range of potential hazardous materials that could be used.

The potential for exposure to hazards from wildfires was evaluated by considering the location of fire hazard areas with respect to the CPUs location, and City Brush Management Regulations.

Potential impacts from safety hazards from airport were evaluated based on relevant information from the ALUCP.

This PEIR does not satisfy the need for project-level CEQA analysis for individual projects. Individual projects under the CPUs will require a project-level analysis at the time they are proposed based on the details of these projects and the existing conditions at the time such projects are pursued.

SUMMARY OF IMPACTS

Future development under the CPUs could result in hazards to people or the environment resulting from: potential exposure to hazardous materials, wastes, or emissions; airport hazards; and fire hazards. Federal, state, and local regulations, as well as policies in the CPUs would make the impacts of the CPUs less than significant. For sites that are identified as containing hazardous conditions, proper cleanup and remedial action is required in accordance with the County of San Diego's DEH and state and federal regulations, which would reduce potential hazardous impacts from those sites to less than significant. Review and compliance of future projects with applicable land use compatibility policies with respect to safety, airspace protection, emergency plans, and wildfire hazard areas would reduce such hazards to below a level of significance.

IMPACTS

Impact 5.10-1 Implementation of the CPUs could expose people or sensitive receptors to potential health hazards (*Less than Significant*)[1]

Hazardous materials are typically utilized by land uses such as industrial, retail/office, commercial, residential, agriculture, medical, and recreational uses, among other activities. According to a search of federal, state and local regulatory databases in the HMTS~~,~~ :

- Within Southeastern San Diego, 65 documented hazardous material release cases were identified ~~within Southeastern San Diego,~~ of which 15 are open.
- Within Encanto Neighborhoods, 31 documented hazardous material release cases were found, of which eight are open.

Development of sites with existing contamination in accordance with the CPUs could potentially pose a hazard to the public or environment by placing sensitive receptors on, or adjacent to, known hazardous materials sites. In addition, land use changes from implementation of the CPUs, such as residential, commercial, industrial, and office uses, may result in the increased generation of hazardous materials, substances or wastes.

One Waste Tire Permitted Facility is also present in Southeastern San Diego, in an area where mixed-use development could occur under the CPUs. In addition, the 1938 Report by the City of San Diego shows 11 historical refuse dumps within the project area which could include hazardous materials.

Federal and state regulations require adherence to specific guidelines regarding the use, transportation, disposal, and accidental release of 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 at such locations until a "no

[1] See Impact 5.3-3 in Section 5.3 (Air Quality) for an evaluation of the potential exposure of sensitive receptors to air pollutants from traffic or stationary sources.

further action" clearance letter from the County DEH, or similar determination is issued by the City's Fire Rescue Department, DTSC, RWQCB, or other responsible agency.

The City of San Diego Local Enforcement Agency (LEA) would be included in the planning and discussion prior to disturbing a known dump, active or closed landfill (within 1000 feet), or burn ash site, and would be immediately notified if known or unknown dumps, landfills, or burn ash sites are encountered during any project.

In addition, the CPUs include policies to protect the health, safety and welfare of residents relating to industrial land uses, documentation of hazardous materials investigations, and requiring soil remediation in land use changes from industrial or heavy commercial to residential or mixed residential development. Therefore, this impact is less than significant.

CPU Policies that Reduce the Impact

Land Use Element (Southeastern San Diego)

P-LU-27 Focus light industrial uses in one portion of the Commercial Street corridor—between28th and 32nd streets—to minimize potential conflicts with residential and other sensitive uses and to concentrate industrial activities, including freight and truck loading/unloading.

P-LU-28 Ensure that industrial land uses minimize conflict with surrounding incompatible uses through building design and truck restrictions.

P-LU-31 Mitigate potential negative effects where industrial uses are located through zoning performance measures (such as glare and noise standards), landscaping and/ or screening to reduce noise, dust, toxins, and unattractive presence along streets and sidewalks.

P-LU-32 Locate smaller buildings and less intensive uses within an industrial development site closer to adjacent residential uses, rather than larger or more intensive uses.

P-LU-36 Avoid siting of new sensitive receptors—schools, homes, and other community facilities—adjacent to freeways, truck distribution centers, dry cleaners, and gas stations.

P-LU-38 Require screening walls on the interior lot lines of industrial uses abutting residential uses. Screen the view of any parking or storage area, refuse collection, utility enclosures, or other service area visible from major streets, alley, or pedestrian area.

P-LU-40 Educate and encourage property owners to apply for Encroachment Maintenance and Removal Agreement with support from City staff to approve planting and irrigation within the public right of way and to plant vines on industrial fences to screen industrial sites from adjacent sidewalks and properties.

Urban Design Element (Southeastern San Diego)

P-UD-122 Provide separated commercial and industrial parking and staging areas.

P-UD-125 Contain all heavy work areas of a business park development within an enclosed building area (outdoor commercial/ industrial, such as mechanical yards, are discouraged). Outdoor storage is prohibited unless completely screened or enclosed by solid fences, walls or buildings not less than six (6) feet tall. Storage areas shall not be placed facing a public right-of way.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-25 Reduce, through redevelopment and retrofitting, the amount of uncovered industrial and commercial areas where the work activity may contribute pollutants.

Public Facilities, Services, and Safety Element (Southeastern San Diego)

P-PF-23 Require documentation of hazardous materials investigations that address site and building conditions during the review of development projects.

P-PF-24 Avoid supporting on-site remediation of contaminated soil if the process causes external air and water quality impacts to the surrounding environment.

P-PF-25 Ensure that sites designated as contaminated comply with all state regulations.

P-PF-26 Seek funding sources specifically targeted at brownfield site remediation.

Land Use Element (Encanto Neighborhoods)

P-LU-33 Conduct site remediation work to address issues associated with potential ground contamination on parcels that have operated with industrial uses on site and that have been designated for residential and mixed-use redevelopment.

P-LU-34 Require soil remediation to occur as part of development when proposing a change in use from industrial or heavy commercial to residential and or mixed residential development.

P-LU-38 Encourage new industrial buildings to be designed to integrate with the surrounding neighborhood.

Urban Design Element (Encanto Neighborhoods)

P-UD-38 New industrial development should recognize that Encanto Neighborhoods is primarily a residential area and should blend with the existing character, and incorporate traffic calming measures.

P-UD-43 Chain link or other open fencing should be avoided in the front and street side yard or in any situation where an industrial project adjoins residential.

P-UD-120 Provide separated commercial and industrial parking and staging areas.

P-UD-123 Contain all heavy work areas of a business park development within an enclosed building area (outdoor commercial/ industrial, such as mechanical yards, are discouraged). Outdoor storage is prohibited unless completely screened or enclosed

by solid fences, walls or buildings not less than six (6) feet tall. Storage areas shall not be placed facing a public right-of way.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-37 Reduce, through redevelopment and retrofitting, the amount of uncovered industrial and commercial areas where the work activity may contribute pollutants.

Public Facilities, Services, and Safety Element (Encanto Neighborhoods)

P-PF-25 Require documentation of hazardous materials investigations that address site and building conditions during the review of development projects.

P-PF-26 Avoid supporting on-site remediation of contaminated soil if the process causes external air and water quality impacts to the surrounding environment.

P-PF-27 Ensure that sites designated as contaminated comply with all state regulations.

P-PF-28 Seek funding sources specifically targeted at contaminated site remediation.

Mitigation Framework

Impacts are less than significant; therefore, no mitigation is required.

Impact 5.10-2 Development under the CPUs could be located on a site 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 (*No Impact*)

The HMTS contains a search of properties fitting the five categories of hazardous material sites listed in Government Code Section 65862.5, which are compiled by the DTSC. The evaluation in the HMTS determined the following:

- *Hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code* - The DTSC has designated two facilities in the state of California that fall under this category. These two facilities are located outside of San Diego County.
- *Land designated as "hazardous waste property" or "border zone property"* - The DTSC has indicated that no facilities or properties are listed under this provision because DTSC has not designated any hazardous waste property or border zone properties pursuant to the provisions cited in the Health and Safety Code.
- *Properties with hazardous waste disposals on public land* - The DTSC has indicated that it does not maintain separate records of reports that relate to public lands/properties.
- *Hazardous substance release sites selected for (and subject to) a response action* - The DTSC has specified that the sites that meet these criteria are listed on the "Cortese List." While numerous properties in the CPU areas listed in database reports on the Historical Cortese List, as indicated on Tables 5.10-1 and 5.10-2, review of the current Cortese List did not identify properties within the project area.

- *Sites included in the Abandoned Site Assessment Program* - The Abandoned Site Assessment Program was intended to include properties in "rural unsurveyed counties." The program concluded in the early 1990s, and properties in the program were transferred to the Cal-Sites database, which has been incorporated into the DTSC's current Envirostor database. However, the Envirostor database does not indicate whether a specific site was at one time included in the Abandoned Site Assessment Program and does not have a separate category for abandoned sites. Several properties/facilities within the project area were depicted on the DTSC Envirostor database, which generally correspond to those properties/facilities listed in the environmental database report (listed above in Tables 5.10-1 and 5.10-2). Based on the fact that these properties/facilities are not located in "rural unsurveyed counties," they would not be considered to have been in the Abandoned Site Assessment Program.

Based on the review in the HMTS, no properties found within the CPU areas are included in a list of hazardous materials sites complied pursuant to Government Code Section 6596.2. Compliance with Federal, State, and local (County) regulations will ensure that the potential impact is less than significant.

CPU Policies that Reduce the Impact

Land Use Element (Southeastern San Diego)

P-LU-36 Avoid siting of new sensitive receptors— schools, homes, and other community facilities—adjacent to freeways, truck distribution centers, dry cleaners, and gas stations.

Public Facilities, Services, and Safety Element (Southeastern San Diego)

P-PF-23 Require documentation of hazardous materials investigations that address site and building conditions during the review of development projects.

P-PF-24 Avoid supporting on-site remediation of contaminated soil if the process causes external air and water quality impacts to the surrounding environment.

P-PF-25 Ensure that sites designated as contaminated comply with all state regulations.

P-PF-26 Seek funding sources specifically targeted at brownfield site remediation.

Public Facilities, Services, and Safety Element (Encanto Neighborhoods)

P-PF-25 Require documentation of hazardous materials investigations that address site and building conditions during the review of development projects.

P-PF-26 Avoid supporting on-site remediation of contaminated soil if the process causes external air and water quality impacts to the surrounding environment.

P-PF-27 Ensure that sites designated as contaminated comply with all state regulations.

P-PF-28 Seek funding sources specifically targeted at contaminated site remediation.

Mitigation Framework

Compliance with Federal, State, and local (County) regulations is the Mitigation Framework for contaminated properties where development is proposed.

Impact 5.10-3 Implementation of the CPUs would impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan (*Less than Significant*)

The San Diego County Operational Area Emergency Plan (County of San Diego 2010b) identifies a broad range of potential hazards and a response plan for public protection. The plan identifies major interstates and highways within the County as primary transportation routes for evacuation, including Interstates 5, 8, 15 805, as well as State Routes 52, 94, 125 and 905. The land uses identified in the CPUs would not physically interfere with any known adopted emergency plans. In addition, the Mobility elements provide improvements to the streets and freeway system that would serve to improve evacuation times. There are no objectives or policies contained in the CPUs that would interfere with or impair implementation of an adopted emergency response or evacuation plan.

The City will continue to make regular modifications to the Multi-Hazard Functional Plan and EOC as hazards, threats, population and land use, or other factors change to ensure impacts to emergency response plans are less than significant. Therefore, the impact on emergency response plans as a result of implementation of the CPUs is less than significant.

CPU Policies that Reduce the Impact

Mobility Element (Southeastern San Diego)

P-MO-16 Provide a complete streets network throughout the community, safely accommodating all modes and users of the right of way.

P-MO-19 Implement focused intersection improvements to improve safety and operations for all modes.

P-MO-22 Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements.

Mobility Element (Encanto Neighborhoods)

P-MO-16 Provide a complete streets network throughout the community, safely accommodating all modes and users of the right of way.

P-MO-19 Implement focused intersection improvements to improve safety and operations for all modes.

P-MO-22 Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements.

Mitigation Framework

Impacts are less than significant; therefore, no mitigation is required.

Impact 5.10-4 Implementation of the CPUs would expose people or structures to a risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (*Less than Significant*)

The City of San Diego receives limited rainfall, and portions of the City are at high risk of wildfire. Within the CPU areas, a portion of Encanto Neighborhoods east of 60th Street and north of Federal Boulevard is identified by CAL FIRE (2009) as a very high fire hazard severity zone, while the remainder of the CPU areas are not identified as being within a fire hazard zone.

CPU policies P-PF-2, P-PF-21, and P-PF-22 within SESD and Encanto Neighborhoods CPU policies P-PF-7 and P-PF-24 are intended to maintain a high level of fire protection with in the CPU areas and to ensure the City's Brush Management Program is implemented. The City's Brush Management Regulations (LDC Section §142.0412) are intended to minimize wildland fire hazards through prevention activities and programs. These regulations are intended to limit hazardous wildland fire situations by requiring 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** would consist of the area adjacent to structures where flammable materials would be minimized through the use of pavement and/or permanently irrigated ornamental landscape plantings. This zone would not be allowed on slopes with a gradient greater than 4:1.

2. **Zone Two** would consist of the area between Zone One and any area of native or non-irrigated vegetation and shall consist of thinned native or naturalized vegetation.

Future projects implemented in accordance with the CPU are required to incorporate sustainable development and other measures into site plans in accordance with the City's Brush Management Regulations, and Landscape Standards pursuant to GP and CPU policies intended to reduce the risk of wildfires. In addition, all future projects would be reviewed for compliance with the 2010 California Fire Code, Section 145.07 of the LDC, and Chapter 7 of the California Building Code, and would be reviewed for compliance with all City and Fire Code requirements aimed at ensuring the protection of people or structures from potential wildland fire hazards. Adherence to these requirements and CPU policies would reduce the program-level impact related to wildfires to less than significant.

CPU Policies that Reduce the Impact

Public Facilities, Services and Safety Element (Southeastern San Diego)

P-PF-2 Maintain the high level of fire protection throughout Southeastern San Diego.

- Support efforts by the City to educate and inform the community regarding fire prevention techniques.
- Support regular upgrading of the fire stations within Southeastern San Diego as necessary to adequately respond to fires and emergencies.

P-PF-21 Maintain a high level of fire protection throughout the Southeastern San Diego community.

- Modernize and/or replace facilities and equipment to meet the needs of the community as fire fighting technology improves.
- Support efforts by the City to educate and inform the community regarding fire prevention techniques.

P-PF-22 Ensure the City's Brush Management Program is implemented on a continuous basis to reduce the threat of fire to homes near canyons and other open space areas.

Public Facilities, Services and Safety Element (Encanto Neighborhoods)

P-PF-7 Maintain a high level of fire protection throughout Encanto Neighborhoods.

- Support regular upgrading of the fire stations in Encanto Neighborhoods as necessary to adequately respond to fires and emergencies.
- Develop new fire stations as needed to support population growth and continue to monitor response times.
- Support the renovation of Fire Station #12 located at 4964 Imperial Avenue.
- Modernize and/or replace facilities and equipment to meet the needs of the community as fire fighting technology improves.
- Support efforts by the City to educate and inform the community regarding fire prevention techniques.

P-PF-24 Ensure the City's Brush Management Program is implemented on a continuous basis to reduce the threat of fire to homes near canyons and other open space areas.

Mitigation Framework

Impacts are less than significant; therefore, no mitigation is required.

Impact 5.10-5 Implementation of the CPUs would result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school (*Less than Significant*)

As described in Section 5.13 (Public Services and Facilities), both communities may require additional capacity to accommodate new students under a high estimate of potential students. New classroom buildings may be sufficient to meet the potential demand for students; however, new schools may be necessary to meet future demand. The individual school districts are responsible for planning, siting, building, and operating schools in their responsible districts within the CPU area. When additional demand warrants, the provision of school facilities is the responsibility of the San Diego Unified School District (SDUSD).

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 such locations until a "no further action" clearance letter from the County DEH, or similar determination is issued by the City's Fire Rescue Department, DTSC, RWQCB, or other responsible agency. In addition, the CPUs contain policies to avoid siting new sensitive receptors, including schools, near land uses which may generate hazardous emissions, and to ensure that contaminated sites comply with all regulations, as well as require remediation for certain land uses changes. The current regulatory environment of City, state, and federal requirements also provide a high level of protection from new hazardous uses that may be sited near schools or other sensitive receptors. Therefore, the impact is less than significant.

CPU Policies that Reduce the Impact

Land Use Element (Southeastern San Diego)

P-LU-27 Focus light industrial uses in one portion of the Commercial Street corridor—between 28th and 32nd streets—to minimize potential conflicts with residential and other sensitive uses and to concentrate industrial activities, including freight and truck loading/unloading.

P-LU-28 Ensure that industrial land uses minimize conflict with surrounding incompatible uses through building design and truck restrictions.

P-LU-31 Mitigate potential negative effects where industrial uses are located through zoning performance measures (such as glare and noise standards), landscaping and/ or screening to reduce noise, dust, toxins, and unattractive presence along streets and sidewalks.

P-LU-32 Locate smaller buildings and less intensive uses within an industrial development site closer to adjacent residential uses, rather than larger or more intensive uses.

P-LU-36 Avoid siting of new sensitive receptors—schools, homes, and other community facilities—adjacent to freeways, truck distribution centers, dry cleaners, and gas stations.

P-LU-38 Require screening walls on the interior lot lines of industrial uses abutting residential uses. Screen the view of any parking or storage area, refuse collection, utility enclosures, or other service area visible from major streets, alley, or pedestrian area.

P-LU-40 Educate and encourage property owners to apply for Encroachment Maintenance and Removal Agreement with support from City staff to approve planting and irrigation within the public right of way and to plant vines on industrial fences to screen industrial sites from adjacent sidewalks and properties.

Urban Design Element (Southeastern San Diego)

P-UD-122 Provide separated commercial and industrial parking and staging areas.

P-UD-125 Contain all heavy work areas of a business park development within an enclosed building area (outdoor commercial/ industrial, such as mechanical yards, are discouraged). Outdoor storage is prohibited unless completely screened or enclosed by solid fences, walls or buildings not less than six (6) feet tall. Storage areas shall not be placed facing a public right-of way.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-25 Reduce, through redevelopment and retrofitting, the amount of uncovered industrial and commercial areas where the work activity may contribute pollutants.

Public Facilities, Services, and Safety Element (Southeastern San Diego)

P-PF-23 Require documentation of hazardous materials investigations that address site and building conditions during the review of development projects.

P-PF-24 Avoid supporting on-site remediation of contaminated soil if the process causes external air and water quality impacts to the surrounding environment.

P-PF-25 Ensure that sites designated as contaminated comply with all state regulations.

P-PF-26 Seek funding sources specifically targeted at brownfield site remediation.

Land Use Element (Encanto Neighborhoods)

P-LU-33 Conduct site remediation work to address issues associated with potential ground contamination on parcels that have operated with industrial uses on site and that have been designated for residential and mixed-use redevelopment.

P-LU-34 Require soil remediation to occur as part of development when proposing a change in use from industrial or heavy commercial to residential and or mixed residential development.

P-LU-38 Encourage new industrial buildings to be designed to integrate with the surrounding neighborhood.

Urban Design Element (Encanto Neighborhoods)

P-UD-38 New industrial development should recognize that Encanto Neighborhoods is primarily a residential area and should blend with the existing character, and incorporate traffic calming measures.

P-UD-43 Chain link or other open fencing should be avoided in the front and street side yard or in any situation where an industrial project adjoins residential.

P-UD-120 Provide separated commercial and industrial parking and staging areas.

P-UD-123 Contain all heavy work areas of a business park development within an enclosed building area (outdoor commercial/ industrial, such as mechanical yards, are discouraged). Outdoor storage is prohibited unless completely screened or enclosed by solid fences, walls or buildings not less than six (6) feet tall. Storage areas shall not be placed facing a public right-of way.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-37 Reduce, through redevelopment and retrofitting, the amount of uncovered industrial and commercial areas where the work activity may contribute pollutants.

Public Facilities, Services, and Safety Element (Encanto Neighborhoods)

P-PF-25 Require documentation of hazardous materials investigations that address site and building conditions during the review of development projects.

P-PF-26 Avoid supporting on-site remediation of contaminated soil if the process causes external air and water quality impacts to the surrounding environment.

P-PF-27 Ensure that sites designated as contaminated comply with all state regulations.

P-PF-28 Seek funding sources specifically targeted at contaminated site remediation.

Mitigation Framework

Impacts are less than significant; therefore, no mitigation is required.

Impact 5.10-6 Implementation of the CPUs could result in a safety hazard for people residing or working in a designated airport influence area (*Less than Significant*)

The San Diego International Airport (SDIA) has an ALUCP developed and adopted by San Diego County (SDCRAA 2014). The CPU areas lie within Review Areas 1 and 2 of the San Diego International AIA, and are therefore subject to the ALUCP. The ALUCP is designed to safeguard the general welfare of persons within the vicinity of an airport and the public in general. Developments near an airport must be consistent with the ALUCP, and the San Diego County Regional Airport Authority has the responsibility to review certain land use actions within an AIA for compliance with criteria and policies set forth in the ALUCP. The ALUCP contains criteria

and compatibility policies addressing the following types of compatibility concerns: noise, overflight, safety, and airspace protection.

For the SESD and Encanto Neighborhoods CPUs to be considered consistent with the ALUCP for SDIA, they each must do both of the following:

1. They must not have any direct conflicts with the ALUCP for SDIA; and,
2. They must contain criteria and/or provisions for evaluation of proposed land use development situated within the boundaries of the ALUCP for SDIA.

Direct conflicts would occur with respect to CPU land use designations, intensities or densities if the ALUC determines that future projects are incompatible when in proximity to an airport. If conflicts exist, the elimination of these conflicts may require reducing or shifting allowable residential densities or non-residential intensities to different locations around the airport or other areas of the City to ensure consistency with the ALUCP policies and criteria. Only future proposed land uses are affected; the ALUC has no authority over existing land uses even if those uses do not conform to the adopted compatibility policies and criteria. The second requirement addresses criteria for evaluating other compatibility factors such as noise insulation, notification, and avigation easement requirements.

The City will submit both community plan updates, prior to adoption, to the ALUC for a consistency determination as required by state law. If upon review the ALUC determines an inconsistency does exist, the City will take the appropriate steps to address the inconsistencies or overrule the ALUC determination. The above process is intended to address inconsistencies in the Community Plan prior to adoption. However, there is a mechanism for the City to adopt the Community Plan if it is inconsistent with ALUCP. Under state law, the City Council may overrule the ALUC determination by a two-thirds vote if it makes specific findings that the proposed action is consistent with the purposes of protecting public health, safety, and welfare, minimizing the public's exposure to excessive noise, and minimizing safety hazards within areas surrounding the airport.

The CPUs contain specific policies for evaluating airport land use compatibility and ensuring consistency with the adopted ALUCP. Both CPUs require land use decisions to take into account ALUCP noise contours and new developments within the AIA to be consistent with ALUCP standards. Consistent with ALUCP Noise Compatibility Standards, the CPUs require noise reduction for future residential uses above the 60 dBA CNEL aircraft noise contour to create an interior noise level of 45 dBA CNEL. The CPUs also require that residential uses above the 60 dBA CNEL aircraft noise contour provide an avigation easement to the airport operator for SDIA. Additionally, the Encanto Neighborhoods CPU contains policies to restrict building intensity in certain areas as per ALUCP requirements and to reduce aircraft noise through various tactics.

As such, the CPUs would not result in land uses that are incompatible with the adopted ALUCP. Impacts would be less than significant.

CPU Policies that Reduce the Impact

Land Use Element (Southeastern San Diego)

P-LU-34 Review development applications within the Airport Influence Area for consistency with the adopted ALUCP.

P-LU-48 Utilize the Community Plan and the Airport Land Use Compatibility Plan noise contours when making land use planning decisions.

P-LU-50 Ensure that future residential uses above the 60 dBA CNEL aircraft noise contour include noise attenuation measures to create an interior noise level of 45 dBA CNEL and provide an avigation easement to the airport operator for SDIA.

Land Use Element (Encanto Neighborhoods)

P-LU-58 Restrict building intensities underneath the approach path to San Diego International Airport (SDIA) consistent with the Airport Land Use Compatibility Plan (ALUCP.)

P-LU-59 Review development applications within the Airport Influence Area for consistency with the adopted ALUCP.

P-LU-73 Utilize the Community Plan and the Airport Land Use Compatibility Plan noise contours when making land use planning decisions.

P-LU-75 Reduce the effect of non-aircraft and aircraft noise through the following techniques:

- Incorporate forced-air ventilation systems to allow windows and doors to be closed;
- Use double-paned or sound rated windows;
- Incorporate sound insulating exterior walls and roofs;
- Use attic vents to minimize sound intrusion into structures.

Note: berms and sound walls are ineffective--they merely reflect sound and push it further away. The only reason to use these would be if noise-sensitive uses are already located next to a roadway and need protection.

P-LU-76 Ensure that future residential uses above the 60 dBA CNEL aircraft noise contour include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL.

Mitigation Framework

Impacts are less than significant; therefore, no mitigation is required.

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5.11 Greenhouse Gas Emissions

Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. The earth's climate is in a state of constant flux with periodic warming and cooling cycles. Gases that have been shown to influence the amount of heat trapped in the earth's atmosphere are termed "greenhouse" gases (GHGs). These gases are produced by both biogenic (natural) and anthropogenic (human) sources. Since the beginning of the Industrial Revolution there has been a marked increase in the GHG emissions from anthropogenic sources such as the combustion of carbon-based fuels including wood, coal, oil, natural gas, and biomass. The GHGs of primary concern in this analysis are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O).

Implementation of the CPUs would result in emissions of these GHGs through the combustion of fossil fuels in vehicles, from electricity generation and natural gas consumption, water use, and from solid waste management. This section addresses the potential impacts these GHG emissions. It also discusses the regulations applicable to subsequent projects contemplated by the CPUs and the existing GHG setting within the CPU area.

Environmental Setting

PHYSICAL SETTING

Greenhouse Gas Inventories

State GHG Inventory

The California Air Resources Board (CARB) performs statewide GHG inventories. Where possible, the emissions are divided into nine categories reflecting broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, high global warming potential (GWP) emitters, industrial, recycling and waste management, residential, and transportation. The emissions are quantified for each category in million metric tons of CO_2 equivalent ($MMTCO_2e$) per year. Table 5.11-1 shows the estimated statewide GHG emissions for the years 1990, 2008, and 2011.

Table 5.11-1: California GHG Emissions by Sector in 1990, 2008, and 20014

Sector	*1990[1] Emissions in $MMTCO_2e$ (% total)[2]*	*2008[3] Emissions in $MMTCO_2e$ (% total)[2]*	*2011 Emissions in $MMTCO_2e$ (% total)[2]*
Agriculture	23.4 (5%)	33.88 (7%)	32.24 (7%)
Commercial	14.4 (3%)	15.56 (3%)	15.62 (3%)
Electricity Generation	110.6 (26%)	120.14 (25%)	86.57 (19%)
High GWP	--	11.48 (2%)	15.17 (3%)
Industrial	103.0 (24%)	89.27 (18%)	93.24 (21%)
Recycling and Waste	--	6.69 (1%)	7.0 (2%)
Residential	29.7 (7%)	29.03 (6%)	29.85 (7%)
Transportation	150.7 (35%)	177.16 (37%)	168.42 (38%)
Forestry (Net CO_2 flux)[4]	-6.69	--	--
Not Specified[5]	1.27	--	--
Total	**426.6**	**483.22**	**448.11**

Notes:

[1] 1990 data was retrieved from the CARB 2007 source.

[2] Percentages may not total 100 due to rounding.

[3] 2008 and 2011 data was retrieved from the CARB 2013 source.

[4] Reported emissions for key sectors. The inventory totals for 2008 and 2011 did not include Forestry or Not Specified sources.

[5] Unspecified fuel combustion and ozone depleting substance use, which could not be attributed to an individual sector.

Source: California Energy Commission 2014; CARB 2007, 2013

As shown, statewide GHG source emissions totaled approximately 427 MMTCO2e in 1990, 483 MMTCO2e in 2008, and 448 MMTCO2e in 2011. 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. While CARB has adopted multiple GHG emission reduction measures, most of the reductions from 2008 to 2011 have been driven by economic factors (recession), previous energy-efficiency actions, and the renewable portfolio standard (CARB 2013).

Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions. The forestry sector is unique because it includes emissions associated with harvest, fire, and land use conversion (sources), as well as removals of atmospheric CO2 (sinks) by photosynthesis, which is then bound (sequestered) in plant tissues.

Regional GHG Inventory

The University of San Diego School of Law, Energy Policy Initiative Center prepared a San Diego County regional emissions inventory. Their 2010 emissions inventory for San Diego is duplicated in Table 5.11-2. The sectors included in this inventory are somewhat different from those in the statewide inventory, which is based on CARB's 2008 Climate Change Scoping Plan categories. For

further details on the 2008 Scoping Plan, see the discussion of state regulations in the Regulatory Settings Section.

Table 5.11-2: San Diego County GHG Emissions by Sector in 2010

	2010 Emissions	
Sector	*MMTCO$_2$e*	*% total*[1]
Agriculture/Forestry/Land Use	0.05	0.2%
Waste	0.6	1.8%
Electricity	8.3	25.0%
Natural Gas Consumption	2.9	8.7%
Industrial Processes & Products	1.8	5.4%
On-road Transportation	14.4	43.4%
Off-road Equipment and Vehicles	1.4	4.2%
Civil Aviation	1.9	5.7%
Rail	0.32	1.0%
Water-Borne Navigation	0.1	0.3%
Other Fuels/Other	1.58	4.8%
Land Use Wildfires	0.28	0.8%
Development (Loss of Vegetation)	0.18	0.5%
Sequestration from Land Cover	-0.66	-0.5%
Total	**33.15**	**100%**

Notes:
[1]Percentages may not total 100 due to rounding.

Source: University of San Diego Energy Policy Initiatives Center 2013.

Similar to the statewide emissions, transportation-related GHG emissions contributed the most countywide, followed by emissions associated with electricity use.

Existing Planning Area GHG Emissions

Sources of GHG emissions in the CPU areas include vehicular traffic, energy use, water use, solid waste generation and management, and construction. As discussed further in the Methodology and Assumptions section, existing GHG emissions were modeled using the California Emissions Estimator Model (CalEEMod) Version 2013.2.2, released in October 2013 (SCAQMD 2013). Results displayed below in Table 5.11-3 are in units of metric tons of carbon dioxide equivalent.

Table 5.11-3: Existing (2015) GHG Emissions from CPU areas ($MTCO_2e$ per year)

Emission Source	*Southeastern San Diego*	*Encanto Neighborhoods*
Vehicles	245,071	197,353
Energy Use	72,127	64,321
Area Sources	22,899	21,011
Water Use	13,101	11,879
Solid Waste Generation	15,101	11,181
Construction	7,900	6,558
Total	**376,199**	**312,303**

Source: CalEEMod 2013.2.2.

REGULATORY SETTING

Federal, state, and local regulatory plans aim to reduce state and local GHG emissions by primarily targeting the largest emitters of GHGs: the transportation and energy sectors. These plans' goals and regulatory standards are thus largely focused on the automobile industry and public utilities. For the transportation sector, the reduction strategy is generally three pronged: to reduce GHG emissions from vehicles by improving engine design; to reduce the carbon content of transportation fuels through research, funding, and incentives to fuel suppliers; and to reduce the vehicle miles traveled (VMT) through land use change and infrastructure investments.

With respect to land use planning, the types of land use changes that can measurably reduce GHG emissions associated with vehicle use include: increased density; increased diversity of land uses (mixed-use); improved walkability design; improved transit accessibility; transit improvements; integration of below market-rate housing; and constrained parking. By increasing density, especially within proximity of transit, travel distances are affected and greater options for the mode of travel are provided. This can result in a substantial reduction in VMT depending on the change in density compared to a typical suburban residential density (California Air Pollution Control Officers Association [CAPCOA] 2010). The effectiveness of these land use strategies ranges from less than 1 percent up to a maximum 30 percent reduction in communitywide VMT (CAPCOA 2010).

For the energy sector, the reduction strategies of local, state, and federal plans aim to reduce energy demand; impose emission caps on energy providers; establish minimum building energy and green building standards; transition to renewable non-fossil fuels; incentivize homeowners and builders; fully recover landfill gas for energy; and expand research and development. At the local comprehensive plan and regulatory level, policies or incentive programs for builders to exceed the current Title 24 energy efficiency standards, install high-efficiency lighting, and energy-efficient plug-in appliances (for energy users not subject to Title 24), and to incorporate on-site renewable energy generation, can result in substantial GHG emissions reductions, up to 35 percent or more.

Federal Regulations

Climate Action Plan

The Executive Office has produced the President's Climate Action Plan (CAP), which includes goals of cutting carbon pollution and preparing for the impacts of climate change. Cutting carbon pollution is part of the President's goal to double renewable electricity generation by 2020, through accelerating clean energy permitting, and expanding and modernizing the electric grid. The plan also states that the federal government will consume 20 percent of its electricity from renewable sources by 2020. This document was produced by the executive branch and has not passed through congressional channels.

CAFE Standards

The federal (Corporate Average Fuel Economy [CAFE]) standards determine the fuel efficiency of certain vehicle classes in the U.S. While the standards had not changed since 1990, as part of the Energy and Security Act of 2007, the CAFE standards were increased in 2007 for new light-duty vehicles to 35 miles per gallon (mpg) by 2020. In May 2009, further plans were announced to increase CAFE standards to require light-duty vehicles to meet an average fuel economy of 35.5 mpg by 2016. In August 2012, fuel economy standards were further increased to 54.5 mpg for cars and light-duty trucks by model year 2025. The most recent standard will nearly double the fuel efficiency of those vehicles compared to vehicles currently on our roads. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

State Regulations

The State of California has numerous policies and regulations that are either directly or indirectly related to GHG emissions. Only those most relevant to the CPUs are included in this discussion.

Executive Order S-3-05—Statewide GHG Emission Targets

This executive order (EO) of 2005 proclaims that California is vulnerable to the impacts of climate change, including increased temperatures that could reduce the Sierra Nevada's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, it established the following GHG emission reduction targets for the state of California:

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

This EO also directed the secretary of the California Environmental Protection Agency (CalEPA) to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts of global warming on California. The first such Climate Action Team Assessment Report was produced in March 2006, and has been updated every two years thereafter.

Assembly Bill 32—California Global Warming Solutions Act of 2006

In response to EO S-3-05, the California legislature passed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California Health and Safety Code. AB 32 required CARB to 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.

Climate Change Scoping Plan

As directed by AB 32, in 2008 CARB adopted the Climate Change Scoping Plan, which identifies the main strategies California will implement to achieve the GHG reductions necessary to reduce forecasted business-as-usual (BAU) emissions by 2020. Table 5.11-4 summarizes the reduction measures CARB identified as necessary to reduce forecasted BAU 2020 emissions to target levels. In 2008, as part of its adoption of the Scoping Plan, CARB estimated that annual statewide GHG emissions were 427 MMTCO2e in 1990, and would reach 596 MMTCO2e by 2020 under a BAU scenario (CARB 2008). To achieve the mandate of AB 32, a 169 MMTCO2e (or an approximate 28.3 percent) reduction in BAU emissions was needed by 2020. The 2020 emissions baseline used in the 2008 Scoping Plan is the estimate of emissions developed using prerecession data and reflects GHG emissions expected to occur in the absence of any reduction measures that were adopted after passage of AB 32 in 2005 (CARB 2008).

Approved in May 2014, the First Update to the Scoping Plan (CARB 2014) defines CARB's priorities for the next five years and sets the groundwork to reach long-term goals set forth in EO S-3-05. A stated goal of the update is to lay the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050. The update revises 2020 BAU forecasts from 596 MMTCO2e to 509 MMTCO2e, based on economic downturn. This, in turn, changes the BAU reduction target from 28.3 percent to 16.1 percent. Advancements in climate science are discussed, including issues such as the quantification of the impacts of temperature change, further understanding of the mechanisms of climate pollutants (black carbon, methane, and hydrofluorocarbons), and improvements to GHG monitoring. The First Update also describes progress made since the original Scoping Plan including implementation of a more comprehensive Cap-and-Trade Program, Low Carbon Fuel Standard (LCFS), a 33 percent Renewable Portfolio Standard, and Advanced Clean Cars program, which has been adopted at the federal level.

Table 5.11-4: CARB Scoping Plan-Recommended GHG Reduction Measures

Recommended Reduction Measures	*Reductions Counted Towards 2020 Target*	
	$MMTCO_2e$	*% total[1]*
Estimated Reductions Resulting From the Combination of Capped Sectors and Complementary Measures	**146.7**	
California Light-Duty Vehicle Greenhouse Gas Standards Implement Pavley Standards Develop LEV III light-duty vehicle standards	31.7	(22%)

Table 5.11-4: CARB Scoping Plan-Recommended GHG Reduction Measures

Recommended Reduction Measures	*Reductions Counted Towards 2020 Target*	
	$MMTCO_2e$	*% total*[1]
Energy Efficiency Building/appliance efficiency, new programs, etc. Increase Combined Heat and Power (CHP) generation by 30,000 GWh Solar Water Heating (AB 1470 goal)	26.3	(18%)
Renewables Portfolio Standard (RPS) (33% by 2020)	21.3	(14%)
Low Carbon Fuel Standard	15.0	(10%)
Regional Transportation-related GHG Targets[2]	5.0	(4%)
Vehicle Efficiency Measures	4.5	(3%)
Goods Movement Ship Electrification at Ports Systemwide Efficiency Improvements	3.7	(3%)
Million Solar Roofs	2.1	(2%)
Medium/Heavy Duty Trucks Heavy-duty Vehicle Greenhouse Gas Emissions Reduction (Aerodynamic Efficiency) Medium- and Heavy-duty Vehicle Hybridization	1.4	(<1%)
High Speed Rail	1.0	(<1%)
Industrial Measures (for sources covered under cap & trade program) Refinery Measures Energy Efficiency and Co-benefits Audits	0.3	(<.5%)
Additional Reductions Necessary to Achieve the Cap	34.4	(23%)
Estimated Reductions Resulting From Uncapped Sectors	**27.3**	
Industrial Measures (for sources not covered under cap & trade program) Oil and Gas Extraction and Transmission	1.1	
High Global Warming Potential Gas Measures	20.2	
Sustainable Forests	5.0	
Recycling and Waste (landfill methane capture)	1.0	
Total Reductions Counted Towards 2020 Target	**174.0**[3]	

Notes:

[1]Percentages are relative to the capped sector subtotal of 146.7 $MMTCO_2e$, and may not total 100 due to rounding.

[2]This number represents an estimate of what may be achieved from local land use changes. It is not the Senate Bill 375 regional target. CARB will establish regional targets for each Metropolitan Planning Organization following input of the Regional Targets Advisory Committee and a public stakeholders' consultation process per Senate Bill 375.

[3]The total reduction for the recommended measures slightly exceeds the 169 $MMTCO_2e$ of reductions estimated in the BAU 2020 Emissions Forecast. This is the net effect of adding several measures and adjusting the emissions reduction estimates for some other measures.

Source: Table 2 of CARB 2008.

Local Regulations

Sustainable Community Program

In 2002, the City Council approved the San Diego Sustainable Community Program (SCP) and requested that an advisory committee be established to provide recommendations that would decrease GHG emissions from City operations. The City subsequently became a participant in the International Council for Local Environmental Initiatives (ICLEI) Cities for Climate Protection (CCP) Campaign to reduce GHG emissions, and in the California Climate Action Registry.

As a participant in the ICLEI CCP program, the City made a commitment to voluntarily decrease its GHG emissions by 2030 through a series of five milestones:

1. establish a CCP campaign,
2. engage the community to participate,
3. sign the U.S. Mayor's Climate Protection Agreement,
4. take initial solution steps, and
5. perform a GHG audit.

The City has advanced past Milestone 3 by signing the Mayor's agreement and establishing actions to decrease City Operations' emissions.

Sustainable Building Policies

In several of its policies, the City aims to reduce GHG emissions by requiring sustainable development practices in City operations and incentivizing sustainable development practices in private development (see Council Policy 900-14—Green Building Policy, adopted in 1997, Council Policy 900-16—Community Energy Partnership, and the updated Council Policy 900-14—Sustainable Buildings Expedite Program, last revised in 2006). The City has established a mandate for all City projects to achieve the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver standard for all new buildings and major renovations over 5,000 square feet. Incentives are also provided to private developers through the Expedite Program, which expedites project review of green building projects and discounts project review fees.

The City has also enacted codes and policies aimed at helping achieve the state's 75 percent waste diversion target, including the Refuse and Recyclable Materials Storage Regulations (Municipal Code Chapter 14, Article 2, Division 8), Recycling Ordinance (O-19678 Municipal Code Chapter 6, Article 6, Division 7), and the Construction and Demolition Debris Deposit Ordinance (0-19420 & 0-19694 Municipal Code Chapter 6, Article 6, Division 6).

City of San Diego General Plan

The General Plan includes several climate change-related policies aimed at reducing GHG emissions from future development and City operations. For example, Conservation Element policy CE-A.2 aims to "reduce the City's carbon footprint" and to "develop and adopt new or

amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth" related to climate change. The Land Use and Community Planning Element, the Mobility Element, the Urban Design Element, and the Public Facilities, Services, and Safety Element also identify GHG reduction and climate change adaptation goals. These elements contain policy language related to sustainable land use patterns, alternative modes of transportation, energy efficiency, water conservation, waste reduction, and greater landfill efficiency. The overall intent of these policies is to support climate protection actions, while retaining flexibility in the design of implementation measures, which could be influenced by new scientific research, technological advances, environmental conditions, or state and federal legislation.

Climate Protection Action Plan/Climate Action Plan

In July 2005, the City developed a Climate Protection Action Plan (CPAP) that identifies policies and actions to decrease GHG emissions from City operations. Recommendations in CPAP for transportation included measures such as increasing carpooling and transit ridership, improving bicycle lanes, and converting the City vehicle fleet to low emission or non-fossil-fueled vehicles. Recommendations in the CPAP for energy and other non-transportation emissions reductions include increasing building energy efficiency by requiring that all new City projects achieve the LEED Silver standard; reducing waste from City operations; continuing use of landfill methane as an energy source; reducing the urban heat island by avoiding dark roofs and roads which absorb and retain heat; and increasing shade tree and other vegetative cover plantings. Actions taken thus far to incorporate energy efficiency and alternative renewable energy reached only 5 percent of the City's 2010 goal. The transportation sector remained a significant source of GHG emissions in 2010, and has had the lowest GHG reductions, reaching only 2.2 percent of the goal for 2010. The City General Plan includes a Policy CE-A.13 to regularly monitor and update the CPAP.

In March 2015, the City released its draft CAP, which identified measures to meet GHG reduction targets for 2020 and 2035. The CAP consists of a 2010 inventory of GHG emissions (see Table 5.11-2), a BAU projection for emissions at 2020 and 2035, state targets, and emission reductions with implementation of the CAP. The City identifies GHG reduction strategies focusing on energy- and water-efficient buildings; clean and renewable energy; multi-modal and land use planning; zero waste goals; and climate resiliency. Accounting for future population and economic growth, the City projects GHG emissions will be approximately 14.0 $MMTCO_2e$ in 2020 and 16.4 $MMTCO_2e$ in 2035. Carbon dioxide (CO_2)-equivalent emissions are the preferred way to assess combined GHG emissions because they give weight to the global warming potential (GWP) of a gas. The GWP is a unitless factor representing the potential of a gas to warm the global climate with respect equivalent amount of CO_2.

To achieve its proportional share of the state reduction targets for 2020 (AB 32) and 2050 (EO S-3-05), the City would need to reduce emissions below the 2010 baseline by 15 percent in 2020, and 49 percent by 2035. To meet these goals, the City needs to implement strategies to reduce emissions to approximately 11.9 $MMTCO_2e$ in 2020, and 8.4 $MMTCO_2e$ in 2035. Through implementation of the CAP, the City is projected to reduce emissions even further below targets by 2,165,323 $MTCO_2e$ by 2020, and 1,995,169 $MTCO_2e$ by 2035 (City of San Diego 2015).

Impact Analysis

The following greenhouse gas emissions impact analysis is based on the Greenhouse Gas Emissions Analysis for the Southeastern San Diego and Encanto Neighborhoods Community Plan Updates (GHG Report) prepared by RECON in January 2015. The complete analysis is included as Appendix D.

SIGNIFICANCE CRITERIA

The CEQA Guidelines Appendix G Environmental Checklist includes the following two questions regarding assessment of GHG emissions:

1. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

2. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs?

As stated in the Guidelines, these questions are "intended to encourage thoughtful assessment of impacts and do not necessarily represent thresholds of significance."

GHG Emissions

The City has not adopted GHG Thresholds of Significance for CEQA and is following guidance from the 2008 CAPCOA report "CEQA & Climate Change" to identify screening criteria to determine when a GHG analysis would be required, and information from the CARB Scoping Plan and BAU 2020 Forecast to determine when a cumulatively significant contribution of GHGs has occurred.

The CAPCOA report references a 900-metric-ton guideline as a conservative threshold for requiring further analysis and mitigation. The City, thus, follows a 900-metric-ton screening criterion for determining when detailed GHG analysis that quantifies emission reductions would be required.

For projects that exceed the 900-metric-ton screening criterion, the City requires a GHG emissions analysis to demonstrate that the proposed project achieves a 28.3 percent reduction relative to BAU GHG emissions (City of San Diego 2010). This requirement is based on the CARB BAU 2020 Forecast and Scoping Plan, which identify reductions needed to achieve an approximate overall 28.3 percent reduction in statewide BAU emissions by 2020. Per City Guidance, if a project's 2020 GHG emissions represent a 28.3 percent reduction relative to the project's BAU GHG emissions, then the project would not result in a significant impact on global climate change.

Consistency with Adopted Plans, Policies, and Regulations

The CPUs would have significant impacts if they conflicted with applicable sections of the General Plan. The City of San Diego General Plan Conservation Element outlines city policies to reduce climate change impacts. Approval of the CPUs would not permit the construction of any

individual project, and no specific development details are available at this time. Therefore, most policies such as promoting green building, energy efficient lighting, and water conservation strategies are inapplicable to program-level projects such as the CPUs. General Plan Policy CE-A.2 includes adopting programs that . . . "create sustainable and efficient land use patterns to reduce vehicular trips and preserve open space . . . [and] reduce fuel emission levels by encouraging alternative modes of transportation." Therefore, the CPUs would be considered consistent with the General Plan if it can be demonstrated that the CPUs would reduce vehicle miles traveled by encouraging alternative modes of transportation.

The City Guidelines for Determining Significance assert that a project would be consistent with the CARB Scoping Plan if the project demonstrates it can reduce its GHG emissions by 28.3 percent relative to the BAU scenario prior to passage of AB 32 in 2005. This assertion is based on BAU emissions forecasts from CARB's 2008 Scoping Plan. As discussed in the Regulatory Setting Section, the First Update to the Scoping Plan revised the BAU emissions forecast and lowered the target to a 16.1 percent reduction compared to a BAU. However, the BAU in the First Update to the Scoping Plan was based on progress made through 2011 as well as the economic down turn. Therefore, to be consistent with City guidance on GHG emissions, this analysis uses 28.3 percent reduction target and the same BAU approach from the 2008 Scoping Plan as the criterion for assessing consistency with the CARB Scoping Plan.

METHODOLOGY AND ASSUMPTIONS

Based on current City guidance, the CPU land uses were evaluated relative to the 28.3 percent reduction relative to CARB's 2008 BAU forecast for the year 2020. The CPUs would result in changes to existing land use designations and zoning. Buildout of the CPUs is not anticipated to occur until 2035; however, no adopted GHG reduction target is applicable after 2020. Therefore, GHG emissions estimates for complete CPU buildout are assessed against 2020 GHG targets to evaluate significance. BAU estimates were modeled with an operational year of 2005 to avoid accounting for measures that were adopted after passage AB 32.

Sources of GHG emissions in the CPU areas include vehicular traffic, energy use, water use, solid waste management, and construction. GHG emissions were estimated using CalEEMod Version 2013.2.2, which was developed by several state air districts for quantifying criteria pollutant and GHG emissions. In brief, the model estimates GHG emissions by multiplying emission intensity factors by the estimated number of emission sources based on the land use information entered by the user. The user may then modify model assumptions based on project-specific knowledge.

The calculations of GHG emissions due to construction and operation of projects implemented under the CPUs take into account recent regulations which include the Renewables Portfolio Standards, California Code of Regulations Title 24 Standards, and San Diego Air Pollution Control District (SDAPCD) volatile organic compounds (VOC) content limits for architectural coatings. A reduction in VMT was included to reflect proposed increases in land use diversity and the proximity of proposed development to mass transit (trolley or bus stop).

Based on City guidance discussed in the Significance Criteria Section above, BAU estimates were modeled as though no measures were adopted after passage of AB 32 in 2005.

For a discussion of all modeling methods, assumptions, and model inputs refer to the Greenhouse Gas Emissions Analysis in Appendix D.

SUMMARY OF IMPACTS

As detailed below, based on an analysis of the regulatory and project-related GHG emissions reductions, the Southeastern San Diego (SESD) CPU would result in annual emission of 293,331 $MTCO_2e$. This represents a 42.3 percent reduction in GHG emissions by 2020 over a BAU scenario due to CPU policies and statewide regulations and programs. Similarly, proposed land uses within the Encanto Neighborhoods CPU area would generate 282,060 $MTCO_2e$, which represents a 40.3 percent reduction in GHG emissions by 2020 over the BAU emissions. As the CPUs would achieve a greater than 28.3 percent reduction over BAU, the adoption of the CPUs would not have a substantial adverse effect on the environment through the generation of GHG emissions. Therefore, impacts related to GHG emissions would be considered less than significant.

The SESD and Encanto Neighborhoods CPUs would achieve an approximate 42 and 40 percent reduction in GHG emissions relative to BAU, respectively. They exceed the 28.3 percent required for consistency with the CARB Scoping Plan and are thus consistent with the overall goals of the Scoping Plan and City thresholds. Additionally, both the SESD and the Encanto Neighborhoods CPUs include land use, sustainability, and mobility policies that are intended to reduce VMT and increase transit and other forms of transportation, including pedestrian and bicycle; promote green building; encourage alternative energy use; and move to more compact development. These measures support the Scoping Plan and reinforce General Plan Policies. As the CPUs would achieve a greater than 28.3 percent reduction over BAU, and each Plan's polices support the goals of the Scoping Plan, the CPUs would be consistent with the Scoping Plan. Therefore, the CPUs would not conflict with an applicable plan, policy, or regulation adopted for reduction of GHG emissions.

IMPACTS

Impact 5.11-1 Implementation of the CPUs would not have a substantial adverse effect on the environment through the generation of GHG emissions, either directly or indirectly. (*Less than Significant*)

SESD CPU

Table 5.11-5 summarizes the GHG emissions that would occur as a result of the SESD CPU due to the following GHG sources: vehicles, energy, area sources, water use, solid waste generation, and construction. Attachments 1-3 of Greenhouse Gas Emissions Analysis in Appendix (Appendix D) contains complete modeling data.

Table 5.11-5: Southeastern San Diego GHG Emissions ($MTCO_2e$ per year)

Emission Source	Existing (2015)	BAU (2020)	Buildout (2020)	Buildout vs BAU Reduction	
				$MTCO_2e$	%
Mobile	245,071	350,592	170,004	180,588	51.5%
Energy	72,127	86,485	62,355	24,130	27.9%
Area	22,899	27,496	27,493	3	0.0%
Waste	13,101	15,072	15,072	0	0.0%
Water	15,101	18,130	12,248	5,882	32.4%
Construction	7,900	10,677	6,160	4,517	42.3%
Total	**376,199**	**508,451**	**293,331**	**215,120**	**42.3%**

As shown in Table 5.11-5, the SESD CPU would result in the annual emission of 293,331 $MTCO_2e$ of GHG. The total GHG emissions in the SESD CPU area, when compared to the BAU total annual emissions, would result in a 42.3 percent reduction in GHG emissions relative to BAU. This exceeds the City's threshold of a 28.3 percent reduction in GHG emissions relative to BAU. Federal and state regulations including the 2013 Title 24 California Building Code, Pavley Vehicle Standards, Low Carbon Fuel Standards, and California Renewables Portfolio Standard account for approximately 25 percent of this reduction. The remaining reductions would be due to CPU land use policies P-LU-1 and P-LU-3. Therefore, GHG emissions associated with the SESD CPU would be less than significant.

CPU Policies that Reduce the Impact

Land Use Element (Southeastern San Diego)

P-LU-1 Provide a variety of land use types to maintain the existing balance of land uses (refer to General Plan Policy LU-H.7)

P-LU-3 Focus the highest intensity development (residential and non-residential) on both Commercial Street and Imperial Avenue around the trolley stops to capitalize on access to transit, boost transit ridership, and reduce reliance on driving.

Mitigation Framework

Impacts would be less than significant. No mitigation measures are required.

Encanto Neighborhoods CPU

Table 5.11-6 summarizes the GHG emissions that would occur as a result of the Encanto Neighborhoods CPU due to the following GHG sources: vehicles, energy, area sources, water use, solid waste generation, and construction. Attachments 1-3 of Greenhouse Gas Emissions Analysis in Appendix D contains complete modeling data.

Table 5.11-6: Encanto Neighborhoods GHG Emissions ($MTCO_2e$ per year)

Emission Source	Existing (2015)	BAU (2020)	Buildout (2020)	Buildout vs BAU Reduction	
				$MTCO_2e$	%
Mobile	197,353	321,322	161,630	159,692	49.7%
Energy	64,321	80,163	58,338	21,825	27.2%
Area	21,011	32,153	32,150	3	0.0%
Waste	11,879	13,514	13,514	0	0.0%
Water	11,181	15,437	10,506	4,931	31.9%
Construction	6,558	9,923	5,923	4,000	40.3%
Total	**312,303**	**472,511**	**282,060**	**190,451**	**40.3%**

As shown in Table 5.11-6, the Encanto Neighborhoods CPU would result in the annual emission of 282,060 $MTCO_2e$ of GHG. The total GHG emissions in the Encanto Neighborhoods CPU area, when compared to the BAU total annual emissions, would result in a 40.3 percent reduction in GHG emissions relative to BAU. This would exceed the City's threshold of a 28.3 percent reduction in GHG emissions relative to BAU. Federal and state regulations including the 2013 Title 24 California Building Code, Pavley Vehicle Standards, Low Carbon Fuel Standards, and California Renewables Portfolio Standard account for approximately 24 percent of this reduction. The remaining reductions would be due to CPU land use policies P-LU-1 and P-LU-3 to P-LU-10. Therefore, GHG emissions associated with the Encanto Neighborhoods CPU would be less than significant.

CPU Policies that Reduce the Impact

Land Use Element (Encanto Neighborhoods)

P-LU-1 Provide a variety of land use types to maintain the existing balance of land uses (refer to General Plan Policy LU-H.7).

P-LU-3 Implement the City of Villages concept for mixed use transit oriented development as a way to minimize the need to drive by increasing opportunities for individuals to live near work, offering convenient mix of local goods and services, and providing access to high quality transit.

P-LU-4 Provide public spaces within the Villages to implement the General Plan Urban Design Element requirements for Mixed-Use villages (refer to General Plan Policies UD-C.1, UD-C.5 and UD-E.1).

P-LU-5 Provide needed infrastructure and mobility improvements to increase transportation options within the Villages and along transit corridors.

P-LU-6 Improve walkability within Villages and between adjacent neighborhoods by addressing sidewalk and other infrastructure maintenance deficits.

P-LU-7 Promote and enhance the village areas at Euclid/Market, Market/47th, along the Imperial corridor and at the 62nd Street trolley station.

P-LU-8 Allow for a range of retail, dining, and commercial service type uses within the commercial and mixed use designations that will promote vibrant centers in the community.

P-LU-9 Ensure that future development within the Villages will include the implementation of proposed creekside improvements as part of new development.

P-LU-10 Provide housing and commercial development in a mixed-use format and clustered around transit centers in order to encourage transit use and walkability.

Mitigation Measures

Impacts would be less than significant. No mitigation measures are required.

Impact 5.11-2 Implementation of the CPUs would not have a substantial adverse effect on a plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. (*No Impact*)

As discussed in the Significance Thresholds section, the CPU would be consistent with the General Plan if it would reduce VMT by encouraging alternative modes of transportation. In addition, the CPU would be consistent with the CARB Scoping Plan if it would reduce its GHG emissions by 28.3 percent compared to the BAU scenario.

Southeastern San Diego

The SESD CPU includes specific policies to increase density, through compact and diverse land use. This land use is primarily within the Southeastern Village District, which is entirely within ½ mile roughly centered along the San Diego Orange Line Trolley. Mobility Element Policies P-MO-1 through P-MO-15 promote walking, bicycling, and mass transit, through coordinated land use and infrastructure improvements. A stated goal of these policies is to make walking, bicycling, and mass transit pleasant, safe, and desirable modes of travel. Therefore, the SESD CPU encourages alternative modes of transportation and is consistent with the San Diego General Plan.

In addition to policies that reduce transportation-related emissions, the SESD CPU also contains policies that would reduce emissions related to energy use, water use, and waste production. Conservation and Sustainability Element Policies P-CS-3 through P-CS-11 promote energy saving through educational outreach, incentives programs, and retrofits. Other policies aim to reduce water use through recycled water use programs and water-efficient infrastructure projects. Together these policies would reduce GHG emissions from the generation of electricity, including electricity used for water distribution. Additionally, solid waste emissions would be reduced by increased recycling programs. This would reduce GHG emissions from waste transportation and decomposition.

The SESD CPU would result in a 42.3 percent reduction relative to BAU. This exceeds the 28.3 percent required for consistency with the CARB Scoping Plan and thus would be consistent with the overall goals of the Scoping Plan and City thresholds. Additionally, the CPU includes land use, sustainability, and mobility policies that support measures of the Scoping Plan, which are

intended to reduce VMT and increase transit and other alternative forms of transportation, promote green building, encourage alternative energy use, and move to more diverse compact land use. As the CPU would achieve a percentage reduction over BAU greater than 28.3 and its polices support the goals of the Scoping Plan, the impact from adoption of the CPU would be considered to have a less than significant impact on applicable plans, policies and regulations adopted for the purpose of reducing the emission of GHGs.

CPU Policies that Reduce the Impact

Mobility Element (Southeastern San Diego)

P-MO-1 Support and promote complete sidewalk and intersection improvements along Market Street, Imperial Avenue, Commercial Street and National Avenue.

P-MO-2 Install missing sidewalk and curb ramps and remove accessibility barriers.

P-MO-3 Provide marked crosswalks and pedestrian countdown timers at all signalized intersections.

P-MO-4 Improve the pedestrian environment adjacent and along routes to transit stops through the installation and maintenance of signs, crosswalks, and other appropriate measures.

P-MO-5 Provide shade-producing street trees and street furnishings with an emphasis in the Community Villages and along routes to schools and transit.

P-MO-6 Provide adequate lighting for safety and security, including retrofitting freeway underpasses.

P-MO-7 Where feasible, repurpose right-of-way to provide and support a continuous network of safe, convenient and attractive bicycle facilities shown in Figure 3-2, connecting Southeastern San Diego to the citywide bicycle network.

P-MO-8 Implement multi-use trails recommended in the Chollas Creek Enhancement Program.

P-MO-9 Provide secure, accessible bicycle parking, particularly at the 25th and Commercial and 32nd and Commercial trolley stations, within commercial areas, and at concentrations of employment throughout the community.

P-MO-10 Provide multi-modal access through the integration of transit within employment areas and the creation of safe and direct bicycle and pedestrian connections (refer to General Plan Policies UD-D.1 through D-3).

P-MO-11 Improve the environment surrounding bus and trolley stops through installation of curb extensions, shelters, additional seating, lighting, trash receptacles, and landscaping where appropriate.

P-MO-12 Highlight the presence of the three trolley stations through wayfinding signage and treatments on pedestrian routes to and from each of the stations.

"Treatments" refers to pedestrian improvements such as those listed on page 4-11 of the Pedestrian Master Plan Phase 1 Report.

P-MO-13 Work with MTS to incorporate measures to improve personal safety such as lighting, emergency call boxes, and similar upgrades at each of the trolley stations.

P-MO-14 Work with MTS and SANDAG to implement transit priority measures to improve transit travel times.

P-MO-15 Work with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan, and to incorporate additional transit services and facilities such as a new BRT station along the I-805 corridor connected to the 47th Street Trolley Station, including new rail, pedestrian, and bicycle connections between Southeastern San Diego and Encanto Neighborhoods.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-3 Reduce project level greenhouse gas emissions to acceptable levels through project design, application of site-specific mitigation measures, and/or adherence to standardized measures outlined in the City's adopted citywide Climate Action Plan.

P-CS-4 Create a meaningful visually and functionally cohesive outdoor gathering space for multi-family development projects that considers protection from excess noise, shadow impacts, and maximizes the positive effects of prevailing breezes to reduce heat and provide natural ventilation to individual residences.

P-CS-5 Encourage the use of solar energy systems to supplement or replace traditional building energy systems.

P-CS-6 Promote development that qualifies for the City's Sustainable Buildings Expedite Program.

P-CS-7 Educate residents and businesses on efficient appliances and techniques for reducing energy consumption.

P-CS-8 Provide and/or retrofit lighting in the public right-of-way that is energy efficient.

P-CS-9 Provide information on programs and incentives for achieving more energy efficient buildings and renewable energy production.

P-CS-10 Promote development of alternative fuel vehicle charging and filling stations throughout the community and include charging stations in new mixed-use, commercial, industrial and multi-family development.

P-CS-11 Support the expansion and architecturally integrated energy generation in new and retrofitted buildings including integrated photovoltaic systems, kinetic, wind, geothermal and new developing technologies.

P-CS-27 Implement applicable General Plan water resources management and water quality goals and policies as discussed in the Conservation Element Sections CE-D.1-D.5 and Urban Design Element.

P-CS-28 Encourage new development to incorporate as many water-wise practices as possible in their design and construction, including: encourage recycled and/or gray water irrigation systems; retrofit public spaces and public rights-of-way with low-water use vegetation and/or alternative permeable surface materials that meet adopted landscape regulations; and ensure that any 'community greening' projects utilize water-efficient landscape.

P-CS-29 Conserve water through the provision of water-efficient infrastructure, drought tolerant plantings, greywater usage, and the extension of the municipal reclaimed water to support public parks and landscaped areas.

P-CS-42 Encourage multi-story developments to include solid waste and recycling management measures, such as dual trash/recycling chutes, in development plans to facilitate compliance with recycling regulations.

P-CS-43 Promote recycling facilities that are well maintained, attractive in appearance, and help promote waste reduction in the community.

Mitigation Framework

Impacts would be less than significant. No mitigation measures are required.

Encanto Neighborhoods

The Encanto Neighborhoods CPU includes specific policies to increase density through compact and diverse land use. This land use is almost entirely within ½ mile roughly centered along the San Diego Orange Line Trolley. Furthermore, the proposed Density Transfer Program would facilitate the transfer of land use density to within ¼ mile of a San Diego Orange Line Trolley stop. Mobility Element Policies P-MO-1 through P-MO-15 promote walking, bicycling, and mass transit, through infrastructure improvements. A stated goal of these policies is to develop a robust multimodal network that encourages walking, bicycling, and taking mass transit. Therefore, the Encanto Neighborhoods CPU encourages alternative modes of transportation and is consistent with the San Diego General Plan.

Conservation and Sustainability Policy P-CS-10 would further reduce transportation-related emissions by including electric vehicle charging stations in new mixed-use, commercial, industrial, and multi-family developments. Other energy-related policies include Policies P-CS-3 through P-CS-11, which promote energy-saving through educational outreach, incentives programs, and retrofits.

Similar to the SESD CPU, policies aim to reduce GHG emissions related to water use and waste generation. However, the Encanto Neighborhoods CPU also contains Policy P-CS-50. Policy P-CS-50 prioritizes becoming a zero-waste community that promotes the recycling of both solid and green waste, as well as food scrap composting through education, incentives, and other activities. This would reduce GHG emissions from waste transportation and decomposition.

The Encanto Neighborhoods CPU would result in a 40.3 percent reduction relative to BAU. This exceeds the 28.3 percent required for consistency with the CARB Scoping Plan and thus would be consistent with the overall goals of the Scoping Plan and City threshold. Additionally, as with the SESD CPU, the Encanto Neighborhoods CPU includes land use, sustainability, and mobility policies that support measures of the Scoping Plan, which are intended to reduce VMT and increase transit and other alternative forms of transportation, promote green building, encourage alternative energy use, and create more diverse and compact land use. As the CPU would achieve a percentage reduction over BAU greater than 28.3 and its polices support the goals of the Scoping Plan, adoption of the CPU would be considered to have a less than significant impact on applicable plans, policies, and regulations adopted for the purpose of reducing the emission of GHGs.

CPU Policies that Reduce the Impact

Mobility Element (Encanto Neighborhoods)

P-MO-1 Support and promote complete sidewalk and intersection improvements along 47th Street, Euclid Avenue, Market Street, Imperial Avenue, and National/Logan Avenues.

P-MO-2 Install missing sidewalk and curb ramps and remove accessibility barriers.

P-MO-3 Provide marked crosswalks and pedestrian countdown timers at all signalized intersections.

P-MO-4 Improve the pedestrian environment along routes to transit stops through the installation and maintenance of signs, crosswalks, and other appropriate measures.

P-MO-5 Provide shade-producing street trees and street furnishings with an emphasis along routes to schools and transit.

P-MO-6 Provide adequate lighting for safety and security.

P-MO-7 Where feasible, repurpose right-of-way to provide and support a continuous network of safe, convenient and attractive bicycle facilities shown in Figure 3-2, connecting Encanto Neighborhoods to the citywide bicycle network.

P-MO-8 Implement multi-use trails recommended in the Chollas Creek Enhancement Program.

P-MO-9 Provide secure, accessible bicycle parking, particularly at the 47th Street, Euclid Avenue and 62nd Street trolley stations, within commercial areas, and at concentrations of employment throughout the community.

P-MO-10 Provide multi-modal access through the integration of transit within employment areas and the creation of safe and direct bicycle and pedestrian connections.

P-MO-11 Improve the environment surrounding bus and trolley stops through installation of curb extensions, shelters, additional seating, lighting, trash receptacles, and landscaping where appropriate.

P-MO-12 Highlight the presence of the three trolley stations through wayfinding signage and treatments on pedestrian routes to and from each of the stations.

"Treatments" refers to pedestrian improvements such as those listed on Page 4-11 of the Pedestrian Master Plan Phase 1 Report.

P-MO-13 Work with MTS to incorporate measures to improve personal safety such as lighting, emergency call boxes, and similar upgrades at each of the trolley stations.

P-MO-14 Work with MTS and SANDAG to implement transit priority measures to improve transit travel times.

P-MO-15 Work with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan, and to incorporate additional transit services and facilities such as a new BRT station along the I-805 corridor connected to the 47th Street Trolley Station, including new rail, pedestrian, and bicycle connections between Southeastern San Diego and Encanto Neighborhoods.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS- 3 Reduce project level greenhouse gas emissions to acceptable levels through project design, application of site-specific mitigation measures, or adherence to standardized measures outlined in the City's adopted Citywide Climate Action Plan.

P-CS-4 Create a meaningful visually and functionally cohesive outdoor gathering space for multi-family development projects that considers protection from excess noise, shadow impacts, and maximizes the positive effects of prevailing breezes to reduce heat and provide natural ventilation to individual residences.

P-CS-5 Encourage the use of solar energy systems to supplement or replace traditional building energy systems.

P-CS-6 Promote development that qualifies for the City's Sustainable Buildings Expedite Program.

P-CS-7 Educate residents and businesses on efficient appliances and techniques for reducing energy consumption.

P-CS-8 Provide and/or retrofit lighting in the public right-of-way that is energy efficient.

P-CS-9 Provide information on programs and incentives for achieving more energy efficient buildings and renewable energy production.

P-CS-10 Include electric vehicle charging stations in new mixed-use, commercial, industrial and multi-family development.

P-CS-11 Support the expansion and architecturally integrated energy generation in new and retrofitted buildings including integrated photovoltaic systems, kinetic, wind, geothermal and new developing technologies.

P-CS-28 Implement applicable General Plan water resources management and water quality goals and policies as discussed in the Conservation Element Sections CE-D.1-D.5 and Urban Design Element.

P-CS-29 Encourage new development to incorporate as many water-wise practices as possible in their design and construction, including: encourage recycled and/or gray water irrigation systems; retrofit public spaces and public rights-of-way with low-water use vegetation and/or alternative permeable surface materials that meet adopted landscape regulations; and ensure that any 'community greening' projects utilize water-efficient landscape.

P-CS-30 Conserve water through the provision of water-efficient infrastructure, drought tolerant plantings, greywater usage, and the extension of the municipal reclaimed water to support public parks and landscaped areas.

P-CS-50 Become a zero-waste community that promotes the recycling of both solid and green waste, as well as food scrap composting through education, incentives, and other activities.

P-CS-51 Encourage multi-story developments to include solid waste and recycling management measures, such as dual trash/recycling chutes, in development plans to facilitate compliance with recycling regulations.

P-CS-52 Promote recycling facilities that are well maintained, attractive in appearance, and help promote waste reduction in the community.

Mitigation Framework

Impacts would be less than significant. No mitigation measures are required.

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5.12 Energy

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to analyze energy use and conservation as it is applicable to the proposed project, and in particular to describe any wasteful, inefficient, and unnecessary consumption of energy caused by a project, along with a description of feasible mitigation measures.

This analysis of energy conservation consists of a summary of the energy regulatory framework, the existing conditions within the CPU areas, a discussion of the potential impacts on energy resources that could result from the adoption of the CPUs, and identification of the CPU design features/policy framework or mitigation measures that may reduce energy consumption or inefficiencies. This section evaluates potential impacts on energy conservation in accordance with Appendix F of the CEQA Guidelines and federal, state, and regional regulations.

Environmental Setting

PHYSICAL SETTING

San Diego Gas & Electric

San Diego Gas & Electric (SDG&E) is the owner and operator of 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 has safe and reliable utility service and sets the gas and electricity rates for SDG&E. The energy needs of future projects within the CPU areas would be supplied through the various combinations of energy resources available within the CPU areas, as discussed in this section.

Table 5.12-1 lists SDG&E's current energy sources. As shown, SDG&E uses biomass, geothermal, hydroelectric, solar and wind sources and obtained 19.2 percent of its energy from renewable resources in 2013 (SDG&E 2015). As directed by the California Renewables Portfolio Standard in Senate Bill 1078, SDG&E and other statewide energy utility providers are targeted to achieve a 33 percent renewable energy mix by 2020. This bill requires the state's three investor-owned utilities, including SDG&E, to increase their purchases of power generated from renewable resources in order to reduce reliance on fossil fuels and to reduce GHG emissions. Currently, over 12 percent of SDG&E's renewables procurement is from resources located in San Diego County. The remainder is from renewable energy sources located in Imperial, Riverside, Orange, and Kern counties (SDG&E 2015).

Table 5.12-1: SDG&E Power Content Label

Energy Source	*SDG&E 2013 Power Mix (actual)*
Renewables	24%
Biomass and waste	3.0%
Geothermal	2.0%
Small hydroelectric	0.0%
Solar	4.0%
Wind	15.0%
Coal	3.0%
Large Hydroelectric	0.0%
Natural Gas	67.0%
Nuclear	0.0%
Unspecified Sources of Power*	6.0%
Total	**100%**

Note:

"Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.

Source: San Diego Gas & Electric (SDG&E) 2015

There were recently two major electricity generating power plants operating in San Diego County: the Encina Power Plant and the San Onofre Nuclear Generating Station (SONGS). However, the two SONGS reactors were deactivated in January 2012, and there are no plans to restart either reactor. As a result, only the Encina Power Plant is available to generate electricity to cover the base load in San Diego County.

There are also smaller electricity generating plants in the county that are used as backup facilities during times of peak power demand. These in-region assets are currently capable of generating approximately 3,100 megawatts (MW) of electricity, about 63 percent of the region's summer peak demand. However, San Diego's older in-region resources typically run at partial capacity (1,628 MW) due to air quality, high fuel cost, and other reasons (SDG&E 2015).

Furthermore, power generation and power use are not linked geographically. Electricity generated within the San Diego region is not dedicated to users in the SDG&E service area. Instead, electricity generated in the county is fed into the statewide utility grid and made generally available to users statewide. SDG&E purchases electricity from this statewide grid through various long-term contracts.

Natural gas is also imported into southern California and originates from major supply basins located from Canada to Texas. Gas is pumped out and shipped to receipt points that connect with major interstate gas pipelines. The Wheeler receipt point, located near Bakersfield, California, is where SDG&E receives deliveries of Canadian natural gas that are transmitted through the Southern California Gas (SoCalGas) system. SDG&E currently purchases nearly 80 percent of its electricity and natural gas needs from out-of region energy sources.

Energy is transmitted to the CPU areas through a statewide grid that is operated by the California Independent System Operator (CAISO). The CAISO oversees the operation of the state's electric power system, transmission lines, and electricity generated and transmitted by its member utilities. SDG&E provides electricity to the CPU areas through transmission lines that lead to neighborhood substations. The high voltage electricity is "stepped down" to lower voltages at the substations and is redirected through distribution lines to homes and businesses. The nearest SDG&E substation is the Grant Hill Electrical Substation, which is located south of SR-94, north of Market Street, and west of 30th Street near the northern boundary of the Southeastern San Diego (SESD) CPU area.

REGULATORY SETTING

The following regulations and guidelines provide the framework for energy conservation. According to the majority of these programs and their requirements, increased demands for non-renewable energy supplies are best addressed through conservation.

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the U.S. Department of Transportation (DOT), the U.S. Department of Energy (DOE), and the U.S. Environmental Protection Agency (EPA) are three federal agencies with substantial influence over energy policies and programs. Generally, federal agencies influence and regulate transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure improvements.

On the state level, the CPUC and California Energy Commission (CEC) have authority over different aspects of energy transmission. The CPUC regulates privately owned utilities in the energy, rail, telecommunications, and water fields. The CEC collects and analyzes energy-related data, prepares statewide energy policy recommendations and plans, promotes and funds energy efficiency programs, has energy facility permitting authority, and adopts and enforces appliance and building energy efficiency standards.

Federal Regulations

Federal Energy Policy and Conservation Act and Amendments

Minimum standards of energy efficiency for many major appliances were established by the U.S. Congress in the federal Energy Policy and Conservation Act (EPCA) of 1975, and have been subsequently amended for changes in technology by succeeding energy legislation, including the federal Energy Policy Act of 2005. The DOE is required to set appliance efficiency standards at levels that achieve the maximum improvement in energy efficiency that is technologically feasible and economically justified.

Corporate Average Fuel Economy Standards

The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the United States. In 2007, as part of the Energy and Security Act of 2007, CAFE standards were increased for new light-duty vehicles to 35 miles per gallon (mpg) by 2020. In May 2009, President Obama announced further plans to increase CAFE standards to require

light duty vehicles to meet an average fuel economy of 35.5 mpg by 2016. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 established new standards for a few equipment types not already subjected to a standard, and updated some existing standards. The Energy Independence and Security Act includes new standards for lighting, which will be deployed in two phases. During the first phase, which was 2012–2014, common light bulbs were required to use about 20–30 percent less energy than 2007 incandescent bulbs. During the second phase, from 2015–2020, light bulbs must consume 60 percent less energy than the incandescent bulbs of 2007; this requirement will effectively phase out the incandescent light bulb.

State Regulations

Warren-Alquist Act of 1976

The Warren-Alquist Act of 1976 mandated that the CEC create and periodically update Building Energy Efficiency Standards for the state of California. The most recent Building Energy Efficiency Standards went into effect July 1, 2014. These standards have kept the per capita energy consumption in California flat since 1977 and have saved Californians more than $74 billion in reduced electricity bills since then.

State Standards Addressing Vehicular Emissions

California Assembly Bill 1493 (Pavley), enacted on July 22, 2002, directed the California Air Resources Board (CARB) to adopt regulations to reduce greenhouse gases (GHG) emitted by passenger vehicles and light-duty trucks. CARB adopted regulations in 2004, but due to legal delays was not granted the authority by the EPA to proceed until 2009. The adopted regulations apply to the vehicle manufacture date of 2009 and later model year vehicles. CARB estimates that the regulations will reduce GHG emissions from light-duty passenger vehicles by an estimated 30 percent in 2016 (CARB 2015).

GHG reductions would result from improved vehicle design that includes small engines with superchargers, continuously variable transmissions, and hybrid electric drives. These types of vehicles would further improve fossil fuel economy, and would be consistent with the federal rules and CAFE standards for passenger/light duty vehicles.

California Code of Regulations Title 24, Part 6 California Energy Code

All new construction in California must meet Title 24 energy standards (CEC 2015). Title 24, which provides energy efficiency standards for residential and nonresidential buildings, was established in 1978, in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to incorporate new energy efficiency technologies and methods. For example, the current Title 24 standards achieve a minimum 15 percent reduction in the combined space heating, cooling, and water heating energy compared to the previous 2005 Title 24 energy standards.

California Code of Regulations Title 24, Part 11 California Green Building Code

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11 in 2009, and became effective January 1, 2011. This code institutes mandatory minimum environmental performance standards that include the same energy efficiency requirements as Title 24, with optional standards for even greater energy efficiency. The code also mandates a 20 percent reduction in indoor water use, with voluntary goals and incentives for projects achieving 30 percent and over reduction. Because the provision of water involves large amounts of energy consumption, reduced water consumption would result in reduced energy demand.

Energy Action Plan

The state Energy Action Plan (2003, updated in 2008) was approved by the CPUC, the CEC, and the Southern California Public Power Authority (SCPPA). The goal of the Energy Action Plan is to ensure that adequate, reliable, and reasonably priced electrical power and natural gas supplies, including prudent reserves, are achieved and provided through policies, strategies, and actions that are cost-effective and environmentally sound for California's consumers and taxpayers (State of California, 2008). The agencies developed a priority sequence that utilities are to follow in their efforts to meet forecasted energy needs. This "loading order" identifies implementation of cost-effective energy efficiency measures, followed closely by implementation of demand response programs, as the State's preferred means and leading effort toward addressing future energy requirements. Renewable sources of power were identified as a third priority, and the agencies noted that the bulk electricity transmission grid and distribution facility infrastructure must be improved concurrently to support interconnection of renewable generation.

SDG&E Long-term Resource Plan

In 2004, SDG&E filed a long-term energy resource plan (LTRP) with the CPUC, which identifies how it will meet the future energy needs of customers in SDG&E's service area. The LTRP identifies several energy demand reduction (i.e., conservation) targets, as well as goals for increasing renewable energy supplies, new local power generation, and increased transmission capacity.

Consistent with Senate Bill 1078, the goals for increased renewable energy supplies in the 2004 LTRP call for acquiring 20 percent of SDG&E's energy mix from renewables by 2010 and 33 percent by 2020. The LTRP also calls for greater use of in-region energy supplies, including renewable energy installations. By 2020, the LTRP states that SDG&E intends to achieve and maintain the capacity to generate 75 percent of summer peak demand with in-county generation. The LTRP also identifies the procurement of 44 percent of its renewables to be generated and distributed in-region by 2020.

Local Regulations

The City of San Diego's Energy Conservation and Management Division is part of the Environmental Services Department. Formed in 2001, it is working towards energy self-reliance and as an energy-saving solutions clearinghouse for the City. These solutions, while not regulations, include rooftop solar energy, both as retrofits and as part of new residential and commercial development.

Impact Analysis

SIGNIFICANCE CRITERIA

Section 15126.4(a)(1) of the CEQA Guidelines states that an EIR shall describe feasible measures which could minimize significant adverse impacts, including, where relevant, the inefficient and unnecessary consumption of energy.

CEQA Guidelines, Appendix F, Energy Conservation, provides guidance for EIRs regarding potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing the inefficient, wasteful, and unnecessary consumption of energy. The Resources Agency amended Appendix F to make it clear that an energy analysis is mandatory. However, the Resources Agency also clarified that the energy analysis is limited to effects that are applicable to the project (Resources Agency 2009). Furthermore, Appendix F is not described as a threshold for determining the significance of impacts. Appendix F merely seeks inclusion of information in the EIR to the extent relevant and applicable to the project.

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the CPUs, impacts on energy resources would be significant if the SESD and Encanto Neighborhoods CPUs would:

- Result in the use of excessive amounts of electric power, fuel, or other forms of energy (e.g., natural gas, oil) during its construction or long-term operation.

METHODOLOGY AND ASSUMPTIONS

Because the CPUs do not specifically address any particular development project(s), impacts on energy resources are addressed generally, based on projected buildout of the CPUs. Depending on the types of future uses, impacts would need to be addressed in detail at the time specific projects are proposed. At a minimum, future projects implemented in accordance with the CPU would be required to meet the mandatory energy standards of the current California energy code (Title 24 Building Energy Standards of the California Public Resources Code).

SUMMARY OF IMPACTS

Energy resources would be consumed during construction of future development in conformance with the CPUs. Energy also would be consumed to provide operational lighting, heating, cooling, and transportation for future development within the CPU areas. Many of the policies in the CPUs aim to reduce energy consumption and promote sustainable practices; therefore, the potential impact is less than significant.

Implementation of the CPUs has the potential to result in impacts on energy supply due to the development that is anticipated to occur in response to projected population growth that is being planned for in the CPUs.

IMPACTS

Impact 5.12-1 Implementation of the CPUs would have an adverse effect on the use of electrical power (*Less than Significant*)

Substantial new development is anticipated for Southeastern San Diego and Encanto Neighborhoods under the proposed Community Plan Updates. specifically:

- The SESD CPU proposes an increase of 2,984 housing units and approximately 1.6 million square feet of non-residential development.
- The Encanto Neighborhoods CPU proposes a reduction of 819 housing units and an increase of approximately 0.9 million square feet of non-residential development.

~~Therefore, b~~Buildout under the CPUs in these urban communities would result in an increased demand for electric power. However, this increased demand for electric power would not be anticipated to result in a need for new electrical systems or require substantial alteration of existing utilities, which would create physical impacts. The existing tie-in lines, substations, and distribution network are projected to be adequate to serve the SESD and Encanto Neighborhoods CPU areas.

The City has formally adopted a policy for the undergrounding of overhead utility lines to protect public health, safety, and general welfare, and the CPUs reinforce these city-wide efforts. As a result, there would be some investment in the electric infrastructure as part of future development and redevelopment.

Based on the program-level analysis of the CPUs, state and local mandates for energy conservation, and the energy reduction measures set forth in the CPU policies, impacts associated with energy use would be less than significant. Additionally, energy and water efficient buildings are one of the best local strategies for reducing local energy consumption and reducing emissions, and the CPUs promote efficient development.

A mixture of regulatory mandates and incentives to improve building performance is recognized as the best strategy for the future. The use of clean and renewable energy is another goal of the CPUs. The majority of energy to be used in conjunction with construction activities would be electrical energy supplied by SDG&E, and SDG&E has nearly met the state-mandated requirement of providing 33 percent of local energy from renewable sources by 2020 (SDG&E 2015).

Policy P-UD-48 of the SESD CPU and Policy P-UD-49 of the Encanto Neighborhoods CPU Urban Design Elements encourages new development and redevelopment proposals to incorporate environmentally conscious building practices and materials, and use recycled and reused construction materials.

Energy used during future construction of the planned land uses would not be excessive given the short-term nature of the energy consumption. Even though exact details of the projects implemented in accordance with the CPUs are not known at this time, there are no conditions in the CPU areas that would require non-standard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, the CPUs would not result in the

use of excessive amounts of fuel or other forms of energy during the construction of future projects under the CPUs.

CalEEMod was used to estimate energy use for residential and non-residential uses, basing consumption on number of residential units and non-residential square footage. Table 5.12-2 below shows the estimated energy consumption in terms of natural gas and electricity for the CPUs, compared to the existing condition. As shown, buildout of the CPUs would result in more electricity consumption when compared to the existing condition, and reduced natural gas consumption. The reduction in natural gas consumption is due to primarily increased efficiency from Title 24 standards, and a diversification of energy sources, which is explained in greater detail below.

Table 5.12-2: Estimated Energy Consumption

Land Use Plan	*Natural Gas (annual MMBTU)*	*Electricity (annual GWh)*
Southeastern San Diego		
Existing ~~(Southeastern San Diego)~~	365,400	160.1
CPU ~~(Southeastern San Diego)~~	310,200	176.6
Encanto Neighborhoods		
Existing ~~(Encanto Neighborhoods)~~	367,200	127.2
CPU ~~(Encanto Neighborhoods)~~	344,600	156.8

Note:
MMBTU = million British Thermal Units; GWh = gigawatt hours

Source: Greenhouse Gas Analysis Attachments 1 & 3, RECON 2015 (Appendix D of this PEIR)"

Depending on the types of future uses, impacts would need to be addressed in detail at the time specific projects are proposed. At a minimum, future projects implemented in accordance with the CPUs would be required to meet the mandatory energy standards of the current California energy code (Title 24 Building Energy Standards of the California Public Resources Code). Some efficiencies associated with the Energy Standards under Title 24 include the building heating, ventilating, and air conditioning (HVAC) mechanical system; water heating system; and lighting system. Additionally, rebate and incentive programs that promote the replacement and installation and use of energy efficient plug-in appliances and lighting would be available, but not covered under Title 24.

Future projects would be required to comply with the CPU Urban Design Elements, which contain a list of Climate Change and Sustainable Development Policies that focus on designing new development to have a climate, energy efficient, and environmentally oriented site design (SESD CPU Policy P-UD-47 and Encanto Neighborhoods CPU Policy P-UD-45); incorporating environmentally conscious building practices and materials (SESD CPU Policy P-UD-51 and Encanto Neighborhoods CPU Policy P-UD-49); minimizing building heat gain and appropriately shading windows (SESD CPU Policy P-UD-49 and Encanto Neighborhoods CPU Policy P-UD-50); providing on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments (SESD CPU Policy P-UD-50 and Encanto Neighborhoods CPU Policy P-UD-48); ensuring development integrates storm water BMPs on-site (SESD CPU Policy P-UD-53 and Encanto Neighborhoods CPU Policy P-UD-51); and

integrating energy generation and sustainability into overall building design consistent with the architectural design (SESD CPU Policy P-UD-54 and Encanto Neighborhoods CPU Policy P-UD-52).

Although these policies would decrease the overall per capita energy use in the CPU areas, they would not ensure that energy supplies would be available when needed. Future projects would be subject to review for measures that would further reduce energy consumption in conformance with existing regulations.

The Conservation Elements for both CPUs also set forth goals to increase building energy efficiency and on-site production of renewable energy. Within the Climate Change and Sustainability sections, policies state that in order to reduce project-level GHG emissions to acceptable levels through project design, application of site-specific mitigation measures or adherence to standardized measures outlined in an adopted citywide Climate Action Plan should take place (Policy P-CS-3 in both the SESD and Encanto Neighborhoods CPUs). The combination of planned sustainable building techniques and energy efficiency practices would result in a decrease in energy consumed for the operation of new buildings within the CPU areas relative to the current energy code (see the GHG Analysis in Appendix D for more details regarding the calculated reduction in future energy demands and associated reduction in emissions).

CPU Policies that Reduce the Impact

Urban Design Element (Southeastern San Diego)

P-UD-50 Minimize building heat gain and appropriately shading fenestrations through techniques including:

- Orienting new buildings to minimize east and west facing facades.
- Where possible, configuring buildings in such way as to create internal courtyards to trap cool air while still encourage interaction with streets and open spaces.
- Awning, canopies and deep-set windows on south facing windows and entries.
- Utilize vertical shading and fins on east and west facing building facades.
- Using horizontal overhangs, awning or shade structures above south facing windows to mitigate summer sun but allow winter sun. Encourage overhang width to equal half the vertical window height to shade the window from early May to mid-August but still allowing the winter sun.
- Installing high vents or open windows on the leeward side of the buildings to let the hottest air, near the ceiling, escape.
- Creating low open vents or windows on the windward side that accepts cooler air to replace the hotter air.
- Including high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.

P-UD-52 Provide on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments, by:

- Planting deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter.
- Explore vegetation on the exposed east and west facing walls.
- Planting groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.
- Build roof gardens, eco-roofs or other vegetated roof systems to help reduce the solar heat gain of building roofs and to serve as shared open space.
- Minimizing impervious surfaces that have large thermal gain.

P-UD-54 Integrate energy generation and sustainability such as solar, wind, geothermal or other technologies into the overall building design consistent with the architectural design.

Urban Design Element (Encanto Neighborhoods)

P-UD-48 Minimize building heat gain and appropriately shading windows through techniques including:

- Orienting new buildings to minimize east and west facing facades.
- Where possible, configuring buildings in such way as to create internal courtyards to trap cool air while still encourage interaction with streets and open spaces.
- Awning, canopies and deep-set windows on south facing windows and entries.
- Utilizing vertical shading and fins on east and west facing building facades.
- If the overhang is less than half the vertical window height, a sunshade is required.
- Installing high vents or open windows on the leeward side of the buildings to let the hottest air, near the ceiling, escape.
- Creating low open vents or windows on the windward side that accepts cooler air to replace the hotter air.
- Including high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.

P-UD-50 Provide on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments, by:

- Planting deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter.
- Exploring vegetation on the exposed east and west facing walls.
- Planting groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.
- Building roof gardens, eco-roofs or other vegetated roof systems to help reduce the solar heat gain of building roofs and to serve as shared open space.
- Minimizing impervious surfaces that have large thermal gain.

P-UD-51 Ensure the design of new development integrates storm water best management practices onsite to maximize their effectiveness by:

- Encouraging the use of green roofs and water collection devices, such as bioswales, cisterns and rain barrels, to capture rainwater from the building for re-use.
- Utilizing disconnected drain sprouts to interrupt the direct flow of rainwater from the buildings to the storm water system. Integrate these features to imbibe buildings with a distinctive architectural character.
- Minimizing onsite impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobble stone block pavement, etc to detain and infiltrate run-off on-site.
- Encouraging the use of permeable paving elements in auto and non-auto-oriented areas.

P-UD-52 Encourage and integrate energy generation and sustainability such as solar, wind, geothermal or other technologies into the overall building design consistent with the architectural design.

Conservation and Sustainability Element (Southeastern San Diegoand Encanto Neighborhoods)

P-CS-1 Implement applicable General Plan sustainable development and resource management goals and policies as discussed in its Conservation Element Sections CE-A, I, and CE.L.3. (See also Urban Design Element.)

P-CS-2 Design new development and roadways to create a walkable community to provide residents with attractive alternatives to driving, thus reducing vehicle miles travelled and fostering a healthy community (see Mobility Element).

P-CS-3 Reduce project level greenhouse gas emissions to acceptable levels through project design, application of site-specific mitigation measures, and/or adherence to standardized measures outlined in the City's adopted citywide Climate Action Plan.

P-CS-4 Create a meaningful visually and functionally cohesive outdoor gathering space for multi-family development projects that considers protection from excess noise, shadow impacts, and maximizes the positive effects of prevailing breezes to reduce heat and provide natural ventilation to individual residences.

P-CS-5 Encourage the use of solar energy systems to supplement or replace traditional building energy systems.

P-CS-6 Promote development that qualifies for the City's Sustainable Buildings Expedite Program.

P-CS-7 Educate residents and businesses on efficient appliances and techniques for reducing energy consumption.

P-CS-8 Provide and/or retrofit lighting in the public right-of-way that is energy efficient.

P-CS-9 Provide information on programs and incentives for achieving more energy efficient buildings and renewable energy production.

P-CS-10 Promote development of alternative fuel vehicle charging and filling stations throughout the community and include charging stations in new mixed-use, commercial, industrial, and multi-family development.

P-CS-11 Support the expansion and architecturally integrated energy generation in new and retrofitted buildings including integrated photovoltaic systems, kinetic, wind, geothermal and new developing technologies.

Mitigation Framework

Impacts are less than significant; therefore, no mitigation is required.

Impact 5.12-2 Implementation of the CPUs would have an adverse effect on the use of fuel (*Less than Significant*)

Construction-Related Energy Consumption

Grading and construction activities consume energy through the operation of heavy off-road equipment, trucks, and worker traffic. At the program-level, it is speculative to quantify total construction-related energy consumption of future development, either in total or by fuel type.

Construction equipment used for future development and redevelopment projects is anticipated to be more efficient as engines are replaced, exhaust systems are retrofitted, and older equipment is retired and new equipment meeting more stringent emission standards is put into service. This would further reduce construction-related energy consumption and would reduce emissions. Energy used during future construction of the planned land uses is not considered excessive given the anticipated reduction in construction equipment emissions and the short-term nature of the energy consumption needed for construction.

Long-Term Operational-Related Energy Consumption

Because the proposed action is the adoption of plans and does not specifically address any particular development project, impacts on energy resources can only be addressed generally, based on planned growth.

Future operational energy use related to vehicle use would consist of the transportation fuels consumed to transport the residents, workers, and visitors within the CPU areas. The total estimated daily vehicle trips at full buildout (2035) are estimated in the traffic analysis for the respective CPUs~~to be~~, as follows:

- 248,152 average daily traffic (ADT) for Southeastern San Diego~~ and~~
- 149,348 ADT for Encanto Neighborhoods ~~as detailed in the traffic analysis for the respective CPUs~~.

The combined total ADT projected at buildout for both CPUs would be 397,500.

The CPU Mobility Elements contain policies that would reduce vehicle miles traveled (VMT) and associated fuel consumption. These include policies to improve neighborhood walkability design (Policies P-MO-1 through P-MO-5 for both SESD and Encanto Neighborhoods CPUs); increase bicycle infrastructure and bike riding incentives (Policies P-MO-7 through P-MO-9 for both SESD and Encanto Neighborhoods CPUs); expand public transit in the CPU areas (Policies P-MO-10 through P-MO-15 for SESD CPU and Policies P-MO-10 through P-MO-12 and Policies P-MO-14 and P-MO-15 for Encanto Neighborhoods CPU); and provide traffic calming measures that improve safety and promote walking and bicycling in the communities (Policies P-MO-16 through P-MO-22 and P-MO-24 through P-MO-28 for the SESD CPU area and Policies P-MO-16 through P-MO-19, Policies P-MO-21 and P-MO-22, and Policies P-MO-24 through P-MO-28 for the Encanto Neighborhoods CPU area). The location of the CPUs within an already urbanized area adjacent to existing and planned public transit service offers opportunity for transit use and reduced VMT.

Development in accordance with the CPUs would not result in the use of excessive amounts of fuel during the operation of future development projects under the CPUs, and operational energy consumption impacts would be less than significant.

CPU Policies that Reduce the Impact

Mobility Element (Southeastern San Diego)

P-MO-1 Support and promote complete sidewalk and intersection improvements along Market Street, Imperial Avenue, Commercial Street and National Avenue.

P-MO-2 Install missing sidewalk and curb ramps and remove accessibility barriers.

P-MO-3 Provide marked crosswalks and pedestrian countdown timers at all signalized intersections.

P-MO-4 Improve the pedestrian environment adjacent and along routes to transit stops through the installation and maintenance of signs, crosswalks, and other appropriate measures.

P-MO-5 Provide shade-producing street trees and street furnishings with an emphasis in the Community Villages and along routes to schools and transit.

P-MO-7 Where feasible, repurpose right-of-way to provide and support a continuous network of safe, convenient and attractive bicycle facilities shown in Figure 3-2, connecting Southeastern San Diego to the citywide bicycle network.

P-MO-8 Implement multi-use trails recommended in the Chollas Creek Enhancement Program.

P-MO-9 Provide secure, accessible bicycle parking, particularly at the 25th and Commercial and 32nd and Commercial trolley stations, within commercial areas, and at concentrations of employment throughout the community.

P-MO-10 Provide multi-modal access through the integration of transit within employment areas and the creation of safe and direct bicycle and pedestrian connections (refer to General Plan Policies UD-D.1 through D.3).

P-MO-11 Improve the environment surrounding bus and trolley stops through installation of curb extensions, shelters, additional seating, lighting, trash receptacles, and landscaping where appropriate.

P-MO-12 Highlight the presence of the two trolley stations through wayfinding signage and treatments on pedestrian routes to and from each of the stations.

> *"Treatments" refers to pedestrian improvements such as those listed on page 4-11 of the Pedestrian Master Plan Phase 1 Report.*

P-MO-13 Work with MTS to incorporate measures to improve personal safety such as lighting, emergency call boxes, and similar upgrades at each of the trolley stations.

P-MO-14 Work with MTS and SANDAG to implement transit priority measures to improve transit travel times.

P-MO-15 Work with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan, and to incorporate additional transit services and facilities such as a new BRT station along the I-805 corridor connected to the 47th Street Trolley Station, including new rail, pedestrian, and bicycle connections between Southeastern San Diego and Encanto Neighborhoods.

P-MO-16 Provide a complete streets network throughout the community, safely accommodating all modes and users of the right of way.

P-MO-17 Repurpose right-of-way to provide high quality bicycle, pedestrian, and transit facilities while maintaining vehicular access.

P-MO-18 Implement road and lane diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in the community.

P-MO-19 Implement focused intersection improvements to improve safety and operations for all modes.

P-MO-20 Provide street trees, street lighting, and implement a wayfinding program.

P-MO-21 Ensure efficient movement and delivery of goods to industrial and retail uses while minimizing impacts on residential and mixed use neighborhoods.

P-MO-22 Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements.

P-MO-24 Support implementation of ITS to improve safety, efficiency and service, and congestion, including but not limited to traffic signal coordination, traffic and transit information, smart parking technology, and transit priority measures.

P-MO-25 Encourage use of or accommodation for emerging technologies such as car charging stations as part of future infrastructure and development projects.

P-MO-26 Encourage new residential, office and commercial developments, as well as any new parking garages to provide spaces for carsharing.

P-MO-27 Encourage new commercial, office and industrial development; employers; and new residential development to provide transit passes to employees and residents.

P-MO-28 Encourage employers to coordinate with SANDAG to provide commuter transportation programs.

Mobility Element (Encanto Neighborhoods)

P-MO-1 Support and promote complete sidewalk and intersection improvements along 47th Street, Euclid Avenue, Market Street, Imperial Avenue, and National/Logan Avenues.

P-MO-2 Install missing sidewalk and curb ramps and remove accessibility barriers.

P-MO-3 Provide marked crosswalks and pedestrian countdown timers at all signalized intersections.

P-MO-4 Improve the pedestrian environment along routes to transit stops through the installation and maintenance of signs, crosswalks, and other appropriate measures.

P-MO-5 Provide shade-producing street trees and street furnishings with an emphasis along routes to schools and transit.

P-MO-7 Where feasible, repurpose right-of-way to provide and support a continuous network of safe, convenient and attractive bicycle facilities shown in Figure 3-2 (of the CPU document), connecting Encanto Neighborhoods to the citywide bicycle network.

P-MO-8 Implement multi-use trails recommended in the Chollas Creek Enhancement Program.

P-MO-9 Provide secure, accessible bicycle parking, particularly at the 47th Street, Euclid Avenue and 62nd Street trolley stations, within commercial areas, and at concentrations of employment throughout the community.

P-MO-10 Provide multi-modal access through the integration of transit within employment areas and the creation of safe and direct bicycle and pedestrian connections.

P-MO-11 Improve the environment surrounding bus and trolley stops through installation of curb extensions, shelters, additional seating, lighting, trash receptacles, and landscaping where appropriate.

P-MO-12 Highlight the presence of the three trolley stations through wayfinding signage and treatments on pedestrian routes to and from each of the stations.

"Treatments" refers to pedestrian improvements such as those listed on Page 4-11 of the Pedestrian Master Plan Phase 1 Report.

P-MO-14 Work with MTS and SANDAG to implement transit priority measures to improve transit travel times.

P-MO-15 Work with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan, and to incorporate additional transit services and facilities such as a new BRT station along the I-805 corridor connected to the 47th Street Trolley Station, including new rail, pedestrian, and bicycle connections between Southeastern San Diego and Encanto Neighborhoods.

P-MO-16 Provide a complete streets network throughout the community, safely accommodating all modes and users of the right of way.

P-MO-17 Repurpose right-of-way and implement limited roadway widening to provide high quality bicycle, pedestrian, and transit facilities while maintaining vehicular access.

P-MO-18 Implement road and lane diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in the community.

P-MO-20 Provide street trees, street lighting, and implement a wayfinding program.

P-MO-21 Ensure efficient movement and delivery of goods to industrial and retail uses while minimizing impacts on residential and mixed use neighborhoods.

P-MO-22 Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements.

P-MO-24 Support implementation of ITS to improve safety, efficiency and service, and congestion, including but not limited to traffic signal coordination, traffic and transit information, smart parking technology, and transit priority measures.

P-MO-25 Encourage use of or accommodation for emerging technologies such as car charging stations as part of future infrastructure and development projects.

P-MO-26 Encourage new residential, office and commercial developments, as well as any new parking garages to provide spaces for carsharing.

P-MO-27 Encourage new commercial, office and industrial development; employers; and new residential development to provide transit passes to employees and residents.

P-MO-28 Encourage employers to coordinate with SANDAG to provide commuter transportation programs.

Mitigation Framework

Impacts would be less than significant; therefore, no mitigation is required.

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5.13 Public Services and Facilities

This section describes public services and facilities in the Southeastern San Diego (SESD) CPU and Encanto Neighborhoods CPU areas and analyzes potential impacts due to implementation of the CPUs. Issues addressed include police and fire protection, parks and recreational facilities, libraries, school, and the maintenance of public facilities. The information in this section is primarily based on the Existing Conditions Reports for the CPUs (City of San Diego 2013a, 2013b), the CPUs themselves, and other sources.

Environmental Setting

PHYSICAL SETTING

Public Safety

Police Protection

The San Diego Police Department groups neighborhoods in the city into nine divisions. The portion of the SESD CPU area west of I-15 is part of the Central Division, which serves over 103,000 residents in Southeastern San Diego and surrounding neighborhoods. Central Division is staffed with 129 sworn personnel. The portion of the SESD CPU area east of I-15 and all of the Encanto Neighborhoods CPU area are part of the Southeastern Division; this headquarters is located in the Skyline neighborhood and serves a population of over 175,000 (City of San Diego, 2013a, 2013c). The Southeastern Division is currently staffed with 101 sworn personnel and one civilian employee.

The Department currently utilizes a five level priority call dispatch system, which includes priority E (Emergency), one, two, three, and four. As of May 2015, the overall average response times for the beats within Southeastern Division were 6.8 minutes for emergency calls, 13.4 minutes for priority one calls, 35.3 minutes for priority two calls, 90.9 minutes for priority three calls, and 99.7 minutes for priority four calls. The average response times for the beats within in Central Division were 6.3 minutes for emergency calls, 11.4 minutes for priority one calls, 32.2 minutes for priority two calls, 79.5 for priority three calls, and 77.7 for priority four calls.

In both Divisions, the response times for emergency and priority one calls currently meet the City's standard of 7 minutes and 14 minutes respectively. Response to priority two, three, and four calls lag behind the City's goals of 27 minutes, 68 minutes, and 70 minutes, respectively.

Fire Protection

The San Diego Fire Department provides emergency/rescue services, hazard prevention and safety education to ensure the protection of life, property and the environment. This includes education about managing brush in order to protect properties from wildfires. There are two fire stations within or near Southeastern San Diego, as shown in Figure 5.13-1: Station 19 just east of I-15 on Ocean View Boulevard and Station 7 in Barrio Logan just west of I-5 (City of San Diego, 2013a). There is one fire station in the Encanto Neighborhoods, as shown in Figure 5.13-2: Station 12 just east of I-805 on Imperial Avenue and Willie James Jones Avenue (City of San Diego, 2013b).

The majority of Southeastern San Diego is within four-minute engine travel, and within eight-minute travel for three engines, one truck and one battalion chief.

Encanto Neighborhoods was identified by the Citygate Study as one of the highest priority service gap areas for fire service. The Fire Department has identified a new fire station in the Encanto Neighborhoods as a critical priority, ranking it fifth among 19 needed new stations. This station is slated to be developed in the vicinity of 65th Street and Broadway (City of San Diego, 2015a).

On July 1, 2014, the San Diego Fire-Rescue Department began a one-year pilot program in Encanto Neighborhoods with a Fast Respond Squad (FRS), as recommended by the Citygate study. Unlike a fire engine, which has a four person crew, the Fast Response Squad is a two person crew, one of whom is a paramedic. They travel in a modified pickup truck with a complement of tools, equipment and medical supplies (City of San Diego, 2014). A six-month program assessment was released in January 2015 detailing the success of the program in reducing average response times. Average response times during the FRS pilot program decreased by 2:14 min (29.17 percent). Response times decreased by 3:07 min (31.05 percent) for 90 percent of all emergencies during the pilot program. The FRS pilot program is to be continued until June 2015 (City of San Diego, 2015c).

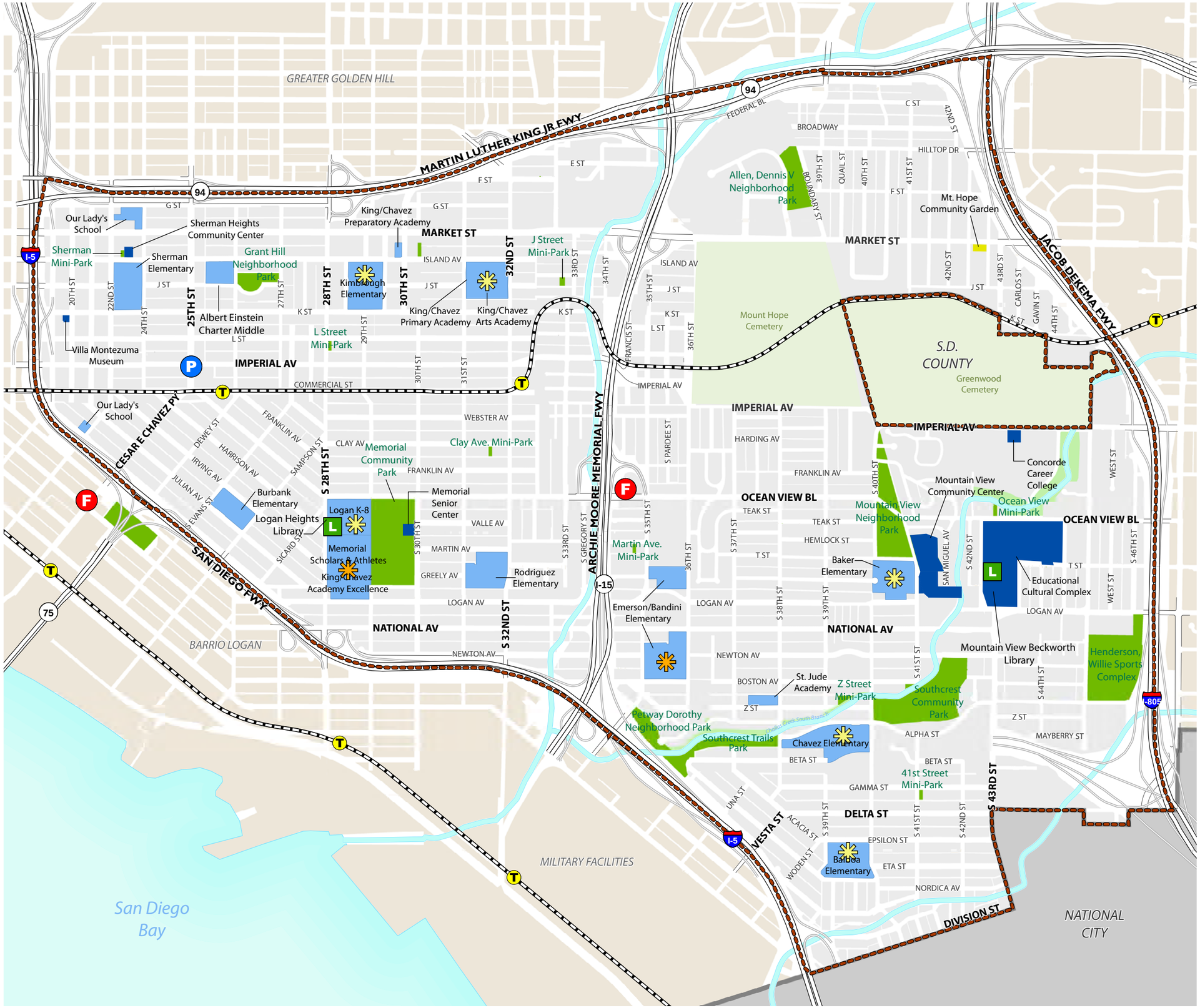


Figure 5.13-1

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Southeastern San Diego Existing and Planned Public Facilities

Planned School Improvements

- Major Modernization ($ 5 million to 10 million)
- Modernization ($ 1 million to 5 million)

Public Facilities

- School
- Community Facility
- Park
- Open Space
- Community Garden
- Cemetery
- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Southeastern San Diego Community Plan Boundary
- Areas Outside City of San Diego

0 0.2 0.4 0.8

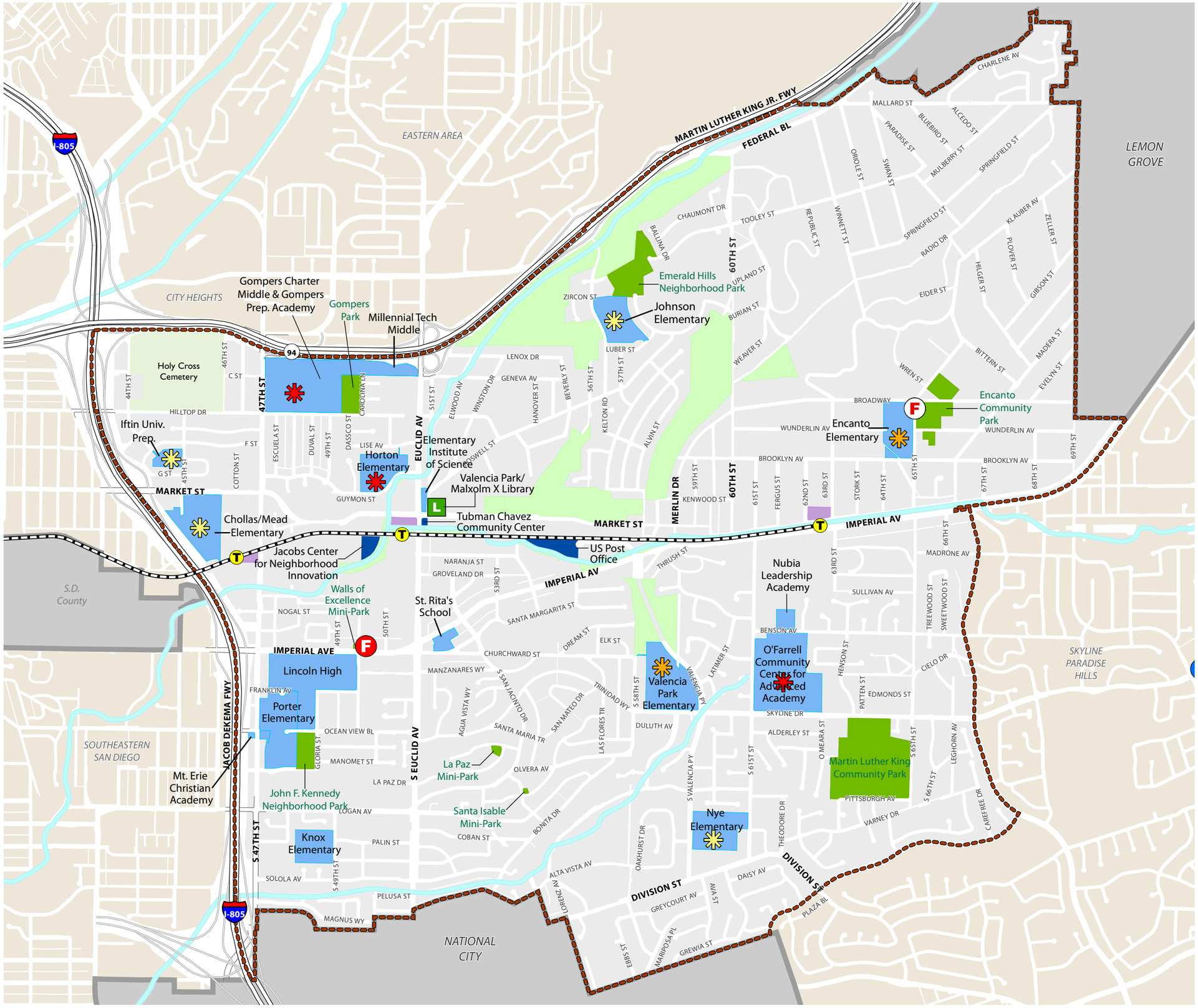
Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

Figure 5.13-2

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Encanto Neighborhoods Existing and Planned Public Facilities



Planned Fire Station

Planned School Improvements

- Major Modernization and New Building ($ 10 million+)
- Major Modernization ($ 5 million to 10 million)
- Modernization ($ 1 million to 5 million)

Fire Station

Police Station

Library

Trolley Stops

Trolley Line

School

Park

Open Space

Cemetery

Community Facility

Transit Station

Encanto Neighborhoods Community Plan Boundary

Areas Outside City of San Diego

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

Schools, Libraries, and Community Centers

K-12 Schools

Southeastern San Diego

Southeastern San Diego has at least 16 public, private, and charter schools that serve as places for student learning and as community centers. Over 6,900 students attend elementary and middles schools in Southeastern San Diego. As of 2013, all public school students are considered economically disadvantaged, qualifying for free or reduced priced lunch, and on average three-quarters of students are English Language Learners. There are no public high schools in the CPU area, so students must travel outside the community to attend high school. According to SANDAG estimates for 2012, there are 15,942 children between the ages of five and 19 living in Southeastern San Diego, which suggests that many students are traveling outside the neighborhood to attend school (City of San Diego, 2013a).

Encanto Neighborhoods

The Encanto Neighborhoods have at least 17 public, private, and charter schools that serve as places for student learning and community centers. Over 9,900 students attend elementary, middle, and high schools in the CPU area. The majority of public school students are considered economically disadvantaged, qualifying for free or reduced priced lunch, and on average 41 percent of students are English Language Learners (City of San Diego, 2013b). Lincoln High School is a renovated school along Imperial Avenue. The school enrolls approximately 1,500 students and offers a "middle college" course curriculum for high school students that want to enroll in college classes.

Higher Education

Educational Complex Campus (ECC), a division of San Diego Community College, provides 2-year college degree program in the SESD and Encanto neighborhoods CPU area. Located along Ocean View Boulevard, ECC offers degrees in more than 24 degree granting programs. As a part of the San Diego Community College system, The school system serves more than 90,000 students each year at six main campuses around San Diego. South Metro Career Center, located at 4389 Imperial Avenue, provides job search and career development resources such as GED completion, resume development and career counseling (City of San Diego, 2015a).

Public Libraries

The San Diego Public Library system provides adult and family literacy assistance through the READ/San Diego program and computer and internet access services in addition to book lending. There are two branch libraries within Southeastern San Diego: the Logan Heights Library and the Mountain View/Beckwourth Library. The 25,000-square foot Logan Heights branch opened in 2009, making it the newest branch in the system, while a remodel was recently completed at the 8,000-square foot Mountain View branch. There is one branch library in the Encanto Neighborhoods, Valencia Park/Malcolm X Library (26,000 square feet) and others just outside the neighborhood. San Diego's new central public library is located at the intersection of Park Boulevard and K Street in downtown, accessible by trolley for many Southeastern and Encanto Neighborhoods area residents. The new library opened in September 2013 (City of San Diego, 2015a, 2015b).

The Mountain View/Beckwourth branch library falls short of the San Diego Public Library system's standard to build or expand library facilities at a minimum of 15,000 square feet. This branch's service population approximately matches the system's standard service area of 45,000 for each branch; the Logan Heights library, by contrast, currently serves only an estimated 28,000 and can sustain a greater degree of population growth (City of San Diego, 2015a).

Community Centers

Southeastern San Diego is served by the Sherman Heights Community Center, which provides meeting rooms, education and recreation classes, and cultural events, and serve as important centers for children, teenagers, and adults. Additionally, a Neighborhood House facility is located directly south of the Mountain View Community Center. The non-profit Jackie Robinson Family YMCA, located just north of Imperial Avenue and west of I-805, provides a technology center and child care, in addition to fitness and wellness services (City of San Diego, 2015a).

In Encanto Neighborhoods, the Elementary Institute of Science, located on the northeast corner of Euclid Avenue and Market Street adjacent to the Malcolm X Library, offers after-school and summer programs for teens and children in science, technology, and the environment. The Boys and Girls Club located on Imperial Avenue just to the east of the Encanto Neighborhoods, and the Jackie Robinson Family YMCA, located on YMCA Way to the west, both provide after-school programs in academics, character development and healthy lifestyles. Market Creek Events & Venues provides indoor meeting and event space at the Joe and Vi Jacobs Center and adjacent outdoor event spaces, including the Market Creek Amphitheater (City of San Diego, 2015b).

Parks and Recreation

Southeastern San Diego and Encanto Neighborhoods feature a variety of parks, from large community parks to "mini-parks" of less than one acre. Southeastern San Diego contains open space corridors along Chollas Creek and Mount Hope Cemetery, while Encanto Neighborhoods features preserved open space in canyons and along ridges. The City's General Plan Recreation Element provides three use categories of parks and recreation facilities and programs: population-based, resource-based, and open space.

Population-based Parks and Facilities

Population-based parks are intended to serve the daily needs of the surrounding neighborhood and community. Standards are defined in the City's General Plan based on park size, population-served, and service area radius. Population-based parks consist of six facility types: 1) major park; 2) community park; 3) neighborhood park; 4) mini park; 5) pocket park or plaza and 6) special activity park. Southeastern San Diego and Encanto Neighborhoods have community parks, neighborhood parks, mini parks and plazas.

Community Parks

Community parks typically have a minimum of 13 acres and serve a population of 25,000, who may drive or take transit to reach the park. Community parks may contain a variety of facilities and amenities, including those found in neighborhood parks, as well as community cultural facilities, recreation centers and aquatic complexes, and sports fields.

Southeastern San Diego has three community parks: Memorial in the west and Mountain View and Southcrest in the east. These parks include a recreation center, and a combination of sports fields and areas for passive recreation. Memorial also includes an aquatic complex. In addition to the recreation centers at Memorial, Southcrest, and Mountain View, Stockton Recreation Center is adjacent to King/ Chavez Primary Academy. Although not identified as a Community Park, Willie Henderson Sports Complex, at the eastern edge of the CPU area, features sports fields and multi-purpose courts (City of San Diego, 2015a).

Encanto Neighborhoods includes two community parks: Encanto in the northeast and the 35-acre Martin Luther King Jr. Memorial Community Park in the southeast. Both parks include a recreation center, and a combination of sports fields and passive recreation. Martin Luther King Jr. Memorial Community Park also includes an aquatic complex (City of San Diego, 2015b).

Neighborhood Parks

The City General Plan Recreation Element defines neighborhood parks as having between three and 13 acres, and serving the local population within one mile or an estimated 5,000 people. Neighborhood parks should be accessible on foot or bicycle, and may not have vehicular parking. They typically include multi-purpose turf areas and courts, picnic areas, comfort stations, children's play areas, paths and landscaping.

Southeastern San Diego includes four neighborhood parks: Grant Hill, Dennis V. Allen, Dorothy Petway and Southcrest Trailswhich is currently in design. While providing typical neighborhood amenities, Grant Hill, located at a high point, helps to define the surrounding historic neighborhood (City of San Diego, 2015a).

Encanto Neighborhoods features three neighborhood parks: Emerald Hills, Gompers and John F. Kennedy. All provide children's playgrounds, comfort stations, and passive recreation. Emerald Hills Park also includes tennis and multi-purpose courts (City of San Diego, 2015b).

Mini-Parks, Pocket Parks, and Plazas

Mini-parks are defined in the General Plan as one- to three-acre sites that serve a population within a 1/2-mile service area. They may include picnic areas, tot lots, turf areas and landscaping, and multi-purpose courts. Pocket parks or plazas are typically less than one acre in size and may include the same features as mini-parks, or may have a more urban character with hardscape, landscaping, public art and other amenities, within a 1/4 mile service area.

Southeastern San Diego features six pocket parks less than one acre in size. These pocket parks are the only public parks within walking distance for many residents.

In Encanto Neighborhoods, Walls of Excellence is a pocket park/plaza recognizing outstanding local residents for contributions to the community (City of San Diego, 2015b).

Other Park Facilities

In addition to parks and recreation facilities, the CPU areas also include senior centers. In the SESD CPU area it includes the Senior Center at Memorial Park. The Encanto Neighborhoods

CPU area is served by the George L. Stevens Senior Center, located in the O'Farrell neighborhood. These Centers provide educational, recreational, and social services for seniors.

Park Equivalencies

Joint-use facilities with formal, long-term agreements have "equivalency" status, meaning that they provide population-based park resources according to the General Plan. In Southeastern San Diego, five joint use facilities, Chavez, Kimbrough, Rodriguez, Sherman Heights Elementary Schools and King/ Chavez Primary Academy provide turf multi-purposed playfields as a park equivalency (City of San Diego, 2015a). In Encanto Neighborhoods, three joint use facilities, Chollas-Mead, Kennedy-Porter and Valencia Park Elementary Schools provide turf multi-purposed playfields as park equivalencies (City of San Diego, 2015b).

Resource-based Parks, Open Space Lands, and Trails

City-owned open space lands are located within canyons, mesas and other natural land forms. These open space lands are typically free from development and kept in their natural state to protect their biological resources and habitat value while providing responsible, public access through hiking, biking and equestrian trails.

Southeastern San Diego includes both private open space and 12 acres of City fee-owned open space, which supports low intensity recreational uses. Open space lands in Southeastern San Diego are shown on Figure 5.13-3. Encanto Neighborhoods contain City-owned open space lands in Emerald Hills Canyon, Valencia Canyon, and Chollas Radio Canyon, along ridges, and along Chollas Creek, totaling 177 acres, as shown in Figure 5.13-4.

The open space systems in Encanto Neighborhoods contain trails that connect neighborhoods and in some cases provide links to parks and joint use areas. Most of the open space in Encanto Neighborhoods is classified as MHPA. These lands are part of a Multiple Species Conservation Program (MSCP) involving the City of San Diego and other jurisdictions, to support approximately 85 species by conserving core biological resource areas. Local jurisdictions implement their portions of the MSCP Plan through subarea plans. The City of San Diego MSCP Subarea Plan, adopted in 1997, covers approximately 56,831 acres, primarily within City limits, and includes both publicly-owned and private lands (City of San Diego, 2013b).

In Encanto Neighborhoods, the MHPA includes about 73 acres in the Chollas Radio Open Space and 36 acres in Chollas Radio Canyon, both defining features of the Emerald Hills neighborhood. These lands are characterized by coastal sage scrub vegetation, and feature well-used trails. Vernal pools are also present here. The MHPA also includes Encanto Canyon and unnamed open spaces on the hillside north of Market Street and on both sides of Valencia Parkway. These areas are characterized as disturbed habitat, but nevertheless provide potential benefits to wildlife, as well as to community residents. The MHPA boundary is in the process of being updated to be consistent with City-owned lands, and MHPA acreages will be revised in the Community Plan after the change is approved by the wildlife agencies.

Other open space not part of the MHPA, but found in the CPU area include Encanto Canyon—and portions of Chollas Creek, including open space for urban runoff management purposes (City of San Diego, 2013b).

Chollas Creek Enhancement Program and South Branch Implementation

The Chollas Creek Enhancement Program extends over 25 miles from Mid-City and Lemon Grove through the Encanto Neighborhoods and Southeastern San Diego to San Diego Bay and is predominately private property The South Branch of Chollas Creek flows across the Mountain View and Southcrest neighborhoods, while the Main Branch runs adjacent to State Route 15. Creek conditions vary, with sections of concrete-lined channel, concrete on one bank only, and earthen channel. Certain reaches have intermittent flow, while other sections have water throughout the year. Both branches of Chollas Creek present additional open space opportunities, while providing for urban runoff management in Southeastern San Diego and Encanto Neighborhoods (City of San Diego, 2015a, 2015b).

The Chollas Creek Enhancement Program identifies the need for restoring disturbed areas; avoiding future channelization; developing a system of linear trails, access points, and enhanced sidewalks where routes must follow streets; and ensuring that development preserves connections and addresses the open space system. The 2002 Program includes a 20-year phasing schedule, and identifies the South Branch as the first phase, due to its potential for restoration and its exposure to a wide swath of neighborhoods and commercial areas. The City adopted a more detailed program for the South Branch and has implemented several pilot projects along the creek (City of San Diego, 2015a, 2015b).

In Southeastern San Diego, as part of the Imperial Marketplace development, creek enhancements were made following Program guidance, including bank stabilization, revegetation, landscaping and trails. In addition, creek areas at Imperial Marketplace were deeded to the City Parks and Recreation Department and portions dedicated as public open space. Enhancement or restoration actions planned or underway for other segments include:

- Widening and revegetating the channel in the vicinity of the YMCA, north of Imperial Avenue, and creating trails along the channel banks;
- Making streetscape and public art improvements along San Pasqual Street;
- Trail improvements along the creek through Southcrest Park and parallel to Alpha Street; and
- Complete development of Southcrest Trails Park and comprehensive restoration of the creekbed (City of San Diego, 2015a).

In Encanto Neighborhoods, the Market Creek Plaza development, with its adjoining terraces and community amphitheater, has revealed the creek to the community and has made its presence a strong part of the site's identity. Additional areas of Chollas Creek within Encanto Neighborhoods have been restored and trails provided pursuant to the Chollas Creek Enhancement Program, including the segment behind Tubman Chavez and the segment at Valencia Business Park. Actions proposed for other segments include:

- Trail and public art along the channelized creek segment along 51st Street, and pedestrian linkages to Gompers Learning Laboratory, the City fee-owned open space, and Malcolm X Library;

- Habitat enhancement and restoration along the channelized but not concrete-lined segment of the creek west of Euclid Avenue and north of Market Street;
- Trail connection along the creek between Market Creek Plaza and 47th Street (City of San Diego, 2015b).

Cemeteries

Like other open space, cemeteries provide valuable visual relief in the urban environment. In Southeastern San Diego, the 118-acre Mount Hope Cemetery is a distinctive and well landscaped feature. It is City owned and operated, and is dedicated park land, though it does not provide recreational opportunities for the community. Its open space character is effectively doubled by the adjacent privately owned and operated Greenwood Cemetery (City of San Diego, 2015a).

In Encanto Neighborhoods, the approximately 45-acre Holy Cross Cemetery is privately owned and operated and is not identified as public park land, but nevertheless provides a distinctive landmark for the community's northwestern corner (City of San Diego, 2015b).

Park Land Acreage and Facility Standards

As shown in Table 5.13-1 (see regulatory section below), the General Plan Recreational Element establishes a standard of 2.8 acres of usable, population-based park land per 1,000 residents (Policy RE-A.8). Usable park land, by Plan standards, must have a slope of less than two percent in graded, active use areas, or a slope of less than ten percent for unstructured recreational or passive use areas.

Southeastern San Diego has approximately 82 acres of usable, population-based park land (including park equivalencies) serving its 57,000 residents, translating to a ratio of 1.4 acres per 1,000 residents. This is half the City's standard (City of San Diego, 2013a, 2015a).

Encanto Neighborhoods provides about 34 useable acres of community park land, 17 useable acres of neighborhood parks, and about 0.1 useable acres as a plaza. In addition to these parks the City has joint-use agreements with the San Diego School District to use three school facilities totaling approximately 11 useable acres as park equivalencies. This equates to approximately 62 acres of usable, population-based park land serving its 47,700 residents, and translates into a ratio of 1.3 acres per 1,000 residents. This is less than half the City's standard (City of San Diego, 2013b).

Road Maintenance

The City's Street Division is responsible for maintaining alleys, bridges, curbs, gutters, dirt roads, potholes, sidewalks, and street resurfacing. Contractors perform most of the resurfacing on City streets, and City crews perform other repairs as necessary. The Street Division inspects and evaluates contractors' work to assure it meets with City codes and standards. City crews repair over over 30,000 potholes per year. The Street Division recently implemented a regional approach for patching potholes. The regional approach allows pothole crews to focus attention on neighborhoods in a single council district. For an entire day, crews take care of potholes already reported to the City and those they find along the way from neighborhood to neighborhood in the

individual district. With nine districts, pothole crews now visit each council district two times per month. (City of San Diego, 2015d).

REGULATORY SETTING

State Regulations

Quimby Act

The 1975 Quimby Act (California Government Code section 66477) authorized cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Under the Quimby Act, fees must be paid and land conveyed directly to the local public agencies that provide park and recreation services communitywide; however, revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. The act states that the dedication requirement of parkland can be a minimum of 3 acres per thousand residents or more, and equal to the existing parkland provision (up to 5 acres per thousand residents) if the existing ratio is greater than the minimum standard. In 1982, the act was substantially amended. The amendments further defined acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must show a reasonable relationship to a project's impacts as identified through studies required by CEQA. As of March 2015, the City of San Diego does not currently have an ordinance authorizing implementation of the Quimby Act for collection of park fees.

Local Regulations

General Plan Policies

The Mobility Element of the General Plan includes policies to improve operations and maintenance on City streets. 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.

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 park and recreation facilities and presents alternative strategies to meet those guidelines. Relevant policies from these elements are shown in Table 5.13-1.

Table 5.13-1: General Plan Policies Related To Public Services and Facilities

Policy	*Description*
Mobility Element	
ME-C.4	Improve operations and maintenance on City streets and sidewalks. a. Regularly optimize traffic signal timing and coordination to improve circulation. Implement new signal and intersection technologies that improve pedestrian, bicycle, and vehicular safety while improving overall circulation. b. Adequately maintain the transportation system through regular preventative maintenance and repair, and life cycle replacement. c. Encourage community participation in planning, assessing, and prioritizing the life cycle management of the circulation system. d. When new streets and sidewalks are built and as existing streets and sidewalks are modified - design, construct, operate, and maintain them to accommodate and balance service to all users/modes (including walking, bicycling, transit, high occupancy vehicles (HOVs), autos, trucks, automated waste and recycling collection vehicles, and emergency vehicles). e. Continue to pursue adequate maintenance of sidewalks by property owners and investigate new approaches to facilitate improved sidewalk maintenance citywide
Public Facilities, Services, and Safety Element	
Fire-Rescue	
PF-D.1	Locate, staff, and equip fire stations to meet established response times. Response time objectives are based on national standards. Add one minute for turnout time to all response time objectives on all incidents. • Total response time for deployment and arrival of the first-in engine company for fire suppression incidents should be within four minutes 90 percent of the time. • Total response time for deployment and arrival of the full first alarm assignment for fire suppression incidents should be within eight minutes 90 percent of the time. • Total response time for the deployment and arrival of first responder or higher-level capability at emergency medical incidents should be within four minutes 90 percent of the time. • Total response time for deployment and arrival of a unit with advanced life support (ALS) capability at emergency medical incidents, where this service is provided by the City, should be within eight minutes 90 percent of the time.
PF-D.2	Deploy to advanced life support emergency responses EMS personnel including a minimum of two members trained at the emergency medical technician-paramedic level and two members trained at the emergency medical technician-basic level arriving on scene within the established response time as follows: • Total response time for deployment and arrival of EMS first responder with Automatic External Defibrillator (AED) should be within four minutes to 90 percent of the incidents; and • Total response time for deployment and arrival of EMS for providing advanced life support should be within eight minutes to 90 percent of the incidents.
PF-D.3	Adopt, monitor, and maintain service delivery objectives based on time standards for all fire, rescue, emergency response, and lifeguard services.
PF-D.4	Provide a 3/4-acre fire station site area and allow room for station expansion with additional considerations: • Consider the inclusion of fire station facilities in villages or development projects as an alternative method to the acreage guideline;

Table 5.13-1: General Plan Policies Related To Public Services and Facilities

Policy	*Description*
	• Acquire adjacent sites that would allow for station expansion as opportunities allow; and • Gain greater utility of fire facilities by pursuing joint use opportunities such as community meeting rooms or collocating with police, libraries, or parks where appropriate.
PF-D.5	Maintain service levels to meet the demands of continued growth and development, tourism, and other events requiring fire-rescue services. a. Provide additional response units, and related capital improvements as necessary, whenever the yearly emergency incident volume of a single unit providing coverage for an area increases to the extent that availability of that unit for additional emergency responses and/or nonemergency training and maintenance activities is compromised. An excess of 2,500 responses annually requires analysis to determine the need for additional services or facilities.
PF-D.6	Provide public safety related facilities and services to assure that adequate levels of service are provided to existing and future development.
PF-D.7	Evaluate fire-rescue infrastructure for adherence to public safety standards and sustainable development policies (see also Conservation Element, Section A).
PF-D.8	Invest in technological advances that enhance the City's ability to deliver emergency and fire-rescue services more efficiently and cost-effectively.
PF-D.10	Buffer or incorporate design elements to minimize impacts from fire stations to adjacent sensitive land uses, when feasible.
Police	
PF-E.1	Provide a sufficient level of police services to all areas of the City by enforcing the law, investigating crimes, and working with the community to prevent crime
PF-E.2	Maintain average response time goals as development and population growth occurs. Average response time guidelines are as follows: • Priority E Calls (imminent threat to life) within seven minutes. • Priority 1 Calls (serious crimes in progress) within 12 minutes. • Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes. • Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes. • Priority 4 Calls (minor requests for police service) within 90 minutes.
PF-E.3	Buffer or incorporate design elements to minimize impacts from police stations to adjacent sensitive land uses, when feasible.
PF-E.4	Plan for new facilities, including new police substations and other support facilities that will adequately support additional sworn and civilian staff.
PF-E.5	Design and construct new police facilities consistent with sustainable development policies (see also Conservation Element, Section A).
PF-E.6	Monitor how development affects average police response time goals and facilities needs (see also PF-C.5).
PF-E.7	Maintain service levels to meet demands of continued growth and development, tourism, and other events requiring police services. a. Analyze the need for additional resources and related capital improvements when total annual police force out-of-service time incrementally increases by 125,000 hours over the baseline of 740,000 in a given year. Out-of-service time is defined as the time it takes a police unit to resolve a call for service after it has been dispatched to an officer.

Table 5.13-1: General Plan Policies Related To Public Services and Facilities

Policy	*Description*
Libraries	
PF-J.1	Develop and maintain a central library to adequately support the branch libraries and serve as a major resource library for the region and beyond.
PF-J.2	Design all libraries with a minimum of 15,000 square feet of dedicated library space, with adjustments for community-specific needs. Library design should incorporate public input to address the needs of the intended service area.
PF-J.3	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.
PF-J.4	Build new library facilities to meet energy efficiency and environmental requirements consistent with sustainable development policies (see also Conservation Element).
PF-J.5	Plan new library facilities to maximize accessibility to village centers, public transit, or schools.
PF-J.6	Design libraries to provide consistent and equitable services as communities grow in order to maintain service levels which consider operational costs and are based on established guidelines.
PF-J.7	Pursue joint use of libraries with other compatible community facilities and services including other City operations.
PF-J.8	Build and maintain a library system that adapts to technological changes, enhances library services, expands access to digital information and the internet, and meets community and library system needs.
PF-J.9	Adopt an equitable method for securing contributions from those agencies and organizations which benefit from the central library's services.
Schools	
PF-K.1	Assist the school districts and other education authorities in resolving problems arising over the availability of schools and educational facilities in all areas of the City.
PF-K.2	Design schools as community learning centers, recognize them as an integral part of our neighborhoods, and encourage equitable access to quality schools and other educational institutions.
PF-K.3	Consider use of smaller school sites for schools that have smaller enrollments, and/or incorporate space-saving design features (multi-story buildings, underground parking, placement of playgrounds over parking areas or on roofs, etc.).
PF-K.4	Collaborate with school districts and other education authorities in the siting of schools and educational facilities to avoid areas with: fault zones; high-voltage power lines; major underground fuel lines; landslides and flooding susceptibility; high-risk aircraft accident susceptibility; excessive noise (see also Noise Element, Noise Compatibility Guidelines); industrial uses; hazardous material sites, and significant motorized emissions.
PF-K.5	Work with school districts and other education authorities to better utilize land through development of multi-story school buildings and educational facilities.
PF-K.6	Expand and continue joint use of schools with adult education, civic, recreational (see also Recreation Element, Section E) and community programs, and also for public facility opportunities.
PF-K.7	Work with the school districts and other education authorities to develop school and educational facilities that are architecturally designed to reflect the neighborhood and community character, that are pedestrian-and cyclingfriendly (see also Mobility Element, Policy ME-A.2), and that are consistent with sustainable development policies (see also

Table 5.13-1: General Plan Policies Related To Public Services and Facilities

Policy	*Description*
	Conservation Element, Section A) and urban design policies (see also Urban Design Element, Section A).
PF-K.8	Work with school districts and other education authorities to avoid environmentally protected and sensitive lands in the siting of schools and educational facilities.
PF-K.9	Work with school districts and other education authorities in evaluating best use of underutilized school district and other educational authority facilities and land for possible public acquisition and/or joint-use.
Recreation Element	
Park and Recreation/Park Planning	
RE-A.2	Use community plan updates to further refine citywide park and recreation land use policies consistent with the Parks Master Plan. a. In the absence of a Parks Master Plan, utilize community plans to guide park and recreation facilities acquisition and development citywide. b. Coordinate public facilities financing plans with community plan and the Parks Master Plan recommendations to properly fund needed park and recreation facilities throughout the City. c. Identify the location of population-based parks when updating community plans so they are accessible and centrally located to most users, unless a community benefit can be derived by taking advantage of unique opportunities, such as adjacency to open space, park linkages, desirable views, etc.
RE-A.3	Take advantage of recreational opportunities presented by the natural environment, in particular beach/ocean access and open space.
R.E-A.4	Consider existing, long-term recreation facilities provided by not-for-profit organizations when establishing priorities for new facilities.
RE-A.5	Improve distribution of the most specialized recreation facilities, such as water play areas, swimming pools, off-leash dog areas, and skate parks.
RE-A.6	Pursue opportunities to develop population-based parks. a. Identify underutilized City lands with potential for use as mini-parks, pocket parks, plazas and community gardens. b. Encourage community participation in development and maintenance of City-owned mini-parks, pocket parks, plazas, and community gardens. c. Pursue acquisition of lands, as they become available, that may be developed as mini-parks, pocket parks or plazas.
RE-A.7	Establish a policy for park design and development which encourages the use of sustainable methods and techniques to address water and energy conservation, green buildings, low maintenance plantings and local environmental conditions, such as soil and climate (see also Conservation Element, Section A).
Park and Recreation/Park Standards	
RE-A.8	Provide population-based parks at a minimum ratio of 2.8 useable acres per 1,000 residents (see also Parks Guidelines). a. All park types within the Population-based Park Category could satisfy population-based park requirements (see also Table RE-2, Parks Guidelines). b. The allowable amount of useable acres exceeding two percent grade at any given park site would be determined on a case-by-case basis by the City.

Table 5.13-1: General Plan Policies Related To Public Services and Facilities

Policy	*Description*
	c. Include military family housing populations when calculating population-based park requirements.
RE-A.10	Encourage private development to include recreation facilities, such as children's play areas, rooftop parks and courts, useable public plazas, and miniparks to supplement population-based parks. (see also Urban Design Policies, UD-B.8 and UD-C.5): a. Consider partial credit for the provision of private recreation facilities when it is clearly identified that the facilities and programs provide a public benefit and are intended to help implement the population-based park guidelines and are bound by easements and agreements that remain in effect in perpetuity according to adopted policies (see also RE-A.1.g).
Park and Recreation/Equity	
RE-A.11	Develop a diverse range of recreation programs that are sensitive to and consider community needs, interests, and financial resources.
RE-A.12	Ensure that appropriate quality and quantity of parks, recreation facilities and infrastructure is provided citywide
RE-A.13	Designate as a priority, in economically disadvantaged and underserved neighborhoods, the identification of funding sources for acquisition and development of park and recreation facilities.
RE-A.14	Designate as a priority, in economically disadvantaged and underserved neighborhoods, the development of population-based parks and recreation facilities for local youth activities.
RE-A.15	Ensure that adequate funding is identified in public facilities financing plans for the acquisition and development of sufficient land necessary to achieve a minimum ratio of 2.8 useable acres per 1,000 residents or appropriate equivalencies, including any unmet existing/future needs.
RE-A.16	Adopt an ordinance which authorizes implementation of the state Subdivision Map Act/Quimby Act and provides a methodology for collecting land and/or appropriate park fees from new subdivisions for population-based parks and recreation facilities to serve future residents.
RE-A.17	Ensure that all development impact fees and assessments collected for the acquisition and development of population-based parks and recreation facilities be used for appropriate purposes in a timely manner.
RE-A.18	Pursue joint use agreements for recreational facilities on other public agency owned land to help implement the population-based park acreage requirements if they meet the criteria for equivalencies (see also Eligible Population-Based Park Equivalencies).

Source City of San Diego General Plan Public Facilities, Services, and Safety Element and Recreation Element, 2008

Impact Analysis

SIGNIFICANCE CRITERIA

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the CPUs, impacts related to public services and facilities would be significant if the CPUs would:

- Have an effect upon, or result in the need for new or altered governmental service in police protection, parks or other recreational facilities, fire/safety protection, libraries, schools, or maintenance or public facilities, including roads.

METHODOLOGY AND ASSUMPTIONS

Potential impacts resulting from implementation of the CPUs were evaluated based on relevant information from the City of San Diego General Plan, the San Diego Unified School District, the City's Police and Fire Departments, and Existing Conditions Reports for both community areas. Based on a review of relevant public facility and safety standards, policies, and population buildout and capacity estimates, the analysis presents the potential for public services and facilities impacts to occur within the CPU area. Programmatic impacts are discussed in broad, qualitative terms. This assessment does not satisfy the need for project-level California Environmental Quality Act analysis for individual projects. Individual projects under the CPUs may require a project-level analysis at the time they are proposed based on the details of these projects and the existing conditions at the time such projects are pursued.

SUMMARY OF IMPACTS

Implementation of the CPUs would result population increase at buildout, which would contribute to the demand for police protection, parks and other recreational facilities, fire and public safety, libraries, school, or maintenance of public facilities. Police and fire protection must meet standards stated in the City's General Plan, and are further supported by the IFS and CPU policies. Implementation of the CPUs would provide for a greater ratio of usable park acres per person than under existing conditions. The CPUs and IFS would also provide for additional school facilities as needed, as well as continued maintenance of roads and other public facilities.

IMPACTS

Impact 5.13-1 Implementation of the CPUs would result in the need for new or altered governmental service in police protection, parks or other recreational facilities, fire/safety protection, libraries, schools, or maintenance of public facilities, including roads (*Less than Significant*)

Implementation of the CPUs would increase the demand for public services and facilities within the CPU areas as a result of population growth. Projected growth in each community is as follows:~~At buildout, :~~

- the SESD CPU may generate an increase of up to 13,176 residents~~, and~~;
- Encanto Neighborhoods may generate an increase of up to 26,020 residents.

The population increase would generate greater demand for public facilities and services, including police, fire, libraries, school, and maintenance of public facilities, which are discussed below. Figures 5.13-1 and 5.13-2 (above) show existing and planned public facilities in SESD and Encanto Neighborhoods CPU areas.

Police Protection

Implementation of the CPUs would result in increased population within the CPU areas, thus increasing demand for police protection services. The Police Department strives to maintain the response time goals as one of various measures used to assess the level of service to the community.

As of May 2015, in both the Central and Southeastern Divisions, average response times for emergency and Priority one calls meet City standards, while response times for Priority two, three, and four calls lag behind City standards. Since the CPUs do not include specific plans for new police facilities, it is possible that the two communities would not meet City response standards requirements in the future.

However, in addition to the General Plan policies regarding police protection (PF-E-1 through PF-E-7), the CPUs include policies to reduce criminal activity within the community areas. These provisions include continuing Neighborhood Watch Programs, developing Community Alert Programs, maintaining a community relations program between police and residents, and ensuring that development projects provide adequate features to facilitate safety and surveillance.

An IFS is being prepared as part of the implementation of the CPUs, and would ensure that future projects proposed within the CPU areas are assessed fees that would contribute towards the construction of police facilities should such facilities be identified for inclusion in the IFS. The construction of new police protection facilities would be within the development footprint of the CPUs and would be subject to separate environmental review at the time design plans are available. Given that the police protection standards enumerated in the General Plan, that the CPUs include relevant policies to reduce criminal activity, that the IFS would support additional police facilities should such facilities be identified for inclusion in the IFS, the impact on police protection would be less than significant.

Fire Protection

Implementation of the CPUs would result in increased demand for fire protection services due to population growth at buildout. This increased population could increase the call volume for fire protection in the CPU areas and could contribute to the need for new or altered facilities.

The CPU Policies P-PF-2 (Southeastern San Diego) and P-PF-7 (Encanto Neighborhoods) address the provision of fire protection services; these policies complement the policies in the General Plan. The CPU policies aim to maintain high fire protection service levels to meet the demands of continued growth and development in the community by regularly upgrading fire stations as necessary to adequately respond to fires and emergencies, by educating the community regarding fire protection techniques, and by modernizing or replacing facilities and equipment. The Encanto Neighborhoods CPU includes policies to monitor response times and to renovate Fire Station #12 (City of San Diego, 2013c). The Department has identified a station to be developed in the vicinity of 65th Street and Broadway as a critical priority for construction to serve existing development and expected new growth.

A<u>n</u> IFS is being prepared as part of the implementation of the CPUS, and would future ensure that future projects proposed within the CPU areas are assessed fees that would contribute towards the construction of fire stations as needed. The construction of new fire stations would be

within the development footprint of the CPUs and would be subject to separate environmental review at the time design plans are available.

Given CPU policies to provide fire protection service (which support General Plan policies on fire protection), and the preparation of the IFS, fire protection needs would be met throughout the planning process; therefore, the CPUs would have a less than significant impact on fire protection service.

Parks and Recreational Facilities

Southeastern San Diego

Southeastern San Diego currently has 82 usable acres of population-based parks, a ratio of approximately 1.4 usable acres per 1,000 residents, which is substantially below the General Plan standard of 2.8 usable acres per 1,000 residents.

At buildout of the CPU, following the General Plan standard, the community should be served by a minimum of 196 usable acres of parkland. The CPU identifies a number of opportunities for additional park land and recreation facilities, primarily through property acquisition, redevelopment of private and public properties, and through the application of park equivalencies. These were evaluated for their recreational value, uses, functions, and public accessibility, as well as for consistency with General Plan policies and guidelines, and other land use policy documents, including the Commercial/Imperial Corridor Master Plan and the Chollas Creek Enhancement Program. It was determined that a variety of sites and facilities within the community do, or could, serve as population-based parks or park equivalencies. Existing and proposed park sites are shown in Figure 5.13-3, and Table 5.13-2 provides a summary of existing and proposed population-based parks and recreation facilities in Southeastern San Diego. With 82 acres of existing population-based parks and equivalencies combined with the ~~56~~ 67 acres of potential acquisition and development of park land and equivalencies that have been identified, a ~~58~~47-acre deficit would result. The deficit would need to be fulfilled in the future by land acquisitions/donations or future park equivalencies identified by the City or the community.

Table 5.13-2: Existing and Proposed Population-Based Park, Southeastern San Diego

Population-Based Parks	*Usable Acres*
Existing Population-based Parks and Equivalencies	82.~~10~~00
Proposed Population-based Parks and Equivalencies	~~55.70~~67.00
Population-based Park Requirements at Community Build-out	196.00
Existing and Proposed Population-based Parks and Equivalencies	~~137.70~~149.00
Population-Based Park Deficit at Community Build-Out	**~~58.3~~47.00**

Notes:
[1] General Plan standard: A community build-out population of 70,024 divided by 1,000 = 70.024 x 2.8 usable acres = 196 usable acres of population based parks.
Table 7-2 of the proposed CPU contains a detailed inventory of the existing and proposed population-based parks and park equivalencies inventory, which lists the existing usable acreage by park, the proposed usable acreage, existing conditions and amenities, and proposed actions and recommended recreation amenities.

Sources: City of San Diego, ~~2014~~2015, Dyett & Bhatia, ~~2014~~2015

However, with the ~~58~~47-acre deficit, the ratio of usable acres per 1,000 residents would be 2.~~0~~ 1 usable acres per 1,000 residents if the proposed parks and equivalencies are developed. This ratio is much closer to the General Plan standard (2.8 usable acres per 1,000 residents) than the current ratio (1.4 usable acres per 1,000 residents). As such, implementing the CPU would significantly improve the ratio of usable park acres per person in the Southeastern San Diego community.

Encanto Neighborhoods

Encanto Neighborhoods currently has ~~64~~ 62 usable acres of population-based parks, a ratio of approximately 1.3 usable acres per 1,000 residents, which is substantially below the General Plan standard of 2.8 usable acres per 1,000 residents.

At buildout of the CPU, following the General Plan standard, the community should be served by a minimum of 215 usable acres of park land. The CPU identifies a number of opportunities for additional park land and recreation facilities, primarily through property acquisition, redevelopment of private and public properties, and through the application of park equivalencies. These were evaluated for their recreational value, uses, functions, and public accessibility, as well as for consistency with General Plan policies and guidelines, and other land use policy documents, including the Euclid + Market Land Use Mobility Plan (EMLUMP) and the Chollas Creek Enhancement Program. It was determined that a variety of sites and facilities within the community do, or could, serve as population-based parks or park equivalencies. Existing and proposed park sites are shown in Figure 5.13-4, and Table 5.13-3 provides a summary of existing and proposed population-based parks and recreation facilities in Encanto Neighborhoods. With ~~64~~ 62 acres of existing population-based parks and equivalencies, combined with the ~~88~~ 68 acres of potential acquisition and development of parks and equivalencies that have been identified, an additional ~~63~~ 85 acres would need to be identified in the future through land acquisitions/donations or future park equivalencies identified by the City or the community to meet General Plan standards for population-based parks.

Table 5.13-3: Existing and Proposed Population-Based Parks and Recreation Facilities Summary, Encanto Neighborhoods

Population-based Parks	*Usable Acres*
Existing Population-based Parks & Equivalencies	~~64.40~~62.00
Proposed Population-based Parks & Equivalencies	~~87.90~~68.00
Population-based Park Requirements at Community Build-out[1]	215.00
Existing and Proposed Population-based Parks & Equivalencies	~~152.20~~130.00
Population-based Park Deficit at Community Build-out	**~~62.80~~85.00**

Notes:

[1] General Plan standard: A community build-out population of 76,739 divided by 1,000 = 67,254 x 2.8 usable acres = 214.87 (215.00) usable acres of population-based parks.

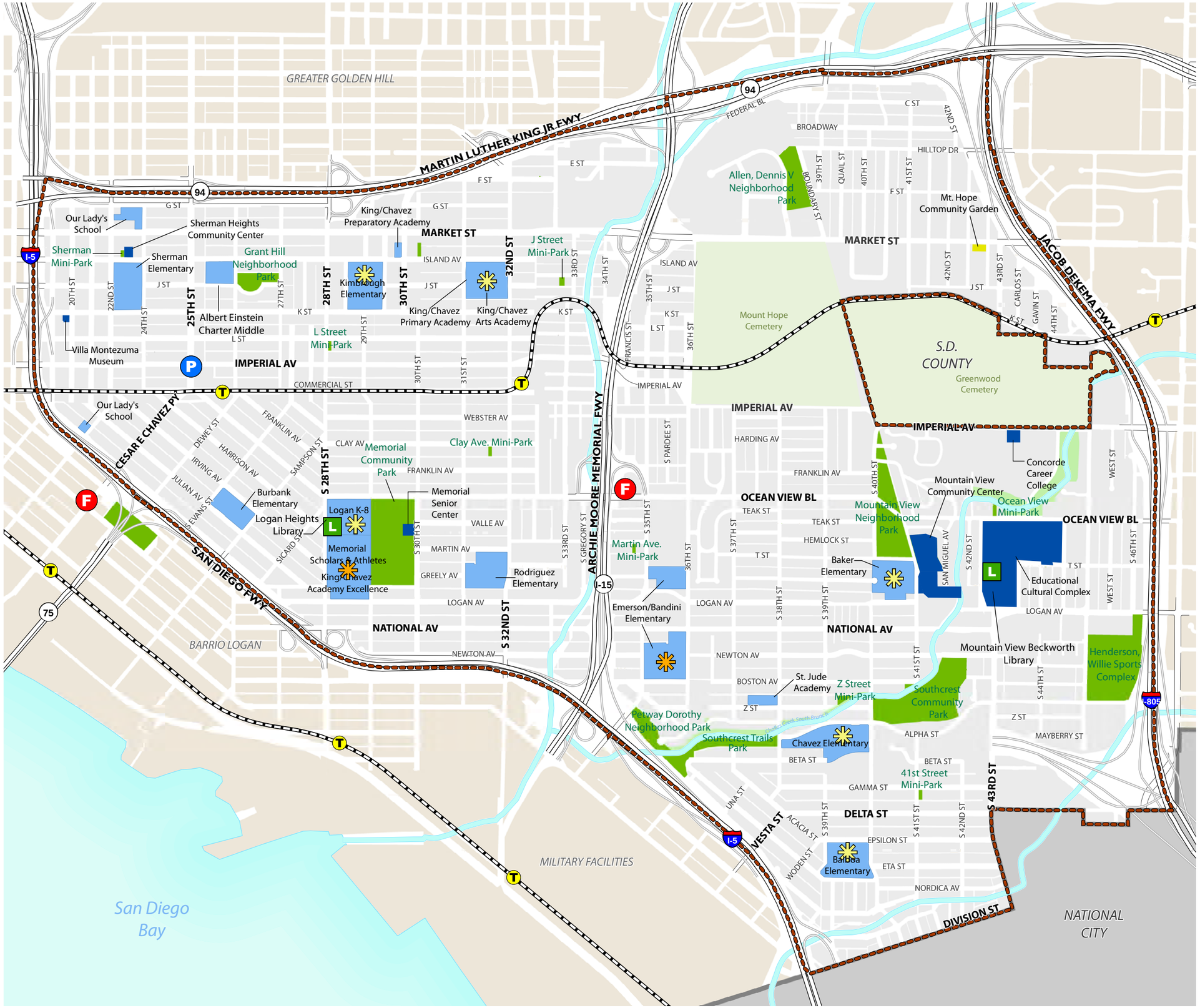
Table 7-2 of the CPU contains a detailed inventory of the existing and proposed population-based parks and park equivalencies inventory, which lists the existing usable acreage by park, the proposed usable acreage, existing conditions and amenities, and proposed actions and recommended recreation amenities.

Sources: City of San Diego, ~~2014~~2015, Dyett & Bhatia, ~~2014~~2015

Figure 5.13-3

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Southeastern San Diego Existing and Planned Public Facilities



Planned School Improvements

- Major Modernization ($ 5 million to 10 million)
- Modernization ($ 1 million to 5 million)

Public Facilities

- School
- Community Facility
- Park
- Open Space
- Community Garden
- Cemetery
- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Southeastern San Diego Community Plan Boundary
- Areas Outside City of San Diego

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

Figure 5.13-4

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Encanto Neighborhoods Existing and Planned Public Facilities

- Planned Fire Station

Planned School Improvements

- Major Modernization and New Building ($ 10 million+)
- Major Modernization ($ 5 million to 10 million)
- Modernization ($ 1 million to 5 million)

- Fire Station
- Police Station
- Library
- Trolley Stops
- Trolley Line
- School
- Park
- Open Space
- Cemetery
- Community Facility
- Transit Station
- Encanto Neighborhoods Community Plan Boundary
- Areas Outside City of San Diego

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

However, with the ~~63~~85-acre deficit, the ratio of usable acres per 1,000 residents would be ~~2.0~~1.7 if the proposed parks and equivalencies are developed. This ratio is closer to the General Plan standard (2.8 usable acres per 1,000 residents) than the current ratio (1.3 usable acres per 1,000 residents). As such, implementing the CPU would improve the ratio of usable park acres per person in the Encanto Neighborhoods community.

In conclusion, implementing the SESD CPU and Encanto Neighborhoods CPU would result in demand for new park lands. In order to provide a minimum of 2.8 usable acres of population based parks per 1,000 residents, new parks, or equivalencies, would be required in the CPU areas through buildout. Both CPUs contain proposed population-based parks which improve the ratio of usable acres per 1,000 residents compared to current conditions, but fall short of the General Plan standard. However, this deficit would need to be fulfilled in the future by land acquisitions/donations or future park equivalencies identified by the City or the community. As the CPUs improve the ratio of usable acres per 1,000 residents, and contain policies to promote future park equivalencies. This impact is less than significant.

Schools

Buildout of the CPUs has the potential to result in a substantial increase in the student population in the two communities. Table 5.13-4 shows the student generation rates for each community area, based on existing number of housing units and current student enrollment. Student generation rates vary based on the type of project number of units, bedroom mix, affordable or senior housing components, proximity to schools and other amenities, neighborhood, and other factors.

Table 5.13-4: Student Generation Rates from Current Housing Units

CPU Area	*Number of Existing Units*	*2013-2014 Students*	*Student Generation Rate*
Encanto Neighborhoods	13,~~789~~223	K-5: 4,387 6-8: 2,074 9-12: 2,773 **K-12: 9,234**	K-5: 0.~~318~~334 6-8: 0.~~150~~158 9-12: 0.~~201~~211 **K-12: 0.~~670~~703**
Southeastern San Diego	15,028	K-5: 6,518 6-8: 3,120 9-12: 4,006 **K-12: 13,664**	K-5: 0.~~434~~429 6-8: 0.~~208~~205 9-12: 0.~~267~~263 **K-12: 0.~~909~~899**

Source: City of San Diego, 2015a, 2015b; Dyett and Bhatia, 2014; San Diego Unified School District, ~~2014~~2015

The potential student generation for the increase in housing units under the CPUs is shown in Table 5.13-5. The current student generation rate is the low range and the high range is double the low range.

Table 5.13-5: Potential Student Generation Rates from Future Additional Housing Units

CPU Area	*Additional Units under CPUs*	*Potential Student Generation Rates*	*Number of Potential New Students*
Encanto Neighborhoods	7,~~310~~874	K-5: 0.~~318~~334-0.~~636~~668 6-8: 0.~~150~~158-0.~~300~~316 9-12: 0.~~201~~211-0.~~402~~422 **K-12: 0.~~670~~703-1.~~340~~406**	K-5: 2,630 - 5,260~~2,325-4,649~~ 6-8: 1,244 - 2,488~~1,097-2,193~~ 9-12: 1,661 - 3,323~~1,467-2,939~~ **K-12: 5,535 - 11,071~~4,898-9,795~~**
Southeastern San Diego	3,010	K-5: 0.~~434~~429-0.~~868~~858 6-8: 0.~~208~~205-0.~~416~~410 9-12: 0.~~267~~263-0.~~534~~526 **K-12: 0.~~909~~899-1.~~818~~798**	K-5: 1,291 - 2,583~~1,307-2,613~~ 6-8: 617-1,234~~626-1,253~~ 9-12: 792 - 1,583~~804-1,608~~ **K-12: 2,706 - 5,412~~2,737-5,474~~**

Source: City of San Diego, 2015a, 2015b; Dyett and Bhatia, 2014; San Diego Unified School District, ~~2014~~2015

Table 5.13-6 shows the existing available capacity for schools in both community areas, as well as the potential number of new students resulting from CPU buildout. The existing capacity of each school is an estimate, based on current class size ratios. Enrollment in 2013-14 is lower than estimated capacity at all of public schools serving Southeastern San Diego and Encanto Neighborhoods. In total, there is an estimated available capacity for 4,747 additional students in Southeastern San Diego and for 5,304 students in Encanto Neighborhoods, though the amount of available capacity ranges from school to school. (City of San Diego, 2015a, 2015b).

Table 5.13-6: Potential Students and Existing Available School Capacity

		Low Estimate		*High Estimate*	
CPU Area	*Existing Available Capacity*	*Potential Students*	*Differential*	*Potential Students*	*Differential*
Encanto Neighborhoods	5,304	~~4,898~~5,535	~~406~~-231	~~9,795~~11,071	-~~4,491~~5,767
Southeastern San Diego	4,747	2,~~737~~706	2,~~010~~041	5,~~474~~412	-~~727~~665

Source: City of San Diego, 2015a, 2015b; Dyett and Bhatia, 2014; San Diego Unified School District, 2014

As shown in Table 5.13-6, based on a low estimate of potential new students, Southeastern San Diego ~~both communities~~ would already have enough existing available capacity to accommodate new students, but Encanto Neighborhoods would be short by an estimated 231 seats. However, based on a high estimate of potential students, both communities would require additional capacity to meet school demand. Encanto Neighborhoods would need space for ~~4,491~~5,767 students, and Southeastern for ~~727~~ 665 students. Therefore, the potential increase in students

from the number of future additional housing units could result in the need for new or expanded school facilities, particularly in Encanto Neighborhoods.

~~New classroom buildings are currently planned at Horton Elementary and Encanto Elementary schools, and a new high school is planned to be constructed directly east of O'Farrell Academy.~~ While the school district does not currently plan any additional new school projects in Encanto Neighborhoods beyond those funded, it is likely that additional school capacity will need to be added during the planning period, both to replace aging facilities and to accommodate additional students generated by new development.

Policies in the General Plan promote cooperation with educational agencies and school districts in the siting of future schools. The CPUs also include policies to support quality educational opportunities in Southeastern San Diego and Encanto Neighborhoods. In the interest of coordinated planning, CPU policies point to ways in which school facilities can contribute to neighborhood livability and revitalization; coordinate with adjacent parks and community facilities; improve safety and walkability; and enhance access to education for neighborhood residents. The San Diego Unified School is responsible for planning, siting, building, and operating schools in their responsible districts within the CPU area when additional demand warrants new schools. Since the CPUs ~~would be adequately served by existing school capacity under a low estimate, and~~ contain policies to improve school capacity, impacts on school facilities would be less than significant.

Libraries

The Logan Height Library and the Mountain View/Beckwourth Library currently serve the residents of Southeastern San Diego, while the Valencia Park/Malcom X Library currently serves the residents of Encanto Neighborhoods.

Both CPUs contain policies to ensure that future library services provide the necessary resources for Southeastern San Diego and Encanto Neighborhoods residents. The CPUs also support the extension of library hours, expansion of book and periodical collections, and hiring of additional staff as necessary. Given these policies, in addition to General Plan policies, it is reasonable to expect that both communities would have adequate access to library services. As such, impacts would be less than significant.

Funding and Maintenance of Public Facilities

Public facilities and services such as emergency services, schools, libraries, and parks are often supported through financing mechanisms such as development impacts fees, the establishment of FBAs, and an Impact Fee Study (IFS). The City is in the process of updating its Impact Fee Studies (IFS, formerly known Public Facility Financing Plans, or PFFPs). The IFS for Southeastern San Diego and Encanto Neighborhoods would serve to implement the CPUs by identifying the specific public facilities needed to comply with General Plan and Community Plan standards. City Council adopted the current Southeastern San Diego IFS in 2003, covering both CPU areas. The IFS sets forth the major public facilities needs in the areas of transportation (streets, sidewalks, storm drains, traffic signals, etc.), libraries, park and recreation facilities, and fire stations that are needed to serve the communities. IFS for Southeastern San Diego and Encanto Neighborhoods are being updated concurrently with preparation of the Plans, and serve to determine the public

facilities needs associated with the Plans. They will include potential funding sources for financing public facilities, including development impact fees and a variety of potential funding sources.

Implementation of the CPUs could result in increased necessity for maintenance of public facilities, including roads. The General Plan includes policies to improve maintenance on City streets, and the City regularly maintains roadways within the CPU areas, while the IFS serves to provide a partial funding source for transportation projects within the CPU areas; therefore, impact would be less than significant.

CPU Policies that Reduce the Impact

The following SESD CPU and Encanto Neighborhoods CPU policies address public services and facilities issues and needs and serve to reduce impacts.

Public Facilities Element (Southeastern San Diego)

P-PF-1 Reduce incidence of criminal activity within Southeastern San Diego. Also see General Plan section PF-E related to policy service and Urban Design section UD-A for Crime Prevention through Environmental Design.

- Continue Neighborhood Watch Programs.
- Maintain a close relationship with neighborhood organizations and have a continuing exchange of information with patrol officers.
- Promote the development of Community Alert Programs where they do not presently exist.
- Maintain a community relations program between police and residents.
- Ensure that development projects provide adequate lighting, visibility for surveillance, and gradations between public and private spatial territories.

P-PF-2 Maintain the high level of fire protection throughout Southeastern San Diego.

- Support efforts by the City to educate and inform the community regarding fire prevention techniques.
- Support regular upgrading of the fire stations within Southeastern San Diego as necessary to adequately respond to fires and emergencies.

P-PF-3 Work with the school district to transform school facilities in the Southeastern San Diego into neighborhood focal points with a strong image and identity.

- Encourage full community use of school facilities during non-school hours for educational, recreational, and cultural purposes.
- Pursue joint use agreements to make school facilities available for community use.
- Acquire excess public school district or private school property within the Southeastern San Diego to reserve the property for public use.

P-PF-4 Coordinate with the San Diego Unified School District to develop joint-use park facilities on school campuses throughout the community.

P-PF-5 Maintain and enhance the availability of community college and other higher education programs in the community.

P-PF-6 Support the extension of library hours, expansion of book and periodical collections, and hiring of additional staff as necessary to provide adequate access to a full range of published materials.

P-PF-7 Ensure that future library services provide the necessary resources for Southeastern San Diego residents.

P-PF-21 Maintain a high level of fire protection throughout the Southeastern San Diego community.

- Modernize and/or replace facilities and equipment to meet the needs of the community as fire fighting technology improves.
- Support efforts by the City to educate and inform the community regarding fire prevention techniques.

Recreation Element (Southeastern San Diego)

P-RE-1 Continue to pursue land acquisition for the creation of new public parks from willing sellers, and through urban infill and redevelopment proposals, as identified in Table 7-2: Population-based Parks and Park Equivalencies Inventory.

P-RE-2 Pursue park equivalencies as opportunities arise, and as identified in Table 7-2: Population- based Parks and Park Equivalencies Inventory.

P-RE-3 Encourage private development proposals to include recreational facilities within their land holdings to serve existing and new residents in areas of the community where there are land constraints. Consider provision of non-traditional park and recreation amenities on rooftops of buildings and parking structures, and/or on the ground level, or within new buildings.

P-RE-4 Pursue lease agreements with public agencies (i.e. San Diego Unified School District, Caltrans), to incorporate active or passive recreation into existing buildings, or surrounding grounds, where non-programmed space is available and appropriate for public use.

P-RE-5 Acquire and develop land through street/ alley rights-of-way vacations (paper streets), where appropriate, to provide park and recreation uses.

P-RE-7 Implement recommendations contained in the Commercial/Imperial Corridor Master Plan and Chollas Creek Enhancement Program that serve the park needs of the community.

P-RE-8 Encourage development of pocket parks and plazas within commercial districts.

Public Facilities Element (Encanto Neighborhoods)

P-PF-1 Reduce incidence of criminal activity within Encanto Neighborhoods. Also see General Plan section PF-E related to police service and Urban Design section UD-A for crime prevention through design.

P-PF-2 Continue Neighborhood Watch Programs.

P-PF-3 Maintain close relationship with neighborhood organizations and have a continuing exchange of information with patrol officers.

P-PF-4 Promote the development of Community Alert Programs where they do not presently exist.

P-PF-5 Maintain a community relations program between police and residents.

P-PF-6 Ensure that development projects provide adequate lighting, visibility for surveillance, and gradations between public and private spatial territories. Also see Crime Prevention Through Environmental Design in the Urban Design Element.

P-PF-7 Maintain a high level of fire protection throughout Encanto Neighborhoods.

- Support regular upgrading of the fire stations within Southeastern San Diego as necessary to adequately respond to fires and emergencies.
- Develop new fire stations as needed to support population growth and continue to monitor response times.
- Support the renovation of Fire Station #12 located at 4964 Imperial Avenue.
- Modernize and/or replace facilities and equipment to meet the needs of the community as fire fighting technology improves.
- Support efforts by the City to educate and inform the community regarding fire prevention techniques.

P-PF-8 Work with the school district to transform school facilities in Encanto Neighborhoods into neighborhood focal points with a strong image and identity.

- Encourage full community use of school facilities during non-school hours for educational, recreational and cultural purposes.
- Pursue joint use agreements to make school facilities are made available for community use.
- Acquire excess public school district or private school property within Encanto Neighborhoods to reserve the property for public use.

P-PF-9 Support the extension of library hours, expansion of book and periodical collections, and hiring of additional staff as necessary to provide adequate access to a full range of published materials.

P-PF-10 Ensure that future library services provide the necessary resources for Encanto Neighborhood residents.

Recreation Element (Encanto Neighborhoods)

P-RE-1 Continue to pursue land acquisition for the creation of new public parks from willing sellers, and through urban infill and redevelopment proposals, as identified in Table 7-2: Population-based Parks and Park Equivalencies Inventory.

P-RE-2 Pursue park equivalencies as opportunities arise, and as identified in Table 7-2: Population- based Parks and Park Equivalencies Inventory.

P-RE-3 Encourage private development proposals to include recreational facilities within their land holdings to serve existing and new residents in areas of the community where there are land constraints. Consider provision of non-traditional park and recreation amenities on rooftops of buildings and parking structures, and/or on the ground level, or within new buildings.

P-RE-4 Pursue lease agreements with public agencies (i.e. San Diego Unified School District, Caltrans), to incorporate active or passive recreation into existing buildings, or surrounding grounds, where non-programmed space is available and appropriate for public use.

P-RE-5 Acquire and develop land through street/ alley rights-of-way vacations (paper streets), where appropriate, to provide park and recreation uses.

P-RE-7 Implement recommendations contained in the Euclid + Market Land Use and Mobility Plan and the Chollas Creek Enhancement Program that serve the park needs of the community.

P-RE-8 Encourage development of pocket parks and plazas within commercial districts.

Mitigation Framework

Impacts are less than significant; therefore, no mitigation is required.

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5.14 Public Utilities

This section analyzes the potential impacts on public utilities, including natural gas, water, sewer, communication systems, and solid waste management, due to the implementation of the CPUs. The information contained in this section is based on review of the City of San Diego's Municipal Code and development guidelines, the City Environmental Services Department and Public Utilities Department websites, and Water Supply Assessments (WSAs) completed for the Southeastern San Diego (SESD) and Encanto Neighborhood CPUs (Appendix K). Electricity is addressed in Section 5.12 (Energy).

Environmental Setting

PHYSICAL SETTING

Water Supply

The SESD CPU area and the Encanto Neighborhoods CPU area are both located in the City of San Diego Public Utilities Department (PUD) service area. The PUD serves more than 1.3 million residents in the city and in certain surrounding areas, including both retail and wholesale customers. The PUD relies on imported water as its major water supply source, and is a member agency of the San Diego County Water Authority (Water Authority), which is in turn a member agency of the Metropolitan Water District of Southern California (MWD). The PUD currently purchases approximately 85 to 90 percent of its water from the Water Authority, which supplies the water (raw and treated) through two aqueducts consisting of five pipelines. In addition, the PUD uses three local supply sources to meet or offset potable demands: local surface water, conservation, and recycled water (City of San Diego Public Utilities Department, 2014a and 2014b).

Metropolitan Water District of Southern California

The Metropolitan Water District was created in 1928, under the authority of the Metropolitan Water District Act (California Statutes 1927, Chapter 429, as reenacted in 1969 as Chapter 209, as amended) (the "MWD Act"). MWD's primary purpose is to provide a supplemental supply of wholesale water for domestic and municipal uses to its constituent agencies. The MWD service area comprises approximately 5,200 square miles and includes portions of the six counties of Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura. There are 26 member agencies of MWD, consisting of 14 cities, 11 municipal water districts and the San Diego County Water Authority (City of San Diego Public Utilities Department, 2014a and 2014b).

MWD's existing water supplies have been historically sufficient to meet demands within its service area during years of normal precipitation. Although MWD plans and manages reserve supplies to account for normal occurrences of drought conditions, regulatory actions, including, but not limited to, restrictions under the Federal and California Endangered Species Acts, have at times placed limitations on MWD's ability to provide water to its member agencies. In the 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. MWD's two major sources of water are from the Colorado River and the State Water Project (SWP) (City of San Diego Public Utilities Department, 2014a and 2014b).

Under numerous compacts, federal laws, court decisions and decrees, contracts, and regulatory guidelines collectively known as the "Law of the River" that govern the use of water from the Colorado River, California is entitled to 4.4 million acre-feet of Colorado River water annually. Additionally, California is entitled to one-half of any surplus water that may be available for shared use with Arizona and Nevada as determined on an annual basis by the United States Secretary of the Interior. 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 and a fifth priority right of 662,000 acre-feet per year. MWD's fourth priority right is within California's basic annual apportionment of 4.4 million acre-feet; however, the fifth priority right is outside of this entitlement and therefore is not considered a firm supply of water. MWD also retains a "call" on 100,000 acre-feet per year on water transferred to the Coachella Valley Water District and the Desert Water Agency, if needed, so long as they pay for the financial obligations associated with the water during the call period (City of San Diego Public Utilities Department, 2014a and 2014b).

The SWP is owned by the State of California and operated by the State Department of Water Resources (DWR). The SWP's source waters originate in Northern California with water captured from the Feather River Watershed behind Lake Oroville Dam. MWD receives water pumped from the Harvey O. Banks Pumping Plant in the southern portion of the Sacramento-San Joaquin River Delta to four delivery points near the northern and eastern boundaries of MWD. MWD is one of 29 agencies that have long-term contracts for water service from DWR, and is the largest agency in terms of the number of population served, the share of SWP water to which it is entitled, and the total amount of annual payments made to DWR. MWD's contract with DWR provides for the ultimate delivery of 1,911,400 acre-feet per year [AFY] (46 percent of the total SWP entitlement). The SWP was originally intended to meet demands of 4.2 million AFY (City of San Diego Public Utilities Department, 2014a and 2014b).

San Diego County Water Authority

The Water Authority service area lies within the foothill and coastal areas of the westerly third of San Diego County, encompassing 1,488 square miles. Ninety-seven percent of the total population of San Diego County lives within the Water Authority's service area. The City, with a population of 1.3 million served and a service area of 210,726 acres, is the Water Authority's largest member agency and customer (City of San Diego Public Utilities Department, 2014a and 2014b).

The Water Authority's service area is a semi-arid region where the natural occurrence of water from rainfall and groundwater provides a firm water supply for only a small portion of the water

demands of the current population. Since 1990, the Water Authority has provided an average of 85 percent of the water supply within its service area. As a wholesaling entity, the Water Authority has no retail customers, and only serves its member agencies (City of San Diego Public Utilities Department, 2014a and 2014b).

Historically, the principal source of supply for the Water Authority's service area has been water purchased from MWD for sale to the Water Authority's member agencies. However, drought conditions and population growth in the Water Authority's service area have prompted the Water Authority to actively pursue a strategy of supply diversification that includes the acquisition and importation of additional water supplies, the development of additional local water supply projects, and augmentation of its water supply via local and regional water storage capacity (City of San Diego Public Utilities Department, 2014a and 2014b).

Water supplies utilized within the Water Authority service area originate from two sources: (1) water imported by the Water Authority and (2) local supplies (such as local runoff, groundwater, recycled water, and prospectively seawater desalination). Since 1990, local supplies have grown to constitute 15 percent of the Water Authority's water supply, and the Water Authority has implemented programs and supported new technologies in order to assist its member agencies in increasing this percentage. Although MWD remains the Water Authority's largest source of imported water, recent years have also seen the diversification of sources of imported water through core and spot water transfers with other agencies (City of San Diego Public Utilities Department, 2014a and 2014b).

In November 2012, the Water Authority'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, which is a fully permitted ocean desalination plant and conveyance pipeline. The plant will produce 50 million gallons a day starting in 2016. By 2020, it will generate enough water to meet seven 7 percent of the region's current demands. The project is scheduled to be online by early 2016, though deliveries could begin as soon as the fall of 2015. As of September 2, 2014, the 10-mile pipeline that will connect the Carlsbad Desalination Plant to the Water Authority's distribution system is 75 percent complete (City of San Diego Public Utilities Department, 2014a and 2014b).

The Quantification Settlement Agreement (QSA) for the Colorado River was completed in October 2003. This historic agreement was enacted to help settle disputes regarding the persistent over-drafting of the state's 4.4 million acre-foot basic annual apportionment of Colorado River water. The agreement includes a long-term transfer of conserved water from the Imperial Irrigation District to the Water Authority. The QSA also commits the state to a restoration path for the environmentally sensitive Salton Sea and provides full mitigation for these water supply programs. Specific programs under the QSA that directly benefit the Water Authority include the San Diego County Water Authority-Imperial Irrigation District water transfer agreement, which currently transfers 100,000 acre-feet of high priority Colorado River water to the Water Authority and will provide up to 200,000 acre-feet of water a year through water conservation measures in Imperial Valley in 2021. The QSA also allows for the transfer of water from the Imperial Irrigation District (IID), for water conserved through the implementation of the Water Authority performed projects to install concrete linings on portions of the previously earthen All-American and Coachella Canals. The canal lining projects reduced the losses of water that historically

occurred through seepage. MWD assigned to the Water Authority its right to develop approximately 77,700 acre-feet of conserved Colorado River water annually (City of San Diego Public Utilities Department, 2014a and 2014b).

The Water Authority has encouraged the development of additional local water supply projects such as water recycling and groundwater projects, through the award of Local Water Supply Development ("LWSD") incentives of up to $200 per acre-foot for recycled water and groundwater produced and beneficially reused within the Water Authority's service area. The LWSD Program reimburses member agencies for all, or a portion of the difference between the actual per acre-foot cost of producing recycled water, and the revenue generated by the LWSD participant through the sale of that acre-foot of recycled water (not to exceed $200 per acre-foot) (City of San Diego Public Utilities Department, 2014a and 2014b).

Local Sources

Surface Water Supply

The PUD maintains and operates nine local surface raw water storage reservoirs which are connected directly or indirectly to water treatment facilities. In the San Diego region, approximately 13 percent of local precipitation produces surface run-off to streams that supply City-owned reservoirs. Approximately half of this run-off is used for the municipal water supply, while the remainder evaporates during reservoir storage. Average rainfall produces less than half of the average run-off in San Diego. The local climate requires about average rainfall to saturate the soils sufficiently for significant surface run-off to occur. Therefore, most of the runoff to reservoirs is produced in years with much greater than average rainfall (City of San Diego Public Utilities Department, 2014a and 2014b).

The use of local water is affected by availability and water resource management policies. The PUD's policy is to use local water first to reduce imported water purchases and costs. The PUD also operates emergency and seasonal storage programs in conjunction with its policy (City of San Diego Public Utilities Department, 2014a and 2014b).

The purpose of emergency storage is to increase the reliability of the imported water aqueduct system. This is accomplished by maintaining 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 management of reservoirs is guided by Council Policy 400-04, which outlines the City's Emergency Water Storage Program. The policy mandates that the PUD store sufficient water in active, available storage to meet six-tenths of the normal annual (7.2 months) City water demand requirements (conservation is not included). Active, available storage is that portion of the water that is above the lowest usable outlet of each reservoir (City of San Diego Public Utilities Department, 2014a and 2014b).

The monthly emergency storage requirement changes from month-to-month, and is based on the upcoming seven months water demand. This results in a seasonally fluctuating emergency storage requirement, generally peaking in April and reaching its minimum in October. This seasonally fluctuating requirement makes a portion of the required emergency storage capacity available for impounding or seasonal storage (City of San Diego Public Utilities Department, 2014a and 2014b).

The purpose of seasonal storage is to increase imported water supply. This is done by storing surplus imported water in the wet winter season for use during the dry summer season. This may also be accomplished by increased use of imported water in lieu of local water in the winter when local water may be saved in reservoirs or groundwater basins for summer use. In addition to increased water yield, this type of seasonal operation also reduces summer peaking on the imported water delivery system (City of San Diego Public Utilities Department, 2014a and 2014b).

Conservation

Established by the City Council in 1985, the Water Conservation Program accounts for more than 35,650 acre-feet of potable water savings per year. This savings has been achieved by creating a water conservation ethic, adopting programs, policies and ordinances designed to promote water conservation practices, and implementing comprehensive public information and education campaigns. The City offers a broad range of conservation methods to help meet the needs of residential and commercial water customers. These 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.

Research conducted by the City, the Water Authority, and the Water Research Foundation has shown that more than half of residential water-use is outdoors. Therefore, the City has added outdoor conservation programs to focus on water efficient landscaping and irrigation management. Planning efforts to increase water conservation is an ongoing process, and water conservation programs undergo periodic reevaluation to ensure the realization of forecasted savings (City of San Diego Public Utilities Department, 2014a and 2014b).

Recycled Water Supplies

In 2014, the beneficial reuse of the recycled water was 13,221 acre-feet [AF]: 8,417 AF from the NCWRP and 4,804 AF from the SBWRP. Although landscape irrigation continues to be the leading use of the recycled water, 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 Public Utilities Department, 2014a and 2014b).

As of 2014, the City provides recycled water service to 576 retail meters and 4-5 wholesale meter connections, including the City of Poway, Olivenhain Municipal Water District (3 connections) and Otay Water District. The 2013 top 10 retail customers included the City of San Diego Park & Recreation Department, Miramar Marine Corps Air Station Miramar, Black Mountain Ranch and Santa Luz HOA, Caltrans, El Camino Memorial Park, U.S. International Boundary & Water Commission, The Irvine Company, Qualcomm, Village Nurseries (Miramar Nursery) and the City of San Diego's Miramar Landfill. The PUD, in cooperation with the Park & Recreation Department, has aggressively pursued the retrofitting of City parkland, street landscaping and open space to use recycled water for irrigation. In 2007 only 23 recycled water meters were

serving City sites; as of June 2014 that number has grown to 84 meter connections (City of San Diego Public Utilities Department, 2014a and 2014b).

Historic Supply Summary

Historic imported water deliveries from the Water Authority to the PUD and local surface water, conservation savings and recycled water deliveries are shown in Table 5.14-1 (City of San Diego Public Utilities Department, 2014a and 2014b).

Table 5.14-1: Public Utilities Department Historic Imported, Local and Recycled Water Demands[1]

Fiscal Year	*Imported Water (AF)*	*Local Surface Water (AF)*	*Conservation[2] (AF)*	*Recycled Water (AF)*	*Total[3] (AF)*
1990	233,158	22,500	-	-	255,658
1995	162,404	59,024	8,914	-	230,324
2000	207,874	39,098	17,410	3,250	267,632
2005	204,144	26,584	29,410	4,294	264,432
2010	188,337	13,117	34,317	12,173	247,944

Notes:

1. Includes retail and wholesale demands.
2. Conserved water results in savings and is not a direct supply.
3. Total includes water supplied and conserved.

Source: 2010 UWMP

Planned Supplies

The PUD completed the City Council approved 2012 Long-Range Water Resources Plan (2012 LRWRP) on December 10, 2013. The 2012 LRWRP is a high-level strategy document that evaluates water supply and demand-side objectives against multiple planning objectives. The 2012 LRWRP was a participatory and stakeholder-driven process that evaluated over 20 water supply options such as water conservation, recycled water, groundwater storage, brackish groundwater desalination, rainwater harvesting, greywater and potable reuse. The plan takes a long-range viewpoint through the year 2035 in addressing risk and the uncertainty of future water supply conditions. It is a plan that sets the tone or direction of where the City places its efforts in developing local water supplies (City of San Diego Public Utilities Department, 2014a and 2014b).

Conservation and water recycling programs have been implemented and are under investigation for ways to be expanded or increased. The PUD is also investigating the development of groundwater and potable reuse (City of San Diego Public Utilities Department, 2014a and 2014b).

Water Storage and Distribution

The PUD water system extends over 404 square miles, including 324 square miles in the city, and includes potable and recycled water facilities (City of San Diego Public Utilities Department, 2014a and 2014b).

Potable Water Facilities

The PUD maintains and operates nine local surface raw water storage facilities, which are connected directly or indirectly to the City's water treatment operations. The Lower Otay, Barrett, and Morena Reservoirs (135,349 AF total capacity) service the Otay Water Treatment Plant in south San Diego; the El Capitan, San Vicente, Sutherland, and Lake Murray Reservoirs (236,311 AF total capacity) service the Alvarado Water Treatment Plant in central San Diego; and the Miramar Reservoir (6,682 AF total capacity) services the Miramar Water Treatment Plant in north San Diego. Lake Hodges Reservoir has a total capacity of 30,251 AF and is connected to Olivenhain Reservoir, which is owned by Water Authority. Olivenhain Reservoir is connected to the Water Authority's second aqueduct. Through this connection, Hodges water can be delivered to all City treatment plants. The City has the ability to access 50 percent of the local water available in Hodges Reservoir via the San Diego County Water Authority's delivery system (City of San Diego Public Utilities Department, 2014a and 2014b).

The PUD maintains and operates three water treatment plants with a combined total rated capacity of 423,860 acre-feet per year (AFY) (378.4 million gallons per day [MGD]). The Miramar Water Treatment Plant (Miramar WTP), originally constructed in 1962, has a rated capacity of 161,300 AFY (144 MGD) with the ability to increase to 240,830 AFY (215 MGD) after the replacement of the two old wells in 2016. The Miramar WTP generally serves the City's geographical area north of the San Diego River (north San Diego). The Alvarado Water Treatment Plant (Alvarado WTP), operational since 1951, had an initial capacity rating of 134,417 AFY (120 MGD). Several hydraulic improvements and upgrades were completed in 2011 which increased the capacity of the plant to 224,028 AFY (200 MGD). The California Department of Public Health (CDPH) has approved this rating for the Alvarado WTP. The Alvarado WTP generally serves the geographical area from National City to the San Diego River (central San Diego). The Otay Water Treatment Plant (Otay WTP) was constructed in 1940, and has a current rated capacity of 38,533 AFY (34.4 MGD), which meets current and short-term forecasted demands. The Otay WTP has hydraulic capacity to increase to 44,806 AFY (40 MGD) in the future. In order to do so, approval from CDPH is required, based upon a future high filtration rate study. The Otay WTP generally serves the geographical area bordering Mexico (south San Diego) and parts of the southeastern portion of central San Diego. All upgrade work was completed in 2012 including the construction of a third flocculation and sedimentation basin, filter piping and media improvements (City of San Diego Public Utilities Department, 2014a and 2014b).

The PUD maintains and operates 28 treated water storage facilities including steel tanks, standpipes, concrete tanks and rectangular concrete reservoirs, with capacities varying from less than one to 35 million gallons (City of San Diego Public Utilities Department, 2014a and 2014b).

Distribution System

Systemwide Distribution

The water system consists of more than 3,212 miles of pipelines, including transmission lines up to 84 inches in diameter and distribution lines as small as four 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 the treated water storage facilities. Distribution lines are pipelines 16 inches and smaller in diameter that directly services

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 approximately 279,557 metered service connections in 128 different pressure zones. The Department also maintains several emergency connections to and from neighboring water agencies, including the Santa Fe Irrigation District (Miramar WTP), the City of Poway (Miramar WTP), Olivenhain Municipal Water District (Miramar WTP), the Cal-American Water Company (Alvarado and Otay WTP), Sweetwater Authority (Otay WTP), and the Otay Water District (Otay WTP) (City of San Diego Public Utilities Department, 2014a and 2014b).

CPU Area Distribution

The Southeastern San Diego CPU area can be characterized as being at the end of the water system pipeline. Even so, there are several large diameter transmission mains which are located within this CPU area and provide water transmission capacity. There are three 30" diameter pipelines including the 28th Street Pipeline, the Bonita Pipeline, and the Commercial Street Pipeline. These three pipelines create a large looping system through the north half of the SESD CPU area. A 24" and 16" pipeline in S. 30th Street and a 16" diameter pipeline in S. 36th Street provide means to convey water to the southern portions of the CPU area (Dexter Wilson Engineering, Inc., 2012).

The remaining piping within the SESD CPU area is 12" and smaller and provides local water distribution. This CPU area encompasses an older portion of the City of San Diego; therefore, most lots have already been built upon. The lots are generally small and the water distribution system is well interconnected. Most piping is 8" diameter which is typical for residential land uses. There are also some 6" diameter pipes; while the current City guidelines do not permit the installation of pipe smaller than 8" diameter, the existing 6" diameter piping is not widespread enough to result in a constriction in the distribution system which might affect the capability of the water system to deliver adequate flow and pressure (Dexter Wilson Engineering, Inc., 2012).

Water distribution for the Encanto Neighborhoods CPU area is more complicated than for the SESD CPU area because there are three water service pressure zones. Since this CPU area is closer to the main source of supply of water to this area, the Alvarado WTP, the transmission main sizes running through the Encanto Neighborhoods CPU area are larger. The largest of the transmission mains is the 36", 42", and 48" Otay Second Pipeline. This is a north-south pipeline which can function to transfer water from the Alvarado WTP service area to the Lower Otay WTP service area in South San Diego. This pipeline is located in 60th Street, Brooklyn Avenue, and short stretches of Otay Street and South Woodman Street. The rest of the pipeline is located in an easement outside of public roads. The next largest pipeline is the 36" Otay Mesa Bonita Connection Pipeline; it is located in Imperial Avenue between Otay Street and Euclid Avenue. As its name suggests, it creates an intertie between the Otay Second Pipeline and the Bonita Pipeline which extends into the Encanto Neighborhoods CPU area from the SESD CPU area. In Imperial Avenue it is a 36" pipeline and in Euclid Avenue it extends south to the southern CPU area border as a 24" water main (Dexter Wilson Engineering, Inc., 2012).

The Paradise Mesa 610 Zone in the Encanto Neighborhoods CPU area is supplied by the 65th and Herrick Street Water Booster Station. This station takes Alvarado 536 Zone water from the Otay Second Pipeline and boosts it to the 610 pressure zone. In 65th Street north of Herrick Street is a

24" pipeline which reduces to a 16" pipeline in Klauber Avenue and is called the Encanto Park Pipeline (Dexter Wilson Engineering, Inc., 2012).

As in the SESD CPU area, the distribution piping in the Encanto Neighborhoods CPU area is composed of 6" through 12" pipelines which are well interconnected. Most of the existing piping is asbestos cement pipe and polyvinyl chloride pipe (Dexter Wilson Engineering, Inc., 2012).

Recycled Water Facilities

The City's recycled water system consists primarily of two water reclamation plants with a combined total wastewater treatment capacity of 50,406 AFY (45 MGD), three recycled water storage facilities with over 12 million gallons (12 MG) of storage capacity, and more than 94 miles of transmission and distribution lines (City of San Diego Public Utilities Department, 2014a and 2014b).

The North City Water Reclamation Plant (NCWRP) is located in the Miramar area and treats an average of 18,482 AFY (16.5 MGD) of wastewater, although the plant has an ultimate treatment capability of 33,604 AFY (30 MGD). In Fiscal Year (FY) 2014, 8,417 AFY (7.5 MGD) from the NCWRP was beneficially reused. The South Bay Water Reclamation Plant (SBWRP) is located at the end of Dairymart Road, near the International Border with Mexico, and treats an average of eight MGD of wastewater, although the Plant has a treatment capability of 16,802 AFY (15 MGD). In FY 2014, an average of 4,804 AFY (4.3 MGD) from the SBWRP was beneficially reused. 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 Southern Service Area distribution system consists of three miles recycled water pipeline, one storage tank, one pump station and seven meters (City of San Diego Public Utilities Department, 2014a and 2014b).

There are currently no recycled water facilities or conveyances within the CPU areas.

Improvements

Beginning in 2007, the City increased water rates by 6.5% per year for three years to replace and improve water system infrastructure. The City's aging water infrastructure was in need of replacement, repair and upgrades, as some pipelines had been in operation for a hundred years. These rate increases are paying for more than $585,200,000 of needed water system improvements. These projects include replacement of water mains, water treatment plants upgrades, and water pump station improvements. Improvement projects include replacements to the Otay Second Pipeline, which runs through the Encanto Neighborhoods CPU area (City of San Diego Public Utilities Department n.d.[a]).

Sewer

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

treats an average of 180 million gallons of wastewater per day (City of San Diego Public Utilities Department, n.d.[b]).

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

The largest pump stations in the collection system are pump stations #1 and #2. Pump Station #1, located on East Harbor Drive, collects all of south San Diego's wastewater and has an average daily flow of 75 million gallons. It sends the wastewater flow north via the 8-mile South Metro Interceptor to Pump Station #2 which is located on North Harbor Drive. The average daily flow into Pump Station #2 is approximately 180 million gallons. This station pumps the wastewater to the PLWTP through two 87-inch force mains (City of San Diego Public Utilities Department, n.d.[c]).

The PLWTP, located on the coast, processes approximately 175 million gallons a day of wastewater generated by 2.2 million residents and workers. The plant has a treatment capacity of 240 million gallons per day. The plant discharges to the Point Loma Ocean Outfall, a 4.5-mile long outfall that ends at a depth of 320 feet. The current modified NPDES permit for the PLWTP and outfall was renewed in 2010 (City of San Diego Public Utilities Department, n.d.[d]).

The PUD also operates the Metro Biosolids Center, a state-of-the-art regional biosolids treatment facility which turns waste into dewatered biosolids that are currently used as soil amendments, landfill, and landfill cover, but which also may be used to promote growth of agricultural crops. Skim from the PLWTP is 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 Public Utilities Department, n.d.[e]).

The San Diego PUD anticipates that planned improvements to the wastewater system will increase capacity to serve a population of 2.9 million, or 340 million gallons of wastewater per day, by the year 2050 (City of San Diego Public Utilities Department, n.d.[f]).

Storm Water Infrastructure

The City's storm water system is maintained by the Storm Water Division of the Transportation and Storm Water Department. It consists of drainage and conveyance facilities such as underground storm drain pipes, culverts, outfalls/inlets, detention basis, pump stations, and open flood risk management channels. These collect and convey storm water and urban runoff downstream (City of San Diego Transportation and Storm Water Department, 2013). Storm drains are designed to handle normal water flow, but occasionally during heavy rain, flooding will occur.

City Policy states that the City will generally only accept responsibility for maintenance of public drainage facilities that are designed and constructed to City standards, and that are located within a public street or drainage easement dedicated to the City. The Storm Water Division is responsible for inspection, maintenance and repair of the storm drain system in the public right-of-way and in drainage easements. This includes clearing blocked drains, removing debris from storm drain structures, and cleaning and repairing damaged drainpipes. In addition, other City divisions, such as Parks and Recreation or Public Utilities, may also have the responsibility and jurisdiction to maintain the drainage systems with their own facilities. The Storm Water Division does not have responsibility to maintain storm water facilities located on private property or within another agency's jurisdiction or easements (City of San Diego Transportation and Storm Water Department, 2013).

The CPU areas are located within the Pueblo San Diego Watershed, which is tributary to the San Diego Bay. Each community is also within the Pueblo San Diego Hydrologic Unit. Portions of the communities are within the San Diego Mesa Hydrologic Area and the National City Hydrologic Area, and the Chollas, El Toyan, and Paradise Hydrologic Subareas. All runoff from the Southeastern San Diego and Encanto Neighborhoods communities drains into one of four creeks: Chollas Creek, Switzer Creek, Paleta Creek, and Paradise Creek. Additional discussion of the CPU areas' hydrology can be found in Section 5.6.

Existing drainage and storm water conveyance facilities have been constructed throughout the CPU areas, which are part of the San Diego Bay Watershed Management Area. The management area's storm water conveyance system consists largely of storm drains. Eleven percent of the conveyance system is made up of channels, 3 percent by culverts, and 1 percent by ditches. A condition assessment of reinforced concrete pipes conducted for the 2013 Watershed Asset Management Plan (WAMP) found the majority of the conveyance systems in the CPU areas to have low to medium probability of failure, with some lengths having a high probability (City of San Diego Transportation and Storm Water Department, 2013).

Natural Gas

San Diego Gas & Electric (SDG&E) is the owner and operator of natural gas transmission and distribution infrastructure in San Diego County, and is the natural gas provider in the CPU areas. SDG&E imports natural gas from any of a series of major supply basins located from Canada to Texas. Gas is pumped out and shipped to receipt points that connect with major interstate gas pipelines. The Wheeler receipt point, located near Bakersfield, California, is where SDG&E receives deliveries of Canadian natural gas that are transmitted through the Southern California Gas system.

Natural gas consumption by sector varies somewhat each year. In general, power plants account for the highest percentage of natural gas consumption in the San Diego region. Residential consumption of natural gas is the second highest percentage, followed by cogeneration, commercial consumption, industrial consumption, and natural gas vehicles (City of San Diego Development Services Department, 2013).

Natural gas systems are also discussed as part of the Energy section (5.12) of this PEIR.

Solid Waste

Solid Waste Disposal

The City of San Diego's Environmental Services Department (ESD) operates both a Collection Services Division and Waste Reduction and Disposal Division to manage residential solid waste disposal for eligible residences in the CPU areas. Collection services are provided once per week under the People's Ordinance, and includes curbside recyclable materials and yard waste collection. Ineligible residences include those located on private streets or in gated communities, and multi-family residences without adequate storage capacity for accumulated waste. Refuse not eligible for the City's collection services is collected by privately operated franchised haulers. There are currently 12 franchised haulers authorized to operate in the city.

There are six active permitted solid waste landfills in San Diego County that accept municipal waste (CalRecycle SWIS 2014). Waste generated in the city is taken primarily to three landfills: West Miramar Sanitary Landfill (Miramar Landfill), Sycamore Landfill, and Otay Landfill (City of San Diego Development Services Department, 2013).

The West Miramar Landfill is operated by the City of San Diego. It is located on either side of SR-52, west of I-805. West Miramar is permitted to receive a maximum of 8,000 tons of waste per day, with a maximum permitted capacity of 88 million cubic yards. The City's current estimate is that the West Miramar Landfill has capacity through the year 2023. Given the landfill's current acceptance rate of 910,000 tons of waste per year, the City has estimated that it will fill to capacity and close by 2022 (San Diego ESD, n.d.[g]).

Sycamore Landfill is operated by Republic Services and is located in the City of San Diego east of I-15 and north of SR-52. The 491-acre facility is permitted to receive 3,965 tons per day with a maximum permitted capacity of 71 million cubic yards. As of February 2011, remaining capacity at the landfill was estimated to be 42 million cubic yards. The estimated closure date for the facility was determined in 2006 to be 2031 (CalRecycle SWIS 2014). Capacity for Sycamore Landfill is dependent on the expected lifespan of the City's West Miramar Landfill as well as the amount of waste produced in the region. With reductions in waste tonnage, current estimates for remaining capacity at Sycamore Landfill is roughly 35 million cubic yards, or 35 to 40 years. The operator has proposed an expansion of the landfill that would increase capacity to 150 million cubic yards. With the proposed expansion, the landfill would remain operational for an estimated 50 years or more. The landfill has submitted a Joint Technical Document for the expansion to Cal Recycle and the RWQCB and is currently awaiting approval (Mohr, 2015).

The Otay Landfill is also operated by Republic Services and is located in an annex of the County of San Diego north of I-905 and east of I-805. The 410-acre facility is permitted to receive 5,830 tons of waste per day, with a maximum permitted capacity of 61 million cubic yards. As of March 2012, remaining capacity was estimated to be 25 million cubic yards, andin August 2012, the landfill's estimated cease operation date was determined to be 2028 (CalRecycle SWIS 2014). Using CalRecycle's Landfill Tonnage Reports for Otay Landfill from 2012 to 2014, and subtracting the reported tonnage from the estimated capacity remaining in 2012, the remaining capacity of the landfill at the beginning of 2015 can be estimated at about 11 million cubic yards. This assumes that tonnages for 2014 were four times the amount reported in the first quarter of that year, as the remaining three quarters of 2014 have not yet been reported at this time. It also

assumes a conversion rate of 0.22 tons of uncompacted mixed solid waste to one cubic yard—actual conversion rates may differ based on actual levels of compaction.

Solid Waste Diversion

In 2013, San Diego had an overall 67 percent diversion rate, with a residential recycling rate of 23 percent, a commercial and multi-family rate of 26 percent, a city sites rate of 27 percent, and a construction and demolition rate of 71 percent (City of San Diego Environmental Services Department, 2014).This added diversion has been supported by the two City-wide recycling ordinances: the Recycling Ordinance (Article 6, Division 7 of the Municipal Code) and the Construction and Demolition Debris Deposit Ordinance (Article 6, Division 6 of the Municipal Code), each discussed in the Regulatory Setting below.

Communication Systems

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

REGULATORY SETTING

Federal Regulations

United States Environmental Protection Agency

The 1986 amendments to the Safe Drinking Water Act and the 1987 amendments to the Clean Water Act established the U.S. Environmental Protection Agency (EPA) as the primary authority for water programs. The U.S. EPA is the federal agency responsible for providing clean and safe surface water, groundwater, and drinking water, and protecting and restoring aquatic ecosystems. Carlsbad is in U.S. EPA Region 9 (Pacific Southwest), which includes Arizona, California, Hawaii, Nevada, Pacific Islands, and Tribal Nations.

Federal Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) passed by Congress in 1974, authorizes the EPA to set national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally occurring and man-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people.

In California, the State Department of Health Services conducts most enforcement activities. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

Senate Bills 610 and 221

On January 1, 2002, SB 610 took effect. SB 610, which was codified in the Water Code beginning with Section 10910, requires the preparation of a water supply assessment (WSA) for projects within cities and counties that propose to construct 500 or more residential units or the equivalent. SB 610 stipulates that when environmental review of certain large development projects is required, the water agency that is to serve the development must complete a WSA to evaluate water supplies that are or will be available during normal, single-dry, and multiple-dry years during a 20-year projection to meet existing and planned future demands, including the demand associated with a proposed project.

Enacted in 2001, SB 221, which was codified in the Water Code beginning with section 10910, requires that the legislative body of a city or county, which is empowered to approve, disapprove, or conditionally approve a subdivision map, must condition such approval upon proof of sufficient water supply. The term "sufficient water supply" is defined in SB 221 as the total water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that would meet the projected demand associated with the proposed subdivision. The definition of sufficient water supply also includes the requirement that sufficient water encompasses not only the proposed subdivision, but also existing and planned future uses, including agricultural and industrial uses.

Clean Water Act

Section 401 of the Clean Water Act requires that an applicant for a federal permit to conduct any activity, including the construction or operation of a facility which may result in the discharge of pollutants to waters of the U.S., must obtain certification from the state. Section 402 of the Clean Water Act established the Non-Point Pollution Discharge Elimination System, or NPDES, to regulate the discharge of pollutants from point sources, and Section 404 established a permit program to regulate the discharge of dredged material into waters of the U.S. Implementation of the Clean Water Act is the responsibility of the United States Environmental Protection Agency (U.S. EPA), which has delegated much of that authority to the United States Army Corps of Engineers, as well as state and regional agencies.

The Clean Water Act 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 water systems (MS4s). Since 1990, the San Diego Regional Water Quality Control Board (RWQCB) has issued municipal storm water permits for the San Diego Region to regulate urban runoff discharges. The current MS4 permit is discussed below.

State Regulations

California Department of Public Health

The California Department of Public Health (CDPH) Drinking Water Program is within the Division of Drinking Water and Environmental Management. The Drinking Water Program regulates public water systems; certifies drinking water treatment and distribution operators; supports and promotes water system security; provides support for small water systems and for improving technical, managerial, and financial capacity; and provides funding opportunities for water system improvements. The Field Operations Branch of the Drinking Water Program is responsible for the enforcement of the federal and California Safe Drinking Water acts and the regulatory oversight of approximately 7,500 public water systems to assure the delivery of safe drinking water to all Californians. In this capacity, Field Operations Branch staff performs field inspections, issues operating permits, reviews plans and specifications for new facilities, takes enforcement actions for noncompliance with laws and regulations, reviews water quality monitoring results, and supports and promotes water system security. The CDPH consists of three branches; San Diego falls under the Southern California Field Operation Branch in Region V, District 14 – San Diego.

California Department of Water Resources

The California Department of Water Resources (DWR) was established in 1956 by the California Legislature 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.

California's Department of Resources Recycling and Recovery

California Department of Resources Recycling and Recovery (CalRecycle) is the state's leading authority on recycling, waste reduction, and product reuse. Officially known as the California Department of Resources Recycling and Recovery, CalRecycle plays an important role in the stewardship of California's vast resources and promotes innovation in technology to encourage economic and environmental sustainability. CalRecycle brings together the state's recycling and waste management programs and continues a tradition of environmental stewardship. Mandated responsibilities of CalRecycle are to reduce waste, promote the management of all materials to their highest and best use, and protect public health and safety and the environment.

California Public Resources Code

The Disposal Measurement System Act of 2008 (SB 1016) maintains the 50 percent diversion rate requirement established by AB 939, while establishing revised calculations for those entitles who did not meet the 50 percent diversion rate. SB 1016 also established a per capita disposal measurement system to make the process of goal measurement, as established by AB 939, simpler, timelier, and more accurate. The new disposal-based indicator—the per capita disposal rate—uses only two factors: a jurisdiction's population (or in some cases employment) and its disposal as reported by disposal facilities.

AB 939, California's Integrated Waste Management Act of 1989, mandated that 50 percent of solid waste be diverted by the year 2000 through source reduction, recycling, and composting. AB 939 also established a goal for all California counties to provide at least 15 years of ongoing landfill capacity. This requires each region to prepare a source reduction and recycling element to be submitted to CalRecycle, which administers programs formerly managed by the state's Integrated Waste Management Board and Division of Recycling. In 2011, AB 341 increased the waste diversion target from 50 percent to 75 percent. The 75 percent goal is a statewide goal, but the State agency imposed requirements on local governments to move towards the goal. Specifically, local governments are required to enact a mandatory recycling program. Effective July 1, 2012, AB 341 requires that commercial enterprises that generate four cubic yards or more of solid waste weekly participate in recycling programs. This requirement also includes multifamily housing complexes of five units or more, regardless of the amount of solid waste generated each week.

Water Conservation Act of 2009

California legislation enacted in 2009 as SB 7 of the 7th Special Legislative Session (SB X7-7) instituted a new set of urban water conservation requirements known as "20 Percent By 2020." These requirements stipulate that urban water agencies such as CMWD reduce per-capita water use within their service areas by 20 percent relative to their use over the previous 10 to 15 years. The City of Carlsbad plans to comply with the SB X7-7 requirements through a combination of on-going water conservation measures and additional recycled water development.

Title 24 Energy Standards

All new construction in California must meet Title 24 energy standards (CEC 2008). Title 24, which provides energy efficiency standards for residential and nonresidential buildings, was established in 1978, in response to a legislative mandate to reduce California's energy consumption. The standards are updated on an approximate three-year cycle to incorporate new energy efficiency technologies and methods. The most recent standards are the 2013 standards.

California Green Building Code

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11 in 2009, and became effective January 1, 2011. The most recent standards are the 2013 standards. This code institutes mandatory minimum environmental performance standards that include the same energy efficiency requirements as Title 24, with optional standards for even greater energy efficiency. The code also mandates a 20 percent reduction in indoor water use, with voluntary goals and incentives for projects achieving 30 percent and over reduction. Because the provision of water involves large amounts of energy consumption, reduced water consumption would result in reduced energy demand.

Local Regulations

Storm Water Management and Discharge Control Regulations (San Diego Municipal Code Section 43.0301, et seq.)

The purpose of the Storm Water Management and Discharge Control Regulations are to restore and maintain the water quality of receiving waters and to further ensure the health, safety, and general welfare of the citizens of the City by controlling non–storm water discharges to the storm

water conveyance system (MS4); by eliminating discharges to the storm water conveyance system from spills, dumping, or disposal of materials other than storm water; and by reducing pollutants in urban storm water discharges to the maximum extent practicable. This is accomplished through Section 43.0301, et seq. of the San Diego Municipal Code, which requires the use of Best Management Practices (BMPs) to reduce or eliminate contaminants in storm water runoff and provides for enforcement.

Drainage Design Manual

Chapter 14, Article 2, Division 2, of the Municipal Code outlines storm water runoff and drainage regulations which apply to all development in the City, regardless of whether or not a development permit or other approval is required. In addition, drainage design policies and procedures are provided in the City's Drainage Design Manual (which is incorporated in the Land Development Manual as Appendix B). The Drainage Design Manual provides a guide for designing drainage and drainage-related facilities for developments within the City. The Drainage Design Manual requires projects to coordinate proposed designs with existing structures and systems handling the same flows to ensure that new projects would not result in any increased runoff or generate increased sediment or pollutants.

Storm Water Standards Manual

The City's Storm Water Standards Manual, Appendix O of the City's Land Development Manual, provides information to project applicants on how to comply with the construction and permanent storm water quality requirements contained in the Municipal Storm Water Permit, discussed below. Primary elements of the Storm Water Standards Manual include:

- Low Impact Development (LID) BMP Requirements
- Source control BMPs
- BMPs applicable to individual priority development project categories
- Treatment control BMPs

The Storm Water Standards Manual provides minimum requirements for construction site management, inspection, and maintenance of construction BMPs, monitoring of the weather and implementation of emergency plans as needed, and provides minimum performance standards, including pollution prevention measures so that there would be no measurable increase of pollution (including sediment) in runoff from the site, no slope erosion, water velocity moving off-site would not be greater than pre-construction levels, and natural hydraulic features and riparian buffers must be preserved where possible.

The permanent LID BMPs require that an area be dedicated on-site to retain storm water for infiltration, reuse, or evaporation.

The Storm Water Standards Manual also addresses "Hydromodification – Limitations on Increases of Runoff Discharge Rates and Durations." Hydromodification management requirements dictate design elements in locations where downstream channels are susceptible to erosion from increases in storm water runoff discharge rates and durations.

City of San Diego Solid Waste Diversion

In 2013, the San Diego City Council adopted a Zero Waste goal of diverting 75 percent of the city's waste by 2020 and achieving zero waste by 2040. The desired plan would contain provisions to ensure diversion of 75 percent of the city's waste by 2020 and allow the city to achieve zero waste by 2040. The City has determined that an additional diversion of 320,000 tons would be needed in order to achieve the 75 percent diversion rate (City of San Diego Environmental Services Department, 2014).

Relative to development activities, pursuant to the City's Significance Determination Thresholds, any land development project that may generate approximately 60 tons of waste or more during construction and/or operation is required to prepare a project-specific Waste Management Plan (WMP) to address disposal of waste generated during short-term project construction and long-term post-construction operation. The WMP is required to identify how the project would reduce waste and achieve target reduction goals and must include: projected waste generation calculations and identification of the types of waste materials generated; description of how materials would be reused onsite; identification of source separation techniques for recycling; and identification of recycling and reuse facilities where waste would be taken if not reused on-site. The WMP reduces solid waste impacts to below a level of significance. In tandem with the WMP, all new development projects must comply with the City's Construction and Demolition Ordinance and Section 142.08 (Refuse and Recyclable Materials Storage Regulations) of the Land Development Code, which outlines the requirements for refuse and recyclable materials storage (City of San Diego Development Services Department, 2013).

City of San Diego General Plan

Public Facilities, Services, and Safety Element

The City's General Plan Public Facilities, Services, and Safety Element presents goals and policies for publicly managed facilities, including water infrastructure, wastewater, waste management, and information infrastructure. These policies include measures to ensure proper maintenance of infrastructure over time, ensure financing for future capital projects, and are listed in Table 5.14-2, below. In some cases, policies have been elided for brevity. Complete versions of the policies can be found in the General Plan.

Table 5.14-2: General Plan Public Facilities Element Policies Related to Utilities

Policy	*Description*
PF-A.1	Reduce existing deficiencies by investing in needed public facilities and infrastructure to serve existing and future development.
PF-A.2	Address current and future public facility needs by pursuing, adopting, implementing, and maintaining a diverse funding and management strategy[…].
PF-A.3	Maintain an effective facilities financing program to ensure the impact of new development is mitigated through appropriate fees identifies in PFFPs[…].
PF-A-4	Integrate all planning and development policies and strategies into the annual development of the CIP to ensure projects are programmed in a cost efficient manner[…].
PF-B.1	Guide the annual programming of capital projects to optimize the appropriation of resources and to implement the General Plan[…].
PF-B.2	Coordinate the allocation of public resources for priorities across the City organization, to maximize operational and capital investment efficiencies.
PF-B.3	Create an organization-wide method for identifying and ranking capital improvement projects for proposed inclusion in the annual CIP and to guide the City's applications for regional, state, federal, or other funds […].
PF-C.1	Require development proposals to fully address impacts to public facilities and services[…].
PF-C.2	Require a fiscal impact analysis to identify operations and maintenance costs with a community plan amendment proposal of potential fiscal significance.
PF-C.3	Satisfy a portion of the requirements of PF-C.1 through physical improvements, when a nexus exists, that will benefit the affected community planning area when projects necessitate a community plan amendment due to increased densities.
PF-C.4	Reserve the right and flexibility to use the City's police powers and fiscal powers to impose timing and sequencing controls on new development to regulate the impacts and demands on existing or new facilities and services.
PF-C.5	Develop a centralized citywide monitoring system, accessible to the public, to document and report on the following: New development – development proposals, fiscal impacts, operations and maintenance requirements, required plan amendments, exactions, service level and capacity impacts; Capital Improvement Program (CIP) – funding sources, project and funding schedules, project amendments, project cost, project locations, project status; and Existing Conditions – facility inventory, service and capacity levels, repair and replacement schedules, facility records (size, age, location, useful life, value, etc.).
PF-C.6.	Maintain public facilities financing plans (PFFP) to guide the provision of public facilities[…].
PF-C.7.	Conduct periodic review of the fiscal impacts of private development throughout the City. This information will assist in land use and capital planning decisions by providing data regarding the amount, intensity, location, and timing of new development.
PF-F.1	Meet or exceed federal and state regulatory mandates [for wastewater] cost effectively.
PF-F.2	Produce quality reclaimed water.
PF-F.3	Minimize sewer spills by best practice infrastructure asset management practices.
PF-F.4	Maintain conveyance and treatment capacity.
PF-F.5	Construct and maintain facilities to accommodate regional growth projections that are consistent with sustainable development policies.

Table 5.14-2: General Plan Public Facilities Element Policies Related to Utilities

Policy	*Description*
PF-F.6	Coordinate land use planning and wastewater infrastructure planning to provide for future development and maintain adequate service levels.
PF-F.7	Ensure facilities meet business, safety, and life-cycle cost concerns.
PF-F.8	Manage infrastructure assets optimally through efficient repair and replacement.
PF-F.13	Maintain a cost-effective system of meeting or, preferably, exceeding regulatory standards related to wastewater collection and treatment and storm water pollution prevention.
PF-F.14	Incorporate new technologies and scientific advancements in the optimal provision of wastewater services.
PF-G.1	Ensure that all storm water conveyance systems, structures, and maintenance practices are consistent with federal Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards.
PF-G.2	Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching receiving waters and potable water supplies.
PF-G.3	Meet and preferably exceed regulatory mandates to protect water quality in a cost-effective manner monitored through performance measures.
PF-G.4	Develop and employ a strategic plan for the City's watersheds to foster a comprehensive approach to storm water infrastructure improvements.
PF-G.5	Identify and implement BMPs for projects that repair, replace, extend or otherwise affect the storm water conveyance system. These projects should also include design considerations for maintenance, inspection, and as applicable, water quality monitoring.
PF-G.6	Identify partnerships and collaborative efforts to sponsor and coordinate pollution prevention BMPs that benefit storm water infrastructure maintenance and improvements.
PF-H.1	Optimize the use of imported supplies and improve reliability by increasing alternative water sources to: provide adequate water supplies for present uses, accommodate future growth, attract and support commercial and industrial development, and supply local agriculture […].
PF-H.2	Provide and maintain essential water storage, treatment, supply facilities and infrastructure to serve existing and future development.
PF-H.3	Coordinate land use planning and water infrastructure planning with local, state, and regional agencies to provide for future development, maintain adequate service levels, and develop water supply options during emergency situations […].
PF-I.1	Provide efficient and effective waste collection services […].
PF-I.2	Maximize waste reduction and diversion […].
PF-I.3	Provide environmentally sound waste disposal facilities and alternatives […].
PF-I.5	Plan for sufficient waste handling and disposal capacity to meet existing and future needs. Evaluate existing waste disposal facilities for potential expansion of sites for new disposal facilities.
PF-L.1	Incorporate appropriate information infrastructure requirements into all relevant local policies, ordinances, and plans.
PF-L.3	Provide infrastructure to ensure seamless communications and universally available access to data for all internal and external groups.
PF-L.5	Work with private telecommunication service providers to develop and maintain an integrated information infrastructure system.

Table 5.14-2: General Plan Public Facilities Element Policies Related to Utilities

Policy	*Description*
PF-M.1	Ensure that the public utilities are provided, maintained, and operated in a cost-effective manner that protects residents and enhances the environment.
PF-M.2	Coordinate with all public and private utilities to focus utility capital investments and design projects to help implement the City of Villages strategy.
PF-M.3	Integrate the design and siting of safe and efficient public utilities and associated facilities into the early stages of the long range planning and development process, especially in redevelopment/urban areas where land constraints exist.
PF-M.4	Cooperatively plan for and design new or expanded public utilities and associated facilities (e.g., telecommunications infrastructure, planned energy generation facilities, gas compressor stations, gas transmission lines, electrical substations and other large scale gas and electrical facilities) to maximize environmental and community benefits […].
PF-N.3	Encourage infrastructure investments in regional capital facilities that provide a positive economic impact and leverage for competitive advantages.
PF-N.5	Adopt an equitable mechanism to secure fair-share contributions for both regional infrastructure and regional-service public facilities within the City which benefit other agencies, organizations, and private parties in the region.

Source: City of San Diego General Plan 2008.

Conservation Element

The Conservation Element addresses the management, preservation, and utilization of natural resources. Together with the Public Facilities, Services and Safety Element, the Conservation Element provides policies on facility infrastructure and management of resources such as water and energy. Table 5.14-3 lists Conservation Element policies related to public utilities. In some cases, policies have been elided for brevity. Complete versions of the policies can be found in the General Plan.

Table 5.14-3 General Plan Conservation Element Policies Related to Utilities

Policy	*Description*
CE-A.8	Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than constructing new buildings.
CE-A.9	Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible […].
CE-A.10	Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas […].
	Implement sustainable landscape design and maintenance. […] c. Decrease the amount of impervious surfaces in developments, especially where public places, plazas and amenities are proposed to serve as recreation opportunities (see also Recreation Element, Policy RE-A.6 and A.7).

Table 5.14-3 General Plan Conservation Element Policies Related to Utilities

Policy	*Description*
	[…] h. Implement water conservation measures in site/building design and landscaping. i. Encourage the use of high efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation. Use recycled water to meet the needs of development projects to the maximum extent feasible (see Policy CE-A.12).
CE-C.6	Implement watershed management practices designed to reduce runoff and improve the quality of runoff discharged into coastal waters.
CE-C.7	Encourage conservation measures and water recycling programs that eliminate or discourage wasteful uses of water.
CE-D.1	Implement a balanced water conservation strategy as an effective way to manage demand by: reducing dependence on imported water supplies; maximizing the efficiency of existing urban water and agricultural supplies through conservation measures/programs; and developing alternative, reliable sources to sustain present and future water needs […].
CE-D.2	Protect drinking water resources by implementing guidelines for future development that may affect water supply watersheds, reservoirs and groundwater aquifers. The guidelines should address site design, Best Management Practices (BMPs) and storm water treatment measures.
CE-D.3	Continue to participate in the development and implementation of watershed management plans […].
CE-D.4	Coordinate local land use planning with state and regional water resource planning to help ensure that the citizens of San Diego have a safe and adequate water supply that meets existing needs and accommodates future needs […].
CE-D.5	Integrate water and land use planning into local decision-making, including using water supply and land use studies in the development review process.
CE-E.1	Continue to develop and implement public education programs [for urban runoff management…].
CE-E.5	Assure that City departments continue to use "Best Practice" procedures so that water quality objectives are routinely implemented […]
CE-I.4	Maintain and promote water conservation and waste diversion programs to conserve energy.
CE-I.5	Support the installation of photovoltaic panels, and other forms of renewable energy production […].
CE-I.7	Pursue investments in energy efficiency an direct sustained efforts towards eliminating inefficient energy use.
CE-I.10	Use renewable energy sources to generate energy to the extent feasible.
CE-I.13	Promote and conduct energy conservation education.

City of San Diego Municipal Code

The City's Municipal Code contains the following ordinances regulating public utilities.

- Chapter 6, Article 4. The Construction, Maintenance, Funding and Use of Wastewater Facilities Ordinance lists permit and construction requirements for public sewer connections and wastewater facilities.
- Chapter 6, Article 6. The Construction and Demolition Debris Deposit Ordinance requires certain permitted demolition, new construction and remodeling projects to divert 50 percent of the waste produced during the project. Additionally, there is a surcharge on all C&D loads disposed at Miramar Landfill.
- Chapter 6, Article 7. The City Recycling Ordinance requires all commercial properties and multi-family residences to recycle unless they fall below a specified service level thereby making them exempt. Per the ordinance, recycling is mandatory for all City-serviced properties and residential properties. The City updated the Recycling Ordinance in 2012, lowering the exemption threshold for mandatory recycling from more than six cubic yards of trash per week to more than four cubic yards, thus increasing the number of multi-family properties and privately serviced non-residential properties that are required to recycle. The changes to the ordinance were made in order to comply with the State-mandated waste diversion requirements that resulted from Assembly Bill 341.
- Section 141.0420. The City's regulations for Wireless Communications Facilities establish general rules, permitting requirements, and design requirements for approval, siting, and installation.

Until certain triggers are met, the Construction and Demolition Debris Ordinance is only targeting 50 percent of construction waste, and the City Recycling Ordinance is estimated to achieve less than 40 percent diversion. Thus, if the state's 75 percent goal is to be met, additional measures will be needed.

City of San Diego Urban Water Management Plan

The City of San Diego's Urban Water Management Plan (UWMP), adopted by the San Diego City Council in June 2011, is the planning document used by water suppliers to meet the standards set forth in SB 610 and SB 221. The UMWP addresses the City of San Diego (City) water system and includes a description of the water supply sources, magnitudes of historical and projected water use, and a comparison of water supply to water demands during normal, single-dry, and multiple-dry years. The UWMP serves as a long-range planning document for the City's water supply. The UWMP was the basis for the Water Supply Assessments used in this section.

Applicable Permits

San Diego Regional MS4 Permit

The Regional MS4 Permit jointly covers 39 co-permittees located in Southern Orange County, Southwestern Riverside County, and San Diego 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 (San Diego RWQCB, 2015).

The current Regional MS4 Permit (Order No. R9-2013-0001) was approved May 8, 2013 by the San Diego RWQCB and amended February 11, 2015. It requires the City and its co-permittees to implement regulations for the oversight of urban runoff and storm water inputs into surface waterways within the San Diego region. As a Co-Permittee under the MS4 permit, the City must implement several storm water management programs, including programs designed to control storm water discharges from new development and redevelopment. Specific sections of the MS4 Permit that apply to design and construction include Section E.3, Development Planning Component, and Section E.4, Construction Component. These titles refer to required components of the City's Jurisdictional Runoff Management Plan (JRMP), which is one of the programs that must be implemented by the City under the MS4 Permit.

The JRMP encompasses Citywide programs and activities designed to prevent and reduce storm water pollution within City boundaries, and includes plans to protect and improve water quality of rivers, bays, and the ocean in the City. The document describes how the City incorporates storm water BMPs into land use planning, development review, and permitting; City capital improvement program project planning and design; and the execution of construction contracts (City of San Diego 2008). TheJRMP replaces the Jurisdictional Runoff Management Program (JURMP) developed under the prior Municipal Storm Water (now MS4) Permit. As part of the JRMP update, the City has developed an updated Storm Water Ordinance and a corresponding set of "Minimum Best Management Practices" (Minimum BMPs) that set guidelines and expectations for pollution prevention efforts by homeowners, commercial property owners and businesses throughout the City's jurisdiction.

The MS4 Permit also requires the development and implementation of Water Quality Improvement Plans (WQIPs) for each Watershed Management Area, to be implemented by the co-permittees whose jurisdictions lie within each Watershed Management Area through their jurisdictional runoff management programs. Both CPU areas are within the San Diego Bay Watershed Management Area and Pueblo San Diego Hydrologic Unit. The San Diego Bay Watershed Management Area Water Quality Improvement Plan builds upon the San Diego Bay Watershed Urban Runoff Management Programs (WURMP) developed and implemented under previous municipal storm water permits. The WQIP emphasizes positive outcomes to protect, preserve, enhance, and restore water quality for beneficial uses. It also emphasizes highest priority conditions and adaptive management. .

Impact Analysis

SIGNIFICANCE CRITERIA

Based on the City's 2011 Significance Determination Thresholds, impacts related to public utilities would be significant if the CPUs would result in:

- A need for new systems, or require substantial alteration to existing utilities, the construction of which would create physical impacts with regard to the following: natural gas, water, sewer, communication systems, solid waste disposal; or
- The use of excessive amounts of water.

METHODOLOGY AND ASSUMPTIONS

Potential impacts resulting from implementation of the CPUs were evaluated based on relevant information from the City's Municipal Code and development guidelines; existing conditions research completed as part of the CPU process; data on existing facilities and projected capacity needs found in online documentation; and the CalRecycle Solid Waste Information System Database. Impact discussions regarding the City's potable water system summarize the findings published in the WSAs conducted for the CPUs, which are in Appendix K.

SUMMARY OF IMPACTS

Future development implemented in accordance with the CPUs would result in an increase in residential and non-residential uses within the CPU areas. Increased demand for public utilities may require updating or replacing existing infrastructure, or installing new infrastructure, on a project-by-project basis. With regards to water, sewer, and solid waste systems, the City and associated service providers have been undertaking ongoing improvements to accommodate long-term needs, including those related to population growth. Future improvements to public utilities to accommodate the CPUs at buildout would not be out of character with existing development or existing improvement plans. For all resource-based utilities, the CPUs contain policies that emphasize conservation and increasing efficiency in order to minimize the overall demand for those resources. Proposed policies also serve to minimize environmental impacts related to the public sewer system by attempting to reduce the amount of stormwater entering the City's combined sewer system. For all utilities, adherence to existing policies and regulation, combined with implementation of proposed CPU policies, would ensure that no new systems or substantial alterations causing significant environmental impacts would take place. Additionally, implementation of the CPUs would not result in excessive demand for water. All impacts regarding public utilities are anticipated to be less than significant.

IMPACTS

Impact 5.14-1 Implementation of the CPUs could result in the need for new systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts with regard to the following: natural gas, water, sewer, storm water, communication systems, or solid waste disposal (*Less than Significant)*

Would the CPUs result in the need for new systems, or require substantial alterations to existing utilities the construction of which would create physical impact with regard to the following: natural gas, water, sewer, communication systems, or solid waste management?

Implementation of the CPUs would result in future residential, commercial and industrial land uses in the CPU areas, resulting in additional population. Additional population would generate additional demand for natural gas, water, sewer, communication systems and solid waste management over existing levels.

Natural Gas

Because the proposed action is the adoption of plans and does not specifically address any particular development project, impacts on natural gas resources can only be addressed generally, based on planned growth. CalEEMod was used to estimate energy use for residential and non-residential uses, basing consumption on number of residential units and non-residential square footage. Table 5.14-4 below shows the estimated natural gas consumption projected for the CPUs, compared to the existing condition (as built). As shown, buildout of the CPUs would result in less natural gas consumption when compared to the existing condition. The reduction in natural gas consumption is due primarily to the Title 24 standards and a diversification of energy sources, as described in greater detail below in and in Impact 5.12-1 of Section 5.12 (Energy).

Table 5.14-4: Estimated Natural Gas Consumption

Land Use Plan	*Natural Gas (annual MMBTU)*[1]
Southeastern San Diego	
Existing ~~(Southeastern San Diego)~~	365,400
CPU ~~(Southeastern San Diego)~~	310,200
Encanto Neighborhoods	
Existing (~~Encanto Neighborhoods)~~	367,200
CPU ~~(Encanto Neighborhoods)~~	344,600

Note:
1. MMBTU = ~~millon~~million British Thermal Units

Source: Greenhouse Gas Analysis, RECON 2014 (Appendix D).

Depending on types of future uses, impacts would be addressed in detail at the time specific projects are proposed. Direct impacts on 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 (City of San Diego Development Services Department, 2011). At a minimum, future projects under the CPUs would be required to meet the mandatory energy standards of the current California energy code (Title 24 Building Energy Standards of the California Public Resources Code). Some efficiencies associated with the Energy Standards under Title 24 include the building heating, ventilating, and air conditioning (HVAC) mechanical system; water heating system; and lighting system. Additionally, rebate and incentive programs that promote the replacement and installation and use of energy efficient plug-in appliances and lighting would be available, but not covered under Title 24.

The CPUs contain policies that promote energy efficiency and supplemental energy systems for future development. Projects implemented in accordance with the CPUs would be encouraged to use solar energy systems and other renewable energy sources. The CPUs also provide for education programming for the public on energy efficiency, and the adoption of energy efficient light fixtures in the CPU areas. These proposed measures could minimize demands for natural gas in future development.

Implementation of the CPUs would not directly require alteration to existing natural gas facilities. The planning level analysis of the CPUs shows an estimated decrease in future natural gas

consumption in the CPU areas compared to current consumption; therefore the impact would be less than significant.

Water

The WSAs of the CPUs areas were completed to assess whether sufficient water supplies are or will be available to meet the projected water demands of the CPUs. The findings of the WSAs verify that there is sufficient water supply to serve existing demands, projected demands of the CPUs, and future water demands in normal and dry year forecasts during a 20-year projection. Impact 5.14-2 below provides a quantitative assessment of planned water supply and demands, while this discussion focuses on improvements to the potable water system. Effective July 1, 2014, the City of San Diego moved to Level 1 Drought Alert. The Level 1 Drought Watch Condition lists voluntary water conservation measures that are added to the City's existing permanent restrictions. Additionally, effective November 1, 2014, the City of San Diego enacted a Drought Alert status, the second phase of citywide conservation that calls for mandatory water use restrictions in response to the severe drought conditions statewide. Citywide, utilization of existing potable water and/or irrigation meters would be subject to any drought actions to conserve water enacted by City Council.

The potable water system is continually upgraded and repaired on an ongoing basis through the City's Capital Improvements Program. These improvements are determined based on continued monitoring by the Public Works Department (PWD) Engineering Division to determine remaining levels of capacity. The PWD Engineering Division plans its capital improvement projects several years prior to pipelines actually reaching capacity. Such improvements would be required of the water system regardless of the implementation of the CPUs. The PWD Engineering Division currently believes that the water system will be able to accommodate future growth (City of San Diego Development Services Department, 2011).

As future development takes place in the CPU areas, demand for water is likely to increase and create a potential need to increase sizing of existing pipelines and mains. This would be reviewed on a project by project basis. Additionally, the CPUs each contain a policy supporting the expansion of the City's reclaimed water system. All proposed public water facilities would be required to be designed and constructed in accordance with established criteria in the City's Water Facility Design Guidelines, Land Development Code, and any other applicable regulations, standards, or practices. Future development under the CPUs would be generally consistent with the existing urban growth patterns and the necessary infrastructure improvements to the water system would be consistent with what is necessary for new development and to maintain the existing system.

The CPUs contain a policy to support the ongoing systematic implementation of capital improvements projects to ensure that the water system remains in operable condition, and that future water system projects are coordinated among City departments.

Given that future improvements to water facilities in accordance with the CPUs would be consistent with existing development and capital improvements planning, would be consistent with planned water supplies and demands, and would comply with existing guidelines and regulations and proposed CPU policies, this impact is less than significant.

Sewer

Current wastewater treatment levels are an estimated 180 MGD, which is below the PLWTP's capacity of 240 MGD. Planned improvements to the wastewater system will increase capacity to 340 MGD to accommodate an additional 700,000 people by the year 2050. Existing treatment facilities would have sufficient capacity to accommodate any population growth that may occur in the CPU areas in accordance with the CPUs, though population change throughout the sewer system's service area will determine whether additional capacity will be necessary in the future.

Replacement and maintenance of wastewater pipeline and facilities takes place on an ongoing basis as identified in the City's Capital Improvements Program. Future development under the CPUs may require an increase in sizing of existing pipelines and mains in order to meet increased demand. Upgrades to sewer lines are administered by the PUD and are handled on the basis of individual projects. Such necessary infrastructure improvements would be standard practice for new development to maintain the existing system. The PWD Engineering Division currently believes that the sewer system will be able to accommodate future growth (City of San Diego Development Services Department, 2011).

The CPUs are program-level documents and do not themselves propose any specific projects. Any future development would be required to comply with the City's Municipal Code regulations regarding sewers and wastewater facilities (Chapter 6, Article 4) and would be expected to follow the City's Sewer Design Guidelines. Adherence to existing regulations and standards would ensure that flows from new projects would not adversely affect downstream conveyance systems and that previous studies have accounted for those flows in the design of the downstream conveyance system.

The CPUs each contain a policy to support the ongoing systematic implementation of capital improvements projects to ensure that the sewer system remains in operable condition, and that system projects are coordinated among City departments.

Given ongoing and planned improvements to the system, existing regulations and guidelines to ensure adequate capacity, and proposed CPU policies to support capital improvements, impacts associated with the wastewater system would be less than significant.

Storm Water

As discussed in detail in Section 5.6, future development under the CPUs could increase the amount of impervious surfaces in the CPU areas, thus increasing the amount or rates of surface runoff and increasing demands on existing storm water systems. No storm drains, or other community-wide drainage facilities are proposed for construction in conjunction with adoption of the CPUs. As individual development projects are implemented in accordance with the CPUs, localized improvements to the storm water system would be required as part of the project design and review. All storm water facilities constructed in conjunction with future development would be reviewed for consistency with the City's Storm Water Standards.

Future projects implemented in accordance with the CPUs may require storm water systems in undeveloped areas, or require improvements to existing storm water systems. Each project implemented in accordance with the CPUs would be required to conduct a drainage study, design

and build storm drain systems, as necessary, to serve the development. This storm water infrastructure would include components and methods to reduce and treat runoff and prevent pollutants from entering the storm drain system. The construction of these storm water systems could potentially result in physical impacts to the environment. However, projects would be required to reduce or mitigate for these impacts prior to implementation.

Furthermore, all future projects would be required to adhere to regulations and General Plan and CPU policies, and are required to comply with the City's Storm Water Standards. Proposed CPU policies include those implementing BMPs and LID strategies to manage storm water and urban runoff, as well as promote proper maintenance of existing storm water infrastructure, thus reducing potential strains on the City's storm water system and ensuring the long-term viability of existing facilities. While the details of storm water infrastructure improvements would depend on the actual design of a future project, strict adherence to existing storm water regulations, conformance with General Plan and CPU policies, and project-specific review under CEQA would assure that impacts associated with the installation of storm water infrastructure would be reduced to below a level of significance.

Communications Systems

Private utility companies currently provide communications systems within the CPU areas. Future siting of communications infrastructure would be in accordance with the Land Development Code, including section 141.0420 regulating wireless communications facilities, as well as the City's Wireless Communications Facilities Guidelines, which seek to minimize visual impacts. Adhering to General Plan policies supporting the City's undergrounding program would also ensure that visual impacts of new facilities are minimized. Similarly, the CPUs each contain policies supporting utility undergrounding. Any construction of communications systems associated with future development would occur in accordance with the City's permitting processes and construction standards to avoid or minimize impacts on environmentally sensitive habitat areas and landforms through siting, grading or excavation, and erosion.

Solid Waste

The impact of the CPUs on solid waste was assessed using solid waste generation rates. Solid waste generation rates estimate the amount of waste created by residences or businesses over a certain amount of time (day, year, etc.). Waste generation includes all materials discarded, whether or not they are later recycled or disposed in a landfill. Waste generation rates for residential and commercial activities can be used to estimate the impact of new developments on the local waste stream (CalRecycle, 2011). CalRecycle compiles a list of generation rates extracted from various sources. Estimated waste generation based on these rates for the SESD CPU area and the Encanto Neighborhoods areas are shown in Tables 5.14-5 and 5.14-6, respectively. As none of these rates is specific to San Diego, these calculations are only intended to provide a general level of information and comparison, and may not be fully accurate to the actual waste generation rates for the CPU areas.

As shown, the difference between the amount of waste generated by existing development and the amount generated by the CPUs at buildout is about 2 million tons per year for the SESD CPU area and about 1 million tons per year for the Encanto Neighborhoods CPU area.

Table 5.14-5: Estimated Solid Waste Generation: Southeastern San Diego

		Existing Development		*CPU at Buildout*	
Land Use	*Waste Generation Rates (per day)*[1]	*Dwelling Units or Floor Area (sf)*	*Estimated Annual Generation (tons)*	*Dwelling Units or Floor Area (sf)*	*Estimated Annual Generation (tons)*
Single-Family[2]	7.8 lbs/unit[3]	5,648	8,040	5,780	8,228
Multi-Family[4]	3.6 lbs/unit[5]	9,380	6,163	12,259	8,054
Commercial	6 lbs/1000 sf[6]	1,758,200	1,925,229	2,463,500	2,697,533
Office	6 lbs/1000 sf[7]	163,600	179,142	277,400	303,753
Industrial and Utilities	14.2 lbs/1000 sf[8]	2,068,700	5,361,036	2,489,100	6,450,503
Community Facilities	7 lbs/1000 sf[9]	2,332,800	2,980,152	2,593,400	3,313,069
Total			**10,459,762**		**12,781,139**

Notes:

1. Waste generation rates were taken from CalRecycle's lists for different land uses. The source for each rate is cited here.
2. Includes detached single-family, multiple-unit single-family.
3. Draft EIR for South Gate Commercial Corridors Redevelopment Project, 1993.
4. Includes residential units in mixed-use development and mobile homes.
5. Draft EIR for South Gate Commercial Corridors Redevelopment Project, 1993.
6. Draft EIR for North Hills Development (Santa Clarita), 1991.
7. Draft EIR for North Hills Development (Santa Clarita), 1991.
8. Guide to Solid Waste and Recycling Plans for Development Projects (Santa Barbara County Public Works Department), 1997.
9. Draft EIR for the Central Commercial Redevelopment Project (Monterey Park Redevelopment Agency), n.d.

Table5.14-6: Estimated Solid Waste Generation: Encanto Neighborhoods

		Existing Development		CPU at Buildout	
Land Use	Waste Generation Rates (per day)[1]	Dwelling Units or Floor Area (sf)	Estimated Annual Generation (tons)	Dwelling Units or Floor Area (sf)	Estimated Annual Generation (tons)
Single-Family[2]	7.8 lbs/unit[3]	9,846	14,016	9,032	12,857
Multi-Family[4]	3.6 lbs/unit[5]	3,943	2,591	12,067	7,928
Commercial	6 lbs/1000 sf[6]	413,900	453,221	1,281,500	1,403,243
Office	6 lbs/1000 sf[7]	150,200	164,469	135,000	147,825
Industrial and Utilities	14.2 lbs/1000 sf[8]	465,400	1,206,084	554,100	1,435,950
Community Facilities	7 lbs/1000 sf[9]	2,035,400	2,600,224	2,001,000	2,556,278
Total			**4,440,603**		**5,564,080**

Notes:

1. Waste generation rates were taken from CalRecycle's lists for different land uses. The source for each rate is cited here.
2. Includes detached single-family, multiple-unit single-family.
3. Draft EIR for South Gate Commercial Corridors Redevelopment Project, 1993.
4. Includes residential units in mixed-use development and mobile homes.
5. Draft EIR for South Gate Commercial Corridors Redevelopment Project, 1993.
6. Draft EIR for North Hills Development (Santa Clarita), 1991.
7. Draft EIR for North Hills Development (Santa Clarita), 1991.
8. Guide to Solid Waste and Recycling Plans for Development Projects (Santa Barbara County Public Works Department), 1997.
9. Draft EIR for the Central Commercial Redevelopment Project (Monterey Park Redevelopment Agency), n.d.

Future projects implemented in accordance with the CPUs would be required to comply with City regulations regarding solid waste, including the Recycling Ordinance and the Construction Demolition Debris Diversion Deposit Program, each intended to divert solid waste from the Miramar Landfill to preserve capacity, and to support the 75 percent mandatory waste diversion goals established by AB 341 and AB 939. Additionally, the City requires that any discretionary project that would exceed the City's CEQA determination thresholds for solid waste is required to prepare a Waste Management Plan to identify and mitigate impacts from project-level solid waste generation during both short-term construction and long-term operation.

Proposed policies in each of the CPUs seek to ensure compliance with recycling regulations and aim to promote recycling in the CPU areas. Adherence to these policies would support the City's goal to divert waste from landfills and thus extend the lifespans of existing landfills.

Assuming that actual waste generation rates are similar to those used in this analysis, and not accounting for future diversion that may reduce the amount of waste destined for landfills, the SESD CPU area would generate a total of 12.8 million tons of waste per year at buildout. As stated, this would be 2 million tons (or 11 million cubic yards) per year more than the amount

generated by existing development. The Encanto Neighborhoods CPU area would generate a total of 5.6 million tons per year—1 million tons (or 5 million cubic yards) more than the amount generated by existing development. Waste Management Plans required for subsequent development are intended to mitigate impacts associated with future development to below a level of significance. With ongoing compliance from future development with the Land Development Code and Waste Management Plan requirements and policies promoting waste diversion, as well as compliance with proposed policies in each of the CPUs, impacts from solid waste would be less than significant.

CPU Policies that Reduce the Impact

Urban Design Element (Southeastern San Diego)

P-UD-50 Minimize building heat gain and appropriately shading fenestrations through techniques including:

- Orienting new buildings to minimize east and west facing facades.
- Where possible, configuring buildings in such way as to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces.
- Awning, canopies and deep-set windows on south facing windows and entries.
- Utilize vertical shading and fins on east and west facing building facades.
- Using horizontal overhangs, awning or shade structures above south facing windows to mitigate summer sun but allow winter sun. Encourage overhang width to equal half the vertical window height to shade the window from early May to mid-August but still allowing the winter sun.
- Installing high vents or open windows on the leeward side of the buildings to let the hottest air, near the ceiling, escape.
- Creating low open vents or windows on the windward side that accepts cooler air to replace the hotter air.
- Including high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.

P-UD-52 Provide on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments, by:

- Planting deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter.
- Explore vegetation on the exposed east and west facing walls.
- Planting groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.

- Build roof gardens, eco-roofs or other vegetated roof systems to help reduce the solar heat gain of building roofs and to serve as shared open space.
- Minimizing impervious surfaces that have large thermal gain.

P-UD-53 Ensure the design of new development integrates storm water best management practices onsite to maximize their effectiveness by:

- Allowing the use of green roofs and water collection devices, such as bioswales, cisterns and rain barrels, to capture rainwater from the building for re-use.
- Utilizing disconnected drain sprouts to interrupt the direct flow of rainwater from the buildings to the storm water system. Integrate these features to imbibe buildings with a distinctive architectural character.
- Minimizing onsite impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobble stone block pavement, etc to detain and infiltrate run-off on-site.
- Encouraging the use of permeable paving elements in auto and non-auto-oriented areas.

P-UD-54 Integrate energy generation and sustainability such as solar, wind, geothermal or other technologies into the overall building design consistent with the architectural design.

P-UD-90 Prohibit above ground utility placement in the pedestrian path of travel and support the undergrounding of utilities wherever possible to reduce visual blight in the community.

P-UD-97 Utilize permeable paving, bio swales, green alleys and/or other stormwater design features that will manage rain water and irrigation run off while supporting the heavy load vehicles that would service the loading docks and refuse containers.

P-UD-101 All utilities within the alleyway should be undergrounded and poles or utility conveyances removed from the right of way. No above ground utilities or access boxes may be installed or encroach into the alley right-of-way.

P-UD-103 Landscape materials should be of high quality and suitable for the San Diego climate. Low water use plant species are preferred.

P-UD-104 Whenever feasible, landscaped and private open space areas should be designed to serve a sustainable infrastructure function by collecting and treating stormwater flow, allowing for infiltration, and being used for irrigation.

P-UD-110 In pedestrian-oriented areas, energy efficient lighting sources with warm white color and good color rendition are recommended.

P-UD-130 Wherever feasible with new development, street trees should be planted in open parkways rather than concrete cut-outs. Parkways can be designed to capture and infiltrate precipitation and stormwater to reduce irrigation requirements and urban runoff.

Public Facilities, Services, and Safety Element (Southeastern San Diego)

P-PF-9 Implement Structural and Non-Structural BMP's contained in Appendix A of the Comprehensive Load Reduction Plan, Chollas Watershed BMP Representation Summary.

P-PF-10 Implement water improvements programs so there are systematic improvements and gradual replacement of water and sewer facilities throughout the community. Also see General Plan PF-F.6 PF-G.2, PF-H.3, and PF-I.1.

- Support capital improvements to the system where replacement lines are needed and encourage the systematic improvement of water and sewer lines in the community.
- Continue the routine maintenance of the water and sewer facilities within the community.
- Collaborate with neighborhood organizations and other entities when funding and siting improvements to coordinate timing and replacement of infrastructure.
- Upgrade infrastructure for water and sewer facilities and institute a program to clean the storm drain system prior to the rainy season.
- Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching San Diego Bay and Chollas Creek.

P-PF-11 Buffer the physical and visual impacts of energy facilities on adjacent uses through the use of adequate landscaping and screening, while maintaining access to energy facilities for repair and maintenance.

P-PF-13 Expedite the undergrounding of overhead utility lines and coordinate with the commercial revitalization program.

P-PF-14 Require that utilities be undergrounded as part of new development or other infrastructure projects.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-5 Encourage the use of solar energy systems to supplement or replace traditional building energy systems.

P-CS-6 Promote development that qualifies for the City's Sustainable Buildings Expedite Program.

P-CS-7 Educate residents and businesses on efficient appliances and techniques for reducing energy consumption.

P-CS-8 Provide and/or retrofit lighting in the public right-of-way that is energy efficient.

P-CS-9 Provide information on programs and incentives for achieving more energy efficient buildings and renewable energy production.

P-CS-11 Support the expansion and architecturally integrated energy generation in new and retrofitted buildings including integrated photovoltaic systems, kinetic, wind, geothermal and new developing technologies.

P-CS-20 Encourage development to use Low-Impact Development (LID) practices such as bioretention, porous paving, and green roofs, that slow runoff and absorb pollutants from roofs, parking areas and other urban surfaces.

P-CS-21 Incorporate bioswales or other LID design practices where there is sufficient public rights-of-way throughout the community, and focus specific efforts to capture storm water along roadways in close proximity to Chollas Creek. Implement these features where appropriate, as they may be infeasible due to soil conditions and impacts to utilities.

P-CS-22 Encourage private property owners to design or retrofit landscaped or impervious areas to better capture storm water runoff.

P-CS-23 Repair and maintain drainage outfalls and brow ditches that discharge directly to or are within open space lands.

P-CS-27 Implement applicable General Plan water resources management and water quality goals and policies as discussed in the Conservation Element Sections CE-D.1-D.5 and Urban Design Element.

P-CS-28 Encourage new development to incorporate as many water-wise practices as possible in their design and construction, including: encourage recycled and/or gray water irrigation systems; retrofit public spaces and public rights-of-way with low-water use vegetation and/or alternative permeable surface materials that meet adopted landscape regulations; and ensure that any 'community greening' projects utilize water-efficient landscape.

P-CS-29 Conserve water through the provision of water-efficient infrastructure, drought tolerant plantings, greywater usage, and the extension of the municipal reclaimed water to support public parks and landscaped areas.

P-CS-30 Conserve water through the planting and maintenance of trees, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements.

Trees will help address a major concern in compliance with the Regional Water Quality Control Board permits. The Encanto Neighborhoods drain into Chollas Creek, and contribute to its impaired status. Tree planting and maintenance should provide incremental improvements to the creek's water quality. Through root systems and canopies, trees reduce the velocity of urban runoff, increase groundwater recharge, and reduce erosion and sedimentation.

P-CS-42 Encourage multi-story developments to include solid waste and recycling management measures, such as dual trash/ recycling chutes, in development plans to facilitate compliance with recycling regulations.

P-CS-43 Promote recycling facilities that are well maintained, attractive in appearance, and help promote waste reduction in the community.

Urban Design Element (Encanto Neighborhoods)

P-UD-48 Minimize building heat gain and appropriately shading windows through techniques including:

- Orienting new buildings to minimize east and west facing facades.
- Where possible, configuring buildings in such way as to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces.
- Awning, canopies and deep-set windows on south facing windows and entries.
- Utilizing vertical shading and fins on east and west facing building facades.
- If the overhang is less than half the vertical window height, a sunshade is required.
- Installing high vents or open windows on the leeward side of the buildings to let the hottest air, near the ceiling, escape.
- Creating low open vents or windows on the windward side that accepts cooler air to replace the hotter air.
- Including high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.

P-UD-51 Ensure the design of new development integrates storm water best management practices onsite to maximize their effectiveness by:

- Encouraging the use of green roofs and water collection devices, such as bioswales, cisterns and rain barrels, to capture rainwater from the building for re-use.

- Utilizing disconnected drain sprouts to interrupt the direct flow of rainwater from the buildings to the storm water system. Integrate these features to imbibe buildings with a distinctive architectural character.
- Minimizing onsite impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), cobble stone block pavement, etc. to detain and infiltrate run-off on-site.
- Encouraging the use of permeable paving elements in auto and non-auto-oriented areas.

P-UD-52 Encourage and integrate energy generation and sustainability such as solar, wind, geothermal or other technologies into the overall building design consistent with the architectural design.

P-UD-83 Prohibit above ground utility placement in the pedestrian path of travel and support the undergrounding of utilities wherever possible to improve visual quality in the community.

P-UD-88 Utilize permeable paving, bio swales, green alleys and/or other stormwater design features that will manage rain water and irrigation run off while supporting the heavy load vehicles that would service the loading docks and refuse containers.

P-UD-99 Landscape materials should be of high quality and suitable for the San Diego climate. Low water use plant species are preferred.

P-UD-100 Whenever feasible, landscaped and private open space areas should be designed to serve a sustainable infrastructure function by collecting and treating stormwater flow, allowing for infiltration, and being used for irrigation.

P-UD-106 In pedestrian-oriented areas, energy efficient lighting sources with warm white color and good color rendition are recommended.

Public Facilities, Services, and Safety Element (Encanto Neighborhoods)

P-PF-13 Implement water improvements programs so there are systematic improvements and gradual replacement of water and sewer facilities throughout the community. (Also see General Plan PF-F.6 PF-G.2, PF-H.3, and PF-I.1.)

- Support capital improvements to the system where replacement lines are needed and encourage the systematic improvement of water and sewer lines in the community.
- Continue routine maintenance of the water and sewer facilities within the community.
- Collaborate with other departments when funding and siting improvements to coordinate timing and replacement of infrastructure.

- Upgrade infrastructure for water and sewer facilities and institute a program to clean the storm drain system prior to the rainy season.
- Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching San Diego Bay and Chollas Creek. (See also Urban Runoff Management in the Conservation and Sustainability Element.)

P-PF-16 Expedite the undergrounding of overhead utility lines.

P-PF-17 Require that utilities be undergrounded as part of new development or other infrastructure projects.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-5 Encourage the use of solar energy systems to supplement or replace traditional building energy systems.

P-CS-6 Promote development that qualifies for the City's Sustainable Buildings Expedite Program.

P-CS-7 Educate residents and businesses on efficient appliances and techniques for reducing energy consumption.

P-CS-8 Provide and/or retrofit lighting in the public right-of-way that is energy efficient.

P-CS-9 Provide information on programs and incentives for achieving more energy efficient buildings and renewable energy production.

P-CS-11 Support the expansion and architecturally integrated energy generation in new and retrofitted buildings including integrated photovoltaic systems, kinetic, wind, geothermal and new developing technologies.

P-CS-28 Implement applicable General Plan water resources management and water quality goals and policies as discussed in the Conservation Element Sections CE-D.1-D.5 and Urban Design Element.

P-CS-29 Encourage new development to incorporate as many water-wise practices as possible in their design and construction including: encourage recycled and/or gray water irrigation systems; retrofit public spaces and public rights-of-way with low-water use vegetation and/or alternative permeable surface materials that meet adopted landscape regulations; and ensure that any 'community greening' projects utilize water-efficient landscape.

P-CS-30 Conserve water through the provision of water-efficient infrastructure, drought tolerant plantings, greywater usage, and the extension of the municipal reclaimed water to support public parks and landscaped areas.

P-CS-31 Conserve water through the planting and maintenance of trees, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements.

> *Trees will help address a major concern in compliance with the Regional Water Quality Control Board permits. The Encanto Neighborhoods drain into Chollas Creek, and contribute to its impaired status. Tree planting and maintenance should provide incremental improvements to the creek's water quality. Through root systems and canopies, trees reduce the velocity of urban runoff, increase groundwater recharge, and reduce erosion and sedimentation.*

P-CS-32 Encourage development to use Low-Impact Development (LID) practices such as bio-retention, porous paving, and green roofs, that slow runoff and absorb pollutants from roofs, parking areas and other urban surfaces.

P-CS-33 Incorporate bioswales or other LID design practices where there are sufficient public rights-of-way throughout the community, and focus specific efforts to capture storm water along roadways in close proximity to Chollas Creek, such as Market Street, 47th Street and Euclid Avenue. Implement these features where appropriate, as they may be infeasible due to soil conditions and impacts to utilities.

P-CS-34 Encourage private property owners to design or retrofit landscaped or impervious areas to better capture storm water runoff.

P-CS-35 Repair and maintain drainage outfalls and brow ditches that discharge directly to or are within open space lands.

P-CS-50 Become a zero-waste community that promotes the recycling of both solid and green waste, as well as food scrap composting through education, incentives, and other activities.

P-CS-51 Encourage multi-story developments to include solid waste and recycling management measures, such as dual trash/recycling chutes, in development plans to facilitate compliance with recycling regulations.

P-CS-52 Promote recycling facilities that are well maintained, attractive in appearance, and help promote waste reduction in the community.

Mitigation Framework

Impacts are less than significant; therefore, no mitigation is required.

Impact 5.14-2 Implementation of the CPUs could result in the use of excessive amounts of water (*Less than Significant)*

Would the CPUs result in the use of excessive amounts of water?

The WSAs completed for the CPU areas found that sufficient water supplies are available during normal, single-dry year, and multiple-dry years for existing and planned development, and that there is sufficient water supply to serve existing demands, projected demands of the CPUs, and future water demands in normal and dry year forecasts during a 20-year projection.

Tables 5.14-7 and 5.14-8 demonstrate that there is sufficient water planned to supply the SESD CPU and Encanto Neighborhoods CPU estimated annual average usage, respectively. The tables correspond to Table 3-1 in each of the WSAs and were prepared by the PUD using the 2010 UWMP based on SANDAG Series 12 Forecast land use.

Table 5.14-7: Planned Water Demands for the SESD CPU Area Included in the 2010 UWMP

Land Use		*Quantity*	*Gallons per Day*	*Acre Feet per Year*
Planned Water Demands for the Project Site (2010 UWMP)				
Single-Family Units[1]		10,304	3,705,318	4,150
Multi-Family Units[2]		7,137	1,256,112	1,407
Employees		12,471	748,260	838
Total			***5,709,690***	***6,395***
Projected Water Demands for SESD CPU				
Single-Family Units[1]		5,765	2,073,094	2,322
Multi-Family Units[2]		12,653	2,226,928	2,494
	sq. ft.	*Employees*		
Commercial[3,4]	2,461,193	4,922	295,434	331
Office[3,5]	280,867	1,021	61,280	69
Industrial and Utilities[3,6]	2,498,547	4,164	249,855	280
Community Facilities[7]	2,593,392	–	469,799	526
Total			***5,376,299***	***6,021***
Net Water Demands				
Projected				6,021
City of San Diego 2010 UWMP – Planned				6,395
Unanticipated Demand				0

Notes:

1. 116 gpcd in the City's acceptable standard for single-family water consumption (Includes landscaping water demand).The person per household (residential) is estimated at 3.1 based on City wide average (SANDAG).
2. 80 gpcd is the City's acceptable standard for multi-family water consumption (includes landscaping water demands). The person per household (residential) is estimated at 2.2 based on City wide average (SANDAG).
3. The utilization of 60 gallons per person per day is the City's acceptable standard for employment water use (Includes nominal landscaping water demand).
4. Number of retail employees estimated at 500 sq ft per employee (City Data)
5. Number of office employees estimated at 275 sq ft per employee (City Data)
6. Number of Industrial employees estimated at 600 sq ft per employee (City Data)
7. Number of Community Facilities (Schools and Parks) estimated at 7,891 Gallons/acre/day (AWWA Research Foundation)

Source: City of San Diego PUD, 2014

Table 5.14-8: Planned Water Demands for the Encanto Neighborhoods CPU Area Included in the 2010 UWMP

Land Use		*Quantity*	*Gallons per Day*	*Acre Feet per Year*
Planned Water Demands for the Project Site (2010 UWMP)				
Single-Family Units[1]		9,624	3,460,790	3,876
Multi-Family Units[2]		6,294	1,107,744	1,241
Employees		5,756	345,360	387
Total			***4,913,894***	***5,504***
Projected Water Demands for Encanto Neighborhoods CPU				
Single-Family Units[1]		9,942	3,575,143	4,004
Multi-Family Units[2]		11,599	2,041,424	2,286
	sq. ft.	*Employees*		
Commercial[3,4]	1,188,420	2,377	142,610	160
Office[3,5]	134,950	491	29,444	33
Industrial and Utilities[3,6]	660,999	1,102	66,100	74
Community Facilities[7]	2,000,976	–	362,482	406
Total			***6,217,203***	***6,963***
Net Water Demands				
Projected				6,963
City of San Diego 2010 UWMP – Planned				5,504
Planned from Water Authority's Accelerated Forecast Growth				1,460
Unanticipated Demand				0

Notes:

1. 116 gpcd in the City's acceptable standard for single-family water consumption (Includes landscaping water demand).The person per household (residential) is estimated at 3.1 based on City wide average (SANDAG).
2. 80 gpcd is the City's acceptable standard for multi-family water consumption (includes landscaping water demands). The person per household (residential) is estimated at 2.2 based on City wide average (SANDAG).
3. The utilization of 60 gallons per person per day is the City's acceptable standard for employment water use (Includes nominal landscaping water demand).
4. Number of retail employees estimated at 500 sq ft per employee (City Data)
5. Number of office employees estimated at 275 sq ft per employee (City Data)
6. Number of Industrial employees estimated at 600 sq ft per employee (City Data)
7. Number of Community Facilities (Schools and Parks) estimated at 7,891 Gallons/acre/day (AWWA Research Foundation)

Source: City of San Diego PUD, 2014

For the SESD CPU, projected demand is 6,021 AFY. In the City's 2010 UWMP, the planned water demand for the CPU area is 6,395 AFY. Because the CPU's usage is projected to be less than the currently planned usage, the CPU would result in no unforeseen demands.

For the Encanto Neighborhoods CPU, projected water demand is 6,963 AVY. Per the City's 2010 UWMP, the planned water demands of the CPU area are 5,504 AFY. The remainder of 1,460 AFY is accounted for, however, through the Accelerated Forecasted Growth (AFG) demand increment of the Water Authority's 2010 UWMP. The purpose of the AFG component of the UWMP demand forecast is to estimate, on a regional basis, additional demand associated with proposed projects not yet included in local jurisdictions' general plans, and to plan for sufficient regional supplies to reliably meet the water demand of those project. The Encanto CPU meets the criteria for the AFG component of the Water Authority's 2010 UWMP, and the Water Authority is now planning to have water supplies to reliably meet the demand associated with the plan update (San Diego Public Utilities Department, 2015).

As documented in the Water Authority's UWMP, the Water Authority is planning to meet future and existing demands, which include the demand increment associated with SANDAG's accelerated forecasted growth.

The City's 2010 UWMP demonstrates there will be sufficient water supplies available to meet demands for existing and planned future developments that are projected to occur by 2035. Based on a normal water supply year, the estimated water supply projected in five-year increments for a 20-year projection would meet the City's projected water demand of 240,472 acre-feet (AF) in 2015 to 298,860 AF in 2035 (Table 5.14-9) for these developments. Similarly, based on a single-dry year forecast (Table 5.14-10), the estimated water supply would meet the projected water demand of 318,586 AF in 2035. Based on a multiple-dry year, third year supply (Table 5.14-11), the estimated water supply would meet the projected demands of 281,466 AF (2015); 303,004 AF (2020); 322,166 AF (2025); 334,720 AF (2030); and 346,823 AF (2035). Therefore, based on the findings from the City's 2010 UWMP this project would result in no unanticipated demands.

Table 5.14-9: Total Water Use: Normal Supply Year

	Total Water Use (AFY)						
Water Distributed	*2005*	*2010*	*2015*	*2020*	*2025*	*2030*	*2035*
Total water deliveries	199,178	162,291	195,688	213,409	228,061	238,772	247,986
Sales to other water agencies	14,515	13,030	14,721	14,963	15,020	15,325	15,556
Additional water uses and losses	14,698	29,565	30,063	31,839	33,294	34,384	35,318
Total	228,391	204,886	240,472	260,211	276,375	288,481	298,860

Source: City of San Diego PUD, 2014

Table 5.14-10 provides a comparison of a single-dry year water supply with projected total water use over the next 25 years, in five-year increments. The City's demands in single-dry years are projected to be higher similar in proportion to the increase in regional water demands projected in the Water Authority's 2010 UWMP. An increase in use for landscape irrigation accounts for most of the increase in demands. It is assumed that recycled water demands would not increase in single-dry years. The wholesale water supplies from the Water Authority are assumed to increase to meet the difference between the City's increased water demands and reduced local water supplies.

Table 5.14-10: Projected Single-Dry Year Supply and Demand Comparison

	2015	*2020*	*2025*	*2030*	*2035*
Supply Totals	255,040	276,526	293,895	307,230	318,586
Demand Totals	255,040	276,526	293,895	307,230	318,586
Difference	0	0	0	0	0

Source: City of San Diego PUD, 2014

Table 5.14-11 compares the total water supply available in multiple-dry water years with projected total water use over the next 25 years. The city's demands in multiple-dry years are projected to be higher, similar in proportion to the increase in regional water demands projected in Water Authority's 2010 UWMP. It is presumed that recycled water demands would not increase in multiple-dry years. The wholesale water supplies from the Water Authority are assumed to increase to meet the difference between the city's increased water demands and reduced local water supplies. Multiple-dry year scenarios represent hot, dry weather periods which may generate urban water demands that are greater than normal.

No extraordinary conservation measures are reflected in the demand projections. The recycled water supplies are assumed to experience no reduction in a dry year.

Table 5.14-11: Projected Multiple-Dry Year Supply and Demand Comparison

		2015	*2020*	*2025*	*2030*	*2035*
Multiple-dry year First year supply	Supply Totals	257,587	278,451	296,319	309,230	320,382
	Demand Totals	257,587	278,451	296,319	309,230	320,382
	Difference	0	0	0	0	0
Multiple-dry year Second year supply	Supply Totals	267,323	288,723	306,726	320,467	332,038
	Demand Totals	267,323	288,723	306,726	320,467	332,038
	Difference	0	0	0	0	0
Multiple-dry year Third year supply	Supply Totals	281,466	303,004	322,166	334,720	346,823
	Demand Totals	281,466	303,004	322,166	334,720	346,823
	Difference	0	0	0	0	0

Source: City of San Diego PUD, 2014

The CPUs are consistent with water demand assumptions in the regional water resource planning documents of the City, the Water Authority and MWD. In addition, MWD and the Water Authority have developed water supply plans to improve reliability and reduce dependence upon existing imported supplies. MWD's Regional Urban Water Management Plan and Integrated Resources Plan, the Water Authority's 2010 UWMP and annual water supply report include projects that meet long-term supply needs through securing water from the State Water Project, Colorado River, local water supply development and recycled water.

The WSAs demonstrate that there are sufficient water supplies over a 20-year planning horizon to meet the projected demands of the CPUs as well as the existing and other planned development projects within the PUD service area in normal, dry year, and multiple-dry year forecasts. The

CPUs are proposing water demands which are included in the regional water resource planning documents of the City, the Water Authority, and MWD.

Proposed CPU policies also seek to ensure that no excessive water use takes place. The Conservation elements of both CPUs contain policies that encourage water conservation, water-efficient landscaping and design, graywater reuse, and extension of the City's reclaimed water system.

Given the findings in the WSAs that projected water demands for the CPUs are consistent with existing water resource planning documents, that sufficient water supplies exist to meet projected demands, and that water conservation policies in the CPUs seek to reduce the amount of water required for development, this impact is less than significant.

CPU Policies that Reduce the Impact

Urban Design Element (Southeastern San Diego)

P-UD-104 Whenever feasible, landscaped and private open space areas should be designed to serve a sustainable infrastructure function by collecting and treating stormwater flow, allowing for infiltration, and being used for irrigation.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-27 Implement applicable General Plan water resources management and water quality goals and policies as discussed in the Conservation Element Sections CE-D.1-D.5 and Urban Design Element.

P-CS-28 Encourage new development to incorporate as many water-wise practices as possible in their design and construction, including: encourage recycled and/or gray water irrigation systems; retrofit public spaces and public rights-of-way with low-water use vegetation and/or alternative permeable surface materials that meet adopted landscape regulations; and ensure that any 'community greening' projects utilize water-efficient landscape.

P-CS-29 Conserve water through the provision of water-efficient infrastructure, drought tolerant plantings, greywater usage, and the extension of the municipal reclaimed water to support public parks and landscaped areas.

P-CS-30 Conserve water through the planting and maintenance of trees, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements.

> *Trees will help address a major concern in compliance with the Regional Water Quality Control Board permits. The Encanto Neighborhoods drain into Chollas Creek, and contribute to its impaired status. Tree planting and maintenance should provide incremental improvements to the creek's water quality. Through root systems and canopies, trees reduce the velocity of urban runoff, increase groundwater recharge, and reduce erosion and sedimentation.*

Urban Design Element (Encanto Neighborhoods)

P-UD-100 Whenever feasible, landscaped and private open space areas should be designed to serve a sustainable infrastructure function by collecting and treating stormwater flow, allowing for infiltration, and being used for irrigation.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-28 Implement applicable General Plan water resources management and water quality goals and policies as discussed in the Conservation Element Sections CE-D.1-D.5 and Urban Design Element.

P-CS-29 Encourage new development to incorporate as many water-wise practices as possible in their design and construction including: encourage recycled and/or gray water irrigation systems; retrofit public spaces and public rights-of-way with low-water use vegetation and/or alternative permeable surface materials that meet adopted landscape regulations; and ensure that any 'community greening' projects utilize water-efficient landscape.

P-CS-30 Conserve water through the provision of water-efficient infrastructure, drought tolerant plantings, greywater usage, and the extension of the municipal reclaimed water to support public parks and landscaped areas.

P-CS-31 Conserve water through the planting and maintenance of trees, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements.

> *Trees will help address a major concern in compliance with the Regional Water Quality Control Board permits. The Encanto Neighborhoods drain into Chollas Creek, and contribute to its impaired status. Tree planting and maintenance should provide incremental improvements to the creek's water quality. Through root systems and canopies, trees reduce the velocity of urban runoff, increase groundwater recharge, and reduce erosion and sedimentation.*

Mitigation Framework

Impacts are less than significant; therefore, no mitigation is required.

5.15 Visual Effects and Neighborhood Character

This section addresses visual effects of the CPUs, as well as potential for impacts on neighborhood character, and includes a description of the built and natural visual resources within the CPU areas. It also describes relevant existing state and local regulations. Information in this section is based on the existing conditions background studies conducted as part of the Community Plan Update process (City of San Diego 2013a, 2013b).

Environmental Setting

PHYSICAL SETTING

Landform

Landform and natural features in the CPU areas contribute to a sense of place and provide views and view corridors to Downtown, San Diego Bay, National City, the mountains, and other neighborhoods from several vantage points in the community. The area is characterized by a series of terraces that rise from just a few feet above sea level in the Southeastern San Diego (SESD) CPU area to steeper slopes and elevations in the east of the Encanto Neighborhoods CPU area. Chollas Creek weaves through the communities, providing a natural link among habitats and open spaces in the CPU areas.

In Southeastern San Diego, the terraces have been cut by streams into three upland areas. The eastern portion of the community has rolling hills (Figure 5.15-1), and contains a prominent knoll at Grant Hill Park. The eastern portion of the community is divided from the western portion by the main branch of Chollas Creek, which roughly parallels State Highway 15. This portion has flatter terrain, descending from the lightly rolling highland area in the north to a relatively level area in the south near the confluence of the main and south branches of Chollas Creek. The creek can be highly vegetated and is integrated with the Southcrest Community Park. Elevations range from just a few feet above sea level to over 180 feet above sea level in the northeast. In hilly areas, development steps with the hillside rather than projecting over it or digging into it, and the City grid is maintained. Although not as hilly as the Encanto Neighborhoods CPU area, the SESD CPU area is mostly settled on a mesa, with spectacular views.

The Encanto Neighborhoods CPU area is defined by its hilly topography (Figure 5.15-2) and its many canyons and creeks. The Chollas Creek drainage bisects the CPU area into two topographically comparable northern and southern highland areas. Elevations range from

approximately 100 feet above mean sea level (MSL) at Solola Avenue in the southwest portion to 460 feet MSL at 69th Street and Klauber Avenue in the northeast. The regional topography slopes to the southwest. The area's topography slopes down to Chollas Creek, contributing to a sense of place and arrival to the "heart" of the community. The creek corridor has been well-integrated with Market Creek Plaza and Jacobs Center. The amphitheater adjacent to the Jacobs Center and Market Creek Plaza takes advantage of these natural features and is a central gathering space in the community. Land form and natural features also help define the edges of the community. Large and mature trees accentuate hillsides. Several hills in the CPU area provide vantage points from which one can gain panoramic views of the community.

Scenic Resources

The CPU areas have numerous important scenic resources and public vantage points. Figures 8-2 in both the SESD CPU and the Encanto Neighborhoods CPU illustrate some representative public views that have been identified within the community, including:

- Viewsheds: generally unobstructed panoramic views from a public vantage point
- Scenic Overlooks: views over private property from a public right-of-way
- View Corridors: views along public rights-of-way framed by permitted development

These resources include vantage points from hills that provide panoramic views of the community, Downtown, open space areas, and the San Diego Bay and beyond. In the SESD CPU area, the most prominent scenic view is from the 2.6-acre Grant Hill Park; scenic views are also found in the Sherman Heights and Grant Hill Historic Districts, and the Stockton and Mountain View neighborhoods. In the Encanto Neighborhoods CPU area, some of the viewsheds identified are located at open space entries and canyon trailheads, providing views into or from canyons or open space.

The California Department of Transportation officially designates portions of the state highway system as Scenic Highways, which receive special conservation treatment to preserve and enhance scenic views. There are no State-designated Scenic Highways in either of the CPU areas, though Interstate 5 opposite Coronado in the SESD CPU area is listed as eligible for designation (Caltrans, 2013).

Visual assets in the CPU areas include parks and open space areas, cemeteries, and the creeks and canyons. In the SESD CPU area, public views are provided from Grant Hill Park, along Memorial Community Park, and towards Southcrest Community Park, as well as to and from the open space area along Chollas Creek. The Mount Hope Cemetery (Figure 5.15-3) and County-maintained Greenwood Cemetery in the SESD CPU area, and Holy Cross Cemetery in the Encanto Neighborhoods CPU area are readily visible from many sections of the community, and provide vantage points into the community. Chollas Creek and the canyon areas adjoin a number of the CPU areas' parks and residential communities, and provide unique opportunities for visual enjoyment (Figure 5.15-4).

Figure 5.15-1: Rolling hills in the Southeastern San Diego planning area

Figure 5.15-2: Hills in the Encanto Neighborhoods planning area

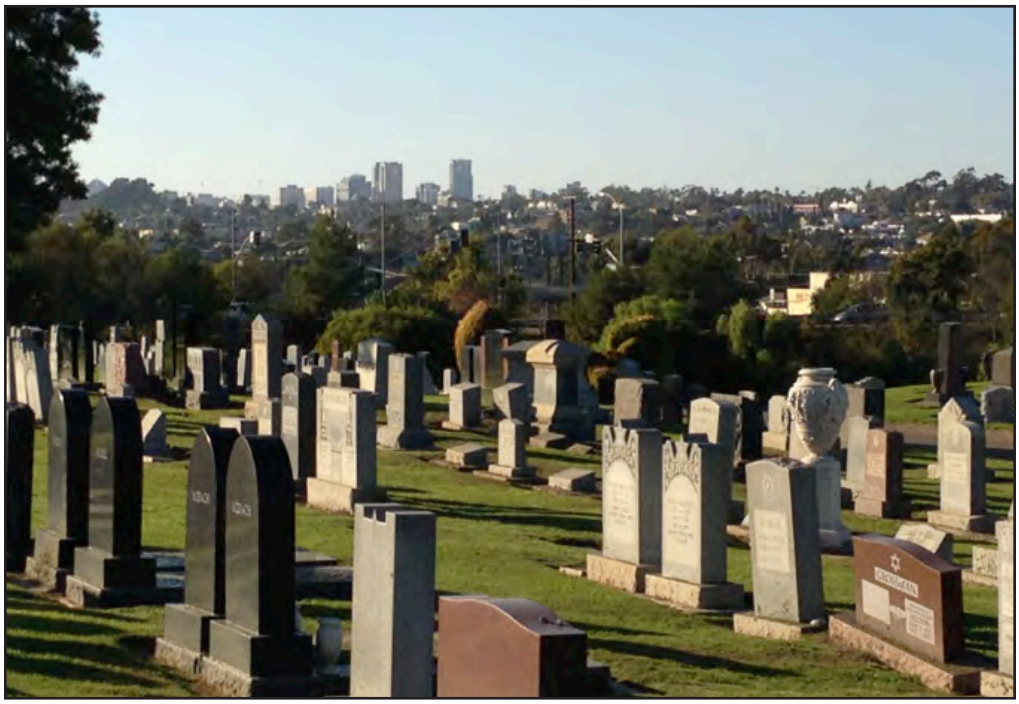

Figure 5.15-3: View to Downtown from Mount Hope Cemetery in Southeastern San Diego

Figure 5.15-4: View at Chollas Radio Canyon open space area

Community Character

Southeastern San Diego

The SESD CPU area contains a diverse and overlapping collection of uses, building types, styles, land uses, and landscapes in close proximity to Downtown. Diversity is a defining attribute of the built environment in Southeastern San Diego, creating the varied yet consistently rich flavor of the community. For example, recycling facilities and auto-body shops can be found adjacent to taco shops and Victorian-style homes. The following subsections described neighborhoods, structure and scale of development, buildings, and community anchors and gateways in the Southeaster San Diego CPU area.

Neighborhoods

The SESD CPU area consists of nine distinct neighborhoods. Neighborhoods west of I-15 were first established in the early 20th century and draw architectural history and character from that period. They are well-connected to Downtown and Golden Hill, and several locations have views to downtown, the bay and the mountains. Neighborhoods east of I-15 developed later. They are richer in open space amenities and recreational facilities, and have some of the community's largest commercial and employment centers. The corridor created by State Route 15 and Chollas Creek runs through almost the middle of the CPU area, resulting in western and eastern sub-areas. These two sub-areas are largely similar in their scale, structure, development patterns, and land uses, with some differences.

The western portion consists of the Sherman Heights, Grant Hill, Stockton, Logan Heights and Memorial neighborhoods. These are older residential neighborhoods with a mix of single- and multi-family housing types, with generally higher densities and a mix of uses. Sherman Heights and Grant Hill are characterized by their historic districts. Gently rolling topography reaches a high point in Grant Hill Park. Memorial Park and the adjacent community center, library, and schools form a community nucleus in the Memorial area. Industrial districts are located in the southeast and northeast corners of this section of Southeastern San Diego, along Commercial Street and adjacent to Highway 15.

The Commercial/Imperial corridor, bisecting the area, is home to the greatest mix of uses, including scrap yards, small businesses, and emerging development along the Trolley line. Market Street in the north and National Avenue in the south also have a mix of housing and businesses. These corridors serve as commercial spines for their neighborhoods, providing shopping, services, some jobs, and active street life to the greater community. However, the range of commercial and industrial businesses and their proximity to residential neighborhoods also create potential conflicts in terms of visual impacts between incompatible uses.

Compared with the western portion of the SESD CPU, land uses in the eastern neighborhoods are more separated from one another. From north to south the neighborhoods in this area are Mount Hope, Mountain View, Southcrest, and Shelltown. Mount Hope and Greenwood cemeteries occupy a substantial amount of land here, separating the Mount Hope neighborhood to the north from other areas. Neighborhoods to the south include three parks with a recreational emphasis, San Diego Continuing Education's Educational Cultural Complex, and an emerging open space corridor along the south branch of Chollas Creek. This area features the Imperial Marketplace (Figure 5.15-5), a large commercial center on Imperial Avenue, and the Gateway Center industrial/business park on Market Street adjacent to Highways 15 and 94, both anchored by "big

box" retail stores—Costco and Home Depot. Otto Square and Northgate are smaller shopping centers located on National Avenue and on 43rd Street, respectively.

Neighborhood Structure and Scale of Development

Development in Southeastern San Diego is mostly small scale. Blocks in Southeastern San Diego generally do not exceed dimensions of about 300 by 600 feet, and most blocks are no wider than 150 feet when alleys are considered. Community facilities, such as schools or large commercial developments, tend to take up more land area and form large "super-blocks" scattered throughout the community. Short blocks, coupled with typical 50-foot wide lots, have allowed the community to develop over time in a compact and diverse manner. While some large multi-family developments in the eastern neighborhoods have a uniform look, most residential areas are composed of a variety of individually built and distinct homes. Most properties have multiple structures on the same lot. Some are accessory structures (such as garages, carports, storage sheds and covered patios), but many are secondary living units and "granny flats." Yard space is well appreciated and used.

Alleys allow car access from the rear of the lot for most properties in Southeastern San Diego. This encourages the use of the front yard for more active frontages, such as patios, porches and stoops. The lack of driveways allows property owners to put up garden walls and fences along the street front. It also reduces the amount of car traffic on the streets and contributes to a more active and positive street frontage.

Amidst the small, fine-grain neighborhoods, large-scale development is scattered throughout the community. Several large developments were built over the last several decades as auto-oriented strip centers with poor pedestrian access and "big-box" commercial. Gateway Center, planned in 1992, the Imperial Marketplace (2009), and the older Otto Square Shopping Center are notable examples. These commercial centers are often large development complexes with an internally focused design. Streets and paths within the developments may connect internally, but there is typically only a single point of connection to the larger street system outside the development and few if any pedestrian connections to the development from surrounding neighborhoods. These developments appear out of scale and character with the surrounding compact, fine-grain residential neighborhoods and commercial corridors in the community.

Buildings

Southeastern San Diego has a balance of different building types and styles, from old to new, single-family (Figure 5.15-6) to multi-family (Figure 5.15-7), and neighborhood commercial to "strip" commercial (Figure 5.15-8). Historic neighborhoods in the western part of the community, such as Sherman Heights and Grant Hill, display a variety of historic structures with rich architectural styles. Several buildings are designated historic structures and historic districts exist in both communities to ensure the preservation and enhancement of historic resources. Most buildings in the west were built prior to World War II and have a strong orientation to the street and the pedestrian environment. Eastern neighborhoods (especially east of I-15) display more examples of multi-family buildings built after World War II. These tend to be more auto-oriented, with a greater presence of cars on the street and driveways and garages lining the street frontage. Recent developments, such as the Legacy Walk Townhomes on 43rd Street and National Avenue, reverse that trend, with garage access designed toward the rear of the site and front doors and direct pedestrian paths on the street.

Figure 5.15-5: Imperial Marketplace in Southeastern San Diego

Figure 5.15-6: Traditional single-family home in Southeastern San Diego

Figure 5.15-7: Multi-family home in Southeastern San Diego

Figure 5.15-8: Strip commercial in Southeastern San Diego

The majority of buildings in the CPU area are one or two stories. Two-story buildings include single-family houses in neighborhoods like Sherman Heights dating to the early 1900s, and multi-family development built in the last 20 years. The CPU area contains a very small number of structures that exceed two stories, most notably the Farmers' Market and adjacent industrial buildings.

Several new school buildings have been completed across the community, such as Sherman Elementary, which is designed to fit in with the predominantly residential character of the neighborhood. The new Logan Heights Library was recently completed and the Comm 22 project proposed for the Bronze Triangle area is under construction. This new development tends to be focused on creating a strong street presence and activating public spaces within and around the development. New development in Southeastern San Diego is also more compact and has a greater mix of uses than existing developments in the community. Warehouse structures are also undergoing renovations and rehabilitations, such as the San Diego Farmers Market building on Commercial and 21st streets.

Community Anchors and Gateways

Southeastern San Diego boasts several community-anchoring buildings and uses that serve as landmarks and central gathering spaces for the community. These are parks and recreation centers, such as the Southcrest Community Park and Recreation Center or Memorial Park and Senior Center; large open space areas, such as Chollas Creek or Mount Hope Cemetery; community centers and churches, such as the Sherman Heights Community Center or St. Jude's; and commercial centers such as the Northgate Market (Figure 5.15-9), which attracts community residents and people from outside the community. The rescinded State Route 252 now serves as a key gateway to the community as it terminates at the Northgate Market and marks a significant entrance to the community. Additional gateways are identified at major entrances to the community, from freeways and major streets that connect from Downtown, Mid-City and other destinations. Figure 4-5 in the SESD CPU illustrates representative community anchors and gateways in the CPU area.

Encanto Neighborhoods

The Encanto Neighborhoods CPU area displays a range of ethnicities, languages, and ages of community members through its art, signage, schools and other institutions, and the types of businesses and restaurants located in the commercial areas. The evolution of development in the community over time allowed for varied and piecemeal development which is reflected in the variety of homes and building types found today. The Encanto Neighborhoods CPU area is also characterized by the creek and slopes; these significant land forms and natural features contribute to its sense of place and a definition of neighborhood centers and edges. The canyons in the eastern portion of the CPU area provide views and sense of rustic rural character in the midst of more urbanized areas of the city, and just 6 miles east of Downtown San Diego. The following subsections described neighborhoods, structure and scale of development, buildings, and community anchors and gateways in the Encanto Neighborhoods CPU area.

Neighborhoods

Encanto is one of the oldest communities in the City of San Diego, and the Encanto Neighborhoods CPU area has developed into eight official neighborhoods. Neighborhoods close

to I-805 follow a grid pattern of development, which begins to loosen and spread out as one progresses eastward toward the hills. The eastern neighborhoods have an almost rural feel, with curving, disconnected streets and several canyons and pockets of natural open space.

The Chollas View and Lincoln Park neighborhoods are located in the western portion of the CPU area, between I-805 and Euclid Avenue, on the north and south sides of the Trolley line, respectively. The 47th Street and Euclid and Market stations serve these neighborhoods. Chollas View includes large, irregular blocks with a mix of industrial, commercial and residential uses and a significant amount of vacant land along the Market Street corridor. To the north is a primarily single-family residential neighborhood. Holy Cross Cemetery, Gompers Junior High School, Gompers Park, and a large undeveloped property along Euclid Avenue form the northern edge of this neighborhood, which rises in elevation to the north.

The Market Creek Plaza development lies directly south of the Trolley line in the Lincoln Park neighborhood, with additional office and retail uses to the south along Euclid Avenue. West of Euclid between Imperial Avenue and I-805 is a patchwork of multi-family housing, new small-lot single-family development, a mobile home park, and vacant land, with Chollas Creek passing through. On the south side of Imperial Avenue is the recently rebuilt Lincoln High School, along with an elementary school and neighborhood park. Logan Avenue features a concentration of multi-family housing, showing recent investment, with single-family areas to the north and south.

In the central part of the CPU area are the Emerald Hills and Valencia Park neighborhoods, which stretch between three-quarters of a mile and a mile to the east of Euclid Avenue, on the north and south sides of the Trolley line, respectively. Emerald Hills was a large post-World War II subdivision and is composed almost entirely of single-family houses and large areas of undeveloped hillside land and land used for communications towers. Steep topography and development patterns effectively separate this neighborhood from much of the Encanto Neighborhoods area to the east. A corridor of light industrial uses exists along the Trolley line between Market Street and the Encanto branch of Chollas Creek. In Valencia Park, a mix of single-family and small-scale multi-family housing is present in the vicinity of Imperial Avenue. The rest of the neighborhood is generally single-family, suburban-style housing on a winding street pattern.

The Encanto and South Encanto neighborhoods make up almost the entire eastern third of the CPU area. Imperial Avenue is the spine between these neighborhoods, with a Trolley station and small commercial district centered around 63rd Street. There is a scattering of multi-family and duplex housing within a few blocks of Imperial Avenue; beyond, a low-density and informal pattern prevails. The small Broadway Heights and Alta Vista neighborhoods to the far north and far south, respectively, continue this pattern.

Neighborhood Structure and Scale of Development

The Encanto Neighborhoods CPU area is bisected by major street arterials that together form a street grid super-structure of roughly 1square mile. The major streets that define this "super-grid" are Market, Imperial, Logan, 47th and Euclid in the western neighborhoods and Mallard, Broadway, Skyline, 61st and 66th in the eastern neighborhoods. Together, they divide the community into distinct sub-areas, often corresponding with neighborhood boundaries. The patterns of development evident in each sub-area vary from one area to the next. This is

manifested by differences in land use, the direction of blocks and lots, the topography, and the scale of development. Thus, the CPU area features a variety of local street patterns, and a variety of block shapes and sizes. Most blocks are 200 to 250 feet wide, but vary in length from 400 to well over 1,000 feet. Block patterns contribute to various neighborhood designs, with a discontinuous orthogonal grid typical west of Euclid Avenue and curvilinear or topography-influenced patterns to the east.

Small single-family residential lots make up most of the CPU area, producing a relatively fine-grained pattern of development in the residential neighborhoods. In contrast, the key commercial areas are made up of large land holdings with industrial warehouses, "big-box" commercial, multi-family and institutional uses with internally focused designs. Streets and paths within the developments may connect internally, but there is typically only a single point of connection to the larger street system outside of the development. While these developments provide important attractions, from schools to community centers, libraries, churches, and commercial centers, they contribute to an erosion of the public realm, as each development site is its own "island" with little integration with the larger community.

Buildings

Most buildings in the community are limited to one or two stories, with some exceptions for major institutional structures. This change in height enhances the importance of those uses and allows them to serve as landmarks in the community. Where building height is combined with proximity to a slope or the creek, such as in the Jacobs Center, St. Rita's or the Elementary Institute of Science, the effect is pronounced. However, the predominantly low-rise character of the community coupled with wide streets contributes to the expansive nature of the area.

Many single-family residences in Encanto Neighborhoods were built in subdivisions after the 1950s. The majority have enclosed garages directly facing the street, a typical orientation for homes built in the latter half of the century. The Chollas View neighborhood is a clear exception to this pattern, where older homes were built without garages. Homes in this neighborhood, as well as in the hillier parts of the community (Encanto and South Encanto), tend to have fences, garden walls and gates, rather than driveways, in the street frontage (Figure 5.15-10).

The Encanto Neighborhoods community also has a significant number of multi-family residential buildings, built in different periods. Some developments, especially recent ones such as the townhomes on 62nd Street and Akins Avenue, have a positive neighborhood presence (Figure 5.15-11). Many multi-family buildings are self-contained, gated complexes that offer few amenities to their residents and lack the "eyes on the street" necessary for a safe environment, while others are poorly maintained.

Commercial buildings in the community also tend to be set back from the street with landscaped yards, retaining walls, and parking lots in the street front (Figure 5.15-12).

Community Anchors and Gateways

Community anchors in Encanto Neighborhoods include parks and recreation centers, such as Emerald Hills Park and the Martin Luther King Jr. Memorial Park and Recreation Center; civic

uses such as the Jacobs Center, schools, and the Malcolm X library; and the commercial center at Market Creek Plaza.

The Encanto Neighborhoods community contains several gateways, such as Euclid Avenue and Market Street, Euclid and Imperial Avenue, and Market and 47th Street. The Elementary Institute of Science (Figure 5.15-13) and Malcolm X Library sit high above Euclid and Market and provide distinguished landmarks for the area. The Jacobs Center is also highly visible as one enters the area from the west. The Euclid Family Health center will anchor the 47th and Market intersection. Opportunities exist for new development to occur at these key intersections, with buildings that mark the main corners and together establish a sense of entry and arrival. Figure 4-5 in the SESD CPU illustrates representative community anchors and gateways in the CPU area.

Streets

A few of the major streets in the CPU areas serve to connect neighborhoods to one another and to surrounding communities, forming "super-grids" that often act as the delineating lines between neighborhoods. Some major streets, such as Market Street, Imperial Avenue, National Avenue, and 43rd street, serve as commercial corridors that bring different neighborhoods together as central gathering places and a connective seam of activity.

Local streets in the CPU areas contribute to community character through streetscaping the pedestrian experience. Most local streets in Southeastern San Diego have a roadway width of approximately 50 feet, with five-foot sidewalks that are separated from the curb with a planting strip or parkway (Figure 5.15-14). Landscape and street trees are sporadic along most streets, giving the street environment an informal and varied appearance. Garden walls, gates and fences are predominant throughout the neighborhoods. These are often colorful, in diverse styles and materials, and they form a consistent "street wall" that helps define the edge of the street and adds to the character of the street environment.

Streets in residential areas of Encanto Neighborhoods have the appropriate scale for walking, though some neighborhood streets lack sidewalks, street lighting and street trees, making the walking environment unsafe and uncomfortable. Encanto Neighborhoods is characterized by a diversity of street patterns, including loose grids with many interruptions, curvilinear designs, and streets that follow the contours of slopes or the edges of canyons (Figure 5.15-15).

Public Art

Throughout the CPU areas, public art contributes to the identity of streets and public places. Examples of public art in the SESD CPU area include the mural at 32nd Street and Imperial Avenue, artwork at the Sherman Heights Community Center (Figure 5.15-16), and the sculpture at the 25th and Commercial Trolley Station. In the Encanto Neighborhoods CPU area, public art pieces include two colorful tile walkways at Market Creek Plaza, large portrait canvases featured on the Food 4 Less grocery store recognizing residents who are important to the community, the Sempra Children's Art Wall (Figure 5.15-17), the Lincoln High School Walls of Excellence sculpture, and a 400-foot long mural at the 62nd Street Trolley Station.

Figure 5.15-9: Northgate Market

Figure 5.15-10: Single-family home with garden wall in Encanto Neighborhoods

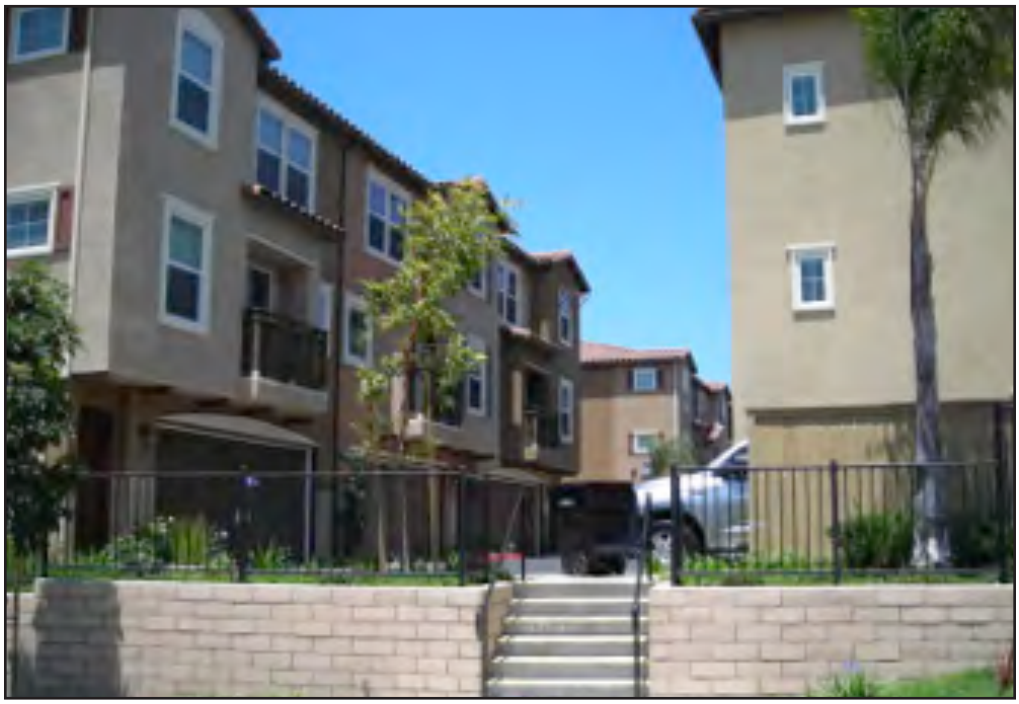

Figure 5.15-11: Townhomes in Encanto Neighborhoods

Figure 5.15-12: Corner retail in Encanto Neighborhoods

Figure 5.15-13: The Elementary Institute of Science

Figure 5.15-14: Market Street in Southeastern San Diego

Figure 5.15-15: Residential street in Valencia Park

Figure 5.15-16: Mural at Sherman Heights Community Center

Figure 5.15-17: Sempra Children's Art Wall in Encanto Neighborhoods

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Gaps in Development

Southeastern San Diego is one of the oldest communities in the city. As such, development has occurred over time and "filled-in" much of the SESD CPU area with stable, well-established neighborhoods and commercial districts. However, there remain vacant or under-utilized parcels, mostly along the main commercial corridors in the community, that detract from the coherency of the character in those areas.

The Encanto Neighborhoods CPU area contains several vacant and under-utilized land parcels around the Market and Euclid Village core and along key transportation corridors (such as Imperial Avenue and Skyline Drive). This creates highly perceivable gaps in development that contribute to an erosion of the public realm. These parcels also tend to be located around major intersections in the community, such as Euclid & Market, Euclid & Imperial and Market and 47th. Coupled with wide streets at these locations, the gaps in development accentuate a sense of expansive open space and a lack of definition, which diminishes a sense of enclosure, interest and place.

Open Space and Landform

The open spaces and landform of the CPU areas also serve to add character and identity to the communities and individual neighborhoods, in some cases by providing visual relief to urban development. Rolling topography, small canyons, and the Chollas Creek system lend topographic relief to the overall urbanized character of Southeastern San Diego, where some canyons and hillsides in the community serve a passive open space function. A significant open space slope is formed by the south face of Grant Hill Park, midway between 25th and 28th streets. Major slope areas also include the frontage of State Highway 94, the gap through which Market Street enters the subarea from the west, slopes in the southern portion of Mount Hope Cemetery, and a canyon north of Otto Square.

Areas throughout the Encanto Neighborhoods CPU area have slopes in excess of 25 percent. A number of prominent canyons and hillsides in the community serve a passive open space function; these canyons are a major defining characteristic of the Encanto Neighborhoods. Through long-standing policies in the City's past and current general plans and community plans, private development has been limited in these areas.

Light and Glare

The CPU areas are primarily urbanized. Substantial light and glare is produced by existing development. Existing levels of light and glare are that of an urban, developed community and neighborhoods with daytime glare from building windows, automobile windshields, and paved surfaces. Nighttime light from roadways, billboards, commercial signage, buildings, automobile headlights, and parking lot/security lighting also exist throughout the CPU areas.

REGULATORY SETTING

State Regulations

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. However, there are no designated scenic highways within the CPU areas.

Local Regulations

San Diego General Plan

The Urban Design Element of the General Plan provides guidance for the development of village environments including high-quality public spaces, civic architecture, and the enhancement of visual quality. The Urban Design Element includes goals and policies specific to mixed-use villages and commercial areas that emphasize the integration of compatible land uses, the creation of transit-focused, walkable village centers, the provision of high-quality public spaces and civic architecture, and the enhancement of the visual quality of office and industrial development. The Urban Design Element also contains special design guidelines for development adjacent to natural landforms and open space. Table 5.15-1 below lists relevant policies from the Urban Design Element.

Table 5.15-1: Urban Design Element Policies Related to Visual Quality

Policy	*Description*
UD-A.3	Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development. a. Integrate development on hillside parcels with the natural environment to preserve and enhance views, and protect areas of unique topography. b. Minimize grading to maintain the natural topography, while contouring any landform alterations to blend into the natural terrain. c. Utilize variable lot sizes, clustered housing, stepped-back facades, split-level units or other alternatives to slab foundations to minimize the amount of grading. d. Consider terraced homes, stepped down with the slope for better integration with the topography to minimize grading in sensitive slope areas. e. Utilize a clustered development pattern, single-story structures or single-story roof elements, or roofs sloped toward the open space system or natural features, to ensure that the visibility of new developments from natural features and open space areas are minimized. f. Provide increased setbacks from canyon rims or open space areas to ensure that the visibility of new development is minimized. g. Screen development adjacent to natural features as appropriate so that development does not appear visually intrusive, or interfere with the experience within the open space system. The provision of enhanced landscaping adjacent to natural features could be used to soften the appearance of or buffer development from the natural features.

Table 5.15-1: Urban Design Element Policies Related to Visual Quality

Policy	*Description*
	h. Use building and landscape materials that blend with and do not create visual or other conflicts with the natural environment in instances where new buildings abut natural areas. This guideline must be balanced with a need to clear natural vegetation for fire protection to ensure public safety in some areas. i. Ensure that the visibility of new development from natural features and open space areas is minimized to preserve the landforms and ridgelines that provide a natural backdrop to the open space systems. For example, development should not be visible from canyon trails at the point the trail is located nearest to proposed development. Lines-of-sight from trails or the open space system could be used to determine compliance with this policy. j. Design and site buildings to permit visual and physical access to the natural features from the public right-of-way. k. Protect views from public roadways and parklands to natural canyons, resource areas, and scenic vistas. l. Provide public pedestrian, bicycle, and equestrian access paths to scenic view points, parklands, and where consistent with resource protection, in natural resource open space areas. m. Provide special consideration to the sensitive environmental design of roadways that traverse natural open space systems to ensure an integrated aesthetic design that respects open space resources.
UD-A.5	Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context. a. Relate architecture to San Diego's unique climate and topography. b. Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials in proximity to commercial areas and residential neighborhoods tha have a well-established, distinctive character. c. Provide architectural features that establish and define a building's appeal nanc hance the neighborhood character. d. Provide architectural interest to discourage the appearance of blank walls for development. This would include not only building walls, but fencing bordering the pedestrian network, where some form of architectural variation should be provided to e. Add interest to the streetscape and enhance the pedestrian experience. For example, walls could protrude, recess, or change in color, height or texture to provide visual interest. f. Design rear elevations of buildings to be as well-detailed and visually interesting as the front elevation, if they will be visible from a public right-of- way or accessible public place or street. g. Design roofs to be visually appealing when visible from public vantage points and public rights-of-way.
UD-A.6	Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.
UD-A.12	Reduce the amount and visual impact of surface parking lots.
UD-A.14	Design project signage to effectively utilize sign area and complement the character of the structure and setting.

Land Development Code

The Land Development Code contains provisions to guide the design of development throughout the City. The Land Development Code provides restrictions on land development and design through zoning and development standards, such as specified maximum building heights, maximum lot coverage and floor area ratios, and front, rear, and side yard setbacks.

The Land Development Codes also contains development restrictions and guidelines to protect and enhance environmentally sensitive lands. Steep hillsides in the CPU areas are subject to the provisions of the Environmentally Sensitive Lands (ESL) Regulations and steep hillside guidelines of the Land Development Code (Section 143.0101). Steep hillsides are defined as those with gradients equal to or in excess of 25 percent and are at least 50 feet deep.

Impact Analysis

SIGNIFICANCE CRITERIA

For the purposes of this EIR, a significant adverse impact would occur if the CPUs would:

- Result in a substantial adverse alteration to the existing or planned visual character of the area;
- Result in a substantial change in the existing landform; or
- Create a substantial light or glare which would adversely affect daytime and nighttime views in the area.

METHODOLOGY AND ASSUMPTIONS

Potential impacts resulting from implementation of the CPUs were evaluated based on information from existing conditions assessments of urban design, recreation, and conservation in the CPU areas. The assessments were made using data from observation, spatial analysis, and a photographic inventory. Programmatic impacts are discussed in broad, qualitative terms. This assessment does not satisfy the need for project-level CEQA analysis for individual projects. Individual projects under the CPUs will require a project-level analysis at the time they are proposed based on the details of these projects and the existing conditions at the time such projects are pursued.

SUMMARY OF IMPACTS

Future development under the CPUs could result in adverse impacts on the areas' visual quality and community character. Potential impacts include alteration of the communities' visual character by introducing development that is incompatible with the scale and design of surrounding development and landform; the alteration of the existing landform through grading, other construction activities, and erosion; and the introduction of substantial glare from new development that would adversely affect daytime or nighttime views. In many cases, existing policies and regulations in the City's General Plan and Land Development Code would prevent or minimize such impacts. The CPUs also contain policies to avoid these impacts. Adherence to

existing policies and regulation, and implementation of the proposed policies would ensure that potential impacts remain below a level of significance.

IMPACTS

Impact 5.15-1 Implementation of the CPUs would result in a substantial alteration to the existing or planned character of the area. (*Less than Significant*)

Implementation of the CPUs would not result in a substantial alteration to the existing or planned visual character of the CPU areas. Much of the CPU areas are already developed, and any new development or redevelopment would be expected to take place on infill sites. Any new development projects would be in accordance with the City's General Plan and ~~Land Development~~Municipal Code. Compliance with these existing policies and regulations would prevent development in excess of height and bulk regulations and ensure that any new development is compatible with historic preservation standards, landform features, such as hillsides, and any sensitive resources that may contribute to visual character.

Where changes to land use designations are proposed, the designations maintain consistency with existing or surrounding development; represent relatively slight differences in residential density; and/or improve overall consistency with the San Diego General Plan's City of Villages strategy. For example, in both CPU areas, areas with a mix of designated commercial, institutional, and residential uses near transit hubs and community centers have been designated as mixed-use areas, consistent with both existing uses and the General Plan vision of mixed-use village centers. Thus, the CPUs would not substantially alter the planned character of either of the CPU areas, and are compatible with the City's General Plan.

Each CPU seeks to ensure, through specific policies, that any new development is compatible with the existing aesthetic character of the CPU areas. Neither of the CPUs would alter height or bulk requirements in the CPU areas, nor would they propose any changes to existing or planned block or street patterns. Future development occurring in accordance with the CPUs would not differ substantially in scale or design from that which currently exists or is currently planned, as compatibility is thoroughly considered throughout the CPUs themselves. Proposed policies include those that encourage new development to harmonize with the setbacks, height and bulk, landscaping, and design of surrounding development, as well as with natural features such as Chollas Creek, and the areas' canyons and hillsides. In certain aspects, the two CPUs target specific issues of potential community character:

- In the SESD CPU, policies also focus on preserving the character of the area's historic districts and ensuring that new development does not contrast with historic architecture.
- The Encanto Neighborhoods CPU contains policies that focus on ensuring the compatibility of future development with the area's characteristic landform.

Proposed policies also seek to prevent or reduce potential impacts on character that may arise from the proximity of conflicting land uses through measures such as encouraging gradual transitions between potentially incompatible uses, as well as the utilization of buffers and screens. The CPUs also contain policies to maintain the integrity of the CPU areas' recreational and open

spaces, recognizing the contributions that these features make to the areas' scenic resources and overall character. Proposed policies also consider viewshed compatibility, encouraging urban design that maintains or enhances views and view corridors within the CPU areas.

Policies in the CPUs also serve to enhance the existing character of neighborhoods within the communities by focusing on improvements to known resources. The CPUs consider the importance of gateways and community anchors, and include policies that seek to enhance existing gateways and anchors and establish new ones that speak to the unique cultures of each community. They also support improvements to Chollas Creek through the implementation of the Chollas Creek Enhancement Program, which seeks to restore and improve the creek's natural function and appearance. Proposed policies also encourage public art to highlight the identities of public spaces, and encourage filling in visible gaps in development and tree-planting to reduce the negative visual effects and build more coherent neighborhood characters.

Given that the CPUs do not propose any specific developments that would substantially alter existing or planned character; do not propose any land use changes that are incompatible with either existing conditions or previously established designations; contain policies that promote the compatibility of new development with existing development and other contributors to community character such as landform and Chollas Creek; and contain policies directed towards the enhancement of community character, this impact is less than significant.

CPU Policies that Reduce the Impact

As described above, the following proposed policies would reduce the impact of future development on existing community character. Land use and urban design policies serve to minimize the negative impacts that incompatible uses may have on visual character, and encourage development that is more compatible with the scale and design of surrounding development and land uses. Public facilities policies serve to reduce the visual interference of utilities and other facilities on the streetscape. Recreation policies serve to maintain park spaces, which are important public viewpoints. Conservation and sustainability policies serve to preserve and enhance the open spaces and landforms that contribute the CPU areas' scenic integrity. Historic preservation policies serve to preserve and enhance historic sites and districts, and arts and culture policies encourage the integration of public art into future development and public spaces.

Land Use Element (Southeastern San Diego)

P-LU-1 Provide a variety of land use types to maintain the existing balance of land uses (refer to General Plan Policy LU-H.7)

P-LU-2 Foster development of neighborhood structure around existing elements such as the Educational Cultural Complex, Chollas Creek, 43rd and Logan node, and National Avenue. Include a center in the neighborhood structure, as well as other elements such as a spine, a gradation of density, or clearly distinct use areas.

P-LU-4 Refer to the Sherman Heights Historic District and Grant Hill Historic District for development and rehabilitation guidelines.

P-LU-11 Achieve a diverse mix of housing types and forms, consistent with allowable densities and urban design policies.

P-LU-12 Balance new development with the rehabilitation of high-quality older residential development.

P-LU-15 Encourage preservation and renovation of culturally and historically significant residential units and provide incentives to retrofit or remodel units in a sustainable

P-LU-16 Preserve existing single-family homes that provide affordable housing and contribute to Southeastern San Diego's unique character in particular in the Sherman Heights and Grant Hill Historic Districts.

P-LU-17 Rehabilitate existing residential units that contribute to the historic district's character and fabric. Encourage adaptive reuse of historically or architecturally interesting buildings in cases where the new use would be compatible with the structure itself and the surrounding area.

P-LU-19 Discourage parcel consolidation over 14,000 square feet in the lower density and historic district areas to maintain the historic building pattern of smaller buildings.

P-LU-27 Focus light industrial uses in one portion of the Commercial Street corridor—between28th and 32nd streets—to minimize potential conflicts with residential and other sensitive uses and to concentrate industrial activities, including freight and truck loading/unloading.

P-LU-28 Ensure that industrial land uses minimize conflict with surrounding incompatible uses through building design and truck restrictions.

P-LU-31 Mitigate potential negative effects where industrial uses are located through zoning performance measures (such as glare and noise standards), landscaping and/ or screening to reduce noise, dust, toxins, and unattractive presence along streets and sidewalks.

P-LU-32 Locate smaller buildings and less intensive uses within an industrial development site closer to adjacent residential uses, rather than larger or more intensive uses.

P-LU-37 Use natural landscape materials (trees, shrubs, and hedges) to buffer differing land uses, and provide a transition between adjacent properties.

P-LU-38 Require screening walls on the interior lot lines of industrial uses abutting residential uses. Screen the view of any parking or storage area, refuse collection, utility enclosures, or other service area visible from major streets, alley, or pedestrian area.

P-LU-39 Use screens of attractive high-quality materials and/or landscaped screening such as vines, mesh, and livings walls (e.g. concrete wall with green creepers) of consistent height and design.

P-LU-40 Educate and encourage property owners to apply for Encroachment Maintenance and Removal Agreement with support from City staff to approve planting and irrigation within the public right of way and to plant vines on industrial fences to screen industrial sites from adjacent sidewalks and properties.

Urban Design Element (Southeastern San Diego)

P-UD-2 Design buildings so that they contribute to a positive neighborhood character, provide diverse living, working and shopping environments, and relate to the community. Designs should be sensitive to scale, form and quality while respecting the context of well-established streets, landmarks, and areas that give a community a sense of place and history (refer to General Plan Policies UD-A.5; UD-A.7).

- Development height should be roughly proportional to street width, except where different heights are desired to reflect the importance of key streets within the Village District area or to preserve desired lower-scale character within the Historic Districts.

P-UD-3 Ensure that new development includes appropriate setbacks.

- For both commercial and residential streets, provide space for an entry and front landing between the public sidewalk and the private entryway.
- New development should match the existing setbacks of surrounding quality development to the extent possible.
- Setbacks or projections on the upper floors, balconies, bay windows, innovative roof lines, or roof decks should be used to make the façade of the building attractive and more compatible to the surrounding context.
- Enhance setback areas with drought tolerant landscape.

P-UD-6 Maximize the interface, views and access to the Chollas Creek and its surrounding landscape by orienting development towards or including views on to the creek. Provide pedestrian connections to the creek and incorporate the creek into developments as an amenity.

P-UD-8 Break down building scale and massing with a pattern and hierarchy of forms to help reduce the visual bulk of the development.

P-UD-12 Building openings and fenestration should represent the uses behind them, minimize visual clutter, harmonize with prevailing conditions, and provide architectural interest. Windows should have a minimum recess of 2 inches.

P-UD-17 Establish harmonious transitions and visual relationships between new and older buildings. Repeat existing building lines and surface treatments and provide gradual transitions in height, bulk and density, particularly where a development abuts single-family residential areas.

P-UD-18 Link development to existing street and sidewalk patterns and adjacent development. Prohibit developments designed as an enclave or complex apart from the neighborhood.

P-UD-23 New residential development should be integrated with existing street and sidewalk patterns rather than being designed as an enclave or complex apart from the neighborhood. Sidewalks should be provided comprehensively along all private streets and should link in a clear manner to existing pedestrian and bicycle ways.

P-UD-32 Require new residential, commercial and mixed-use development to design street frontages with architectural and landscape interest, and provide high quality street-facing building exteriors, to create a visually appealing streetscape.

P-UD-40 New industrial development should recognize that Southeastern San Diego is primarily a residential area.

P-UD-43 Entrances should be provided along street frontages. Continuous, blank walls on the street at the front or street side of the property should be avoided. If long walls are necessary and visible from the street or from adjacent residential areas, some form of visual relief should be provided. This can be accomplished through use of color and/or material changes, applied graphics, or applied architectural elements such as plasters or corbels.

P-UD-45 Chain link or other open fencing should be avoided in the front and street side yard or in any situation where an industrial project adjoins residential.

P-UD-49 Provide iconic buildings at key gateways and intersections in the community and as shown on Figure 4-2 [of the proposed CPU]. Buildings should incorporate the following elements:

- Distinct building architectural style
- Accentuated building corners and frontages, including an increase in the overall building height where warranted
- Dedicated entry court and/or public plaza
- Public art
- Unique signs
- Landscape features and lighting
- Variation in exterior building materials

P-UD-58 Make site elements (such as walls, planters, shade structures and fences) consistent with the overall development's design and material palette. Fence and wall color shall be compatible with the development and adjacent properties.

P-UD-60 Promote public art and cultural amenities as key features of buildings, common areas, and open space areas of a project.

P-UD-61 Collaborate with regional artists, residents and community members during the design and construction of the project to integrate art into development projects.

P-UD-62 Promote art at critical "gateway" intersections in the community and around transit stops to serve as an expression of community identity and pride. Figure 4-1, "Anchors and Gateways" shows the locations of key community gateways.

P-UD-63 Promote the preservation and adaptive reuse of historic districts and historic structures to reinforce the history of the area and reinvest in existing resources.

P-UD-64 Require all development in the Sherman Heights & Grant Hill Park Historic Districts to follow the guidelines and recommendations of the Sherman Heights & Grant Hill Park Historic Districts Design Criteria and Guidelines

P-UD-65 Incorporate local history and heritage into the public realm through elements including signage, information placards, historic plaques, murals, gateway features, and unique pavers.

P-UD-66 Encourage the restoration and maintenance of older structures that may not be historically designated but nonetheless contribute to the unique character and flavor of Southeastern San Diego.

P-UD-72 Buffering parking areas from the street with planting while allowing for surveillance if low shrubs and ground covers are used.

P-UD-73 If security fencing is used, attention should be given to its detailed design. Fencing should be an architectural feature of a project, such as in the use of wrought iron fences integrated into the overall design of the project.

P-UD-77 Define the edges, boundaries and transitions between private and public space areas with landscaping, grade separations, covered patios, garden walls, gates and paving materials.

P-UD-79 Provide continuous and consistently designed right-of-way improvements, so that a development project reads as one unified project. Create a seamless connection of landscape improvements between properties and across streets.

P-UD-83 Minimize the visual effects of service access and alleys from Imperial Avenue and secondary streets and prohibit direct access from these streets where alley access is possible.

P-UD-90 Prohibit above ground utility placement in the pedestrian path of travel and support the undergrounding of utilities wherever possible to reduce visual blight in the community.

P-UD-95 Screen all service, loading docks, and platforms from public view.

P-UD-96 Trash bins should be screened from view at all times and may not intrude into the alley right-of-way.

P-UD-102 Areas that have been disturbed by construction should be revegetated with drought tolerant plant materials.

P-UD-103 Landscape materials should be of high quality and suitable for the San Diego climate. Low water use plant species are preferred.

P-UD-105 Landscaping should be used to activate building facades, soften building contours, highlight important architectural features, screen less attractive elements, provide shade and add color, texture and visual interest.

P-UD-107 Lighting should be designed as an integral part of the building that is consistent with its architectural character.

P-UD-111 Electric sources should be concealed and not conflict with architectural detailing.

P-UD-113 Design high quality signage that contributes to community identity, improves way-finding, and is highly visible and legible.

- Provide clear, legible and professionally designed building signage to identify the development and improve wayfinding and circulation.
- Standardize the format and design of multiple signs within a single development for uniformity and consistency.
- The design, selection and placement of all site signage should be consistent and compatible with the overall site design and architectural character of the development.
- Encourage and promote street banners and logos along all commercial corridors in the community.

P-UD-115 Minimize the visual impact and land area dedicated to parking, and automobile circulation, by minimizing garage entrances and providing parking access from the alleyways where possible.

P-UD-118 Eliminate curb cuts with new development, and locate parking, service, and loading access at the rear of buildings. If this is not possible, screen these elements with low building elements that integrate living walls, public art, and lighting design.

P-UD-120 Soften the impact of parking areas, garages and drive aisles on the surrounding development, streets and other open spaces with the following design measures:

- Use vines, shrubs, and trees around garages, tuck-under parking spaces, and underground parking entrances to reduce their visual dominance. Berms, bushes or fencing should be used to screen parking lots that front roadways.

- Wrap the street side of tuck-under parking with livable spaces and building entrances to mask the parking and place more active uses on the street.
- Create buffer zones between parking areas and the street. These zones can be created with walkways, landscape or earth berms. Visual buffering should allow a line of sight into the parking area to allow opportunity for surveillance. Provide landscape buffers between drive aisles, parking areas, pedestrian walkways, residential units and communal areas.

P-UD-121 Address the potential nuisances caused by higher intensity uses and reduce the visual dominance of service areas by implementing the following design measures in the development:

- Provide a clear demarcation between public and private areas, as well as residential and non-residential uses, with separate building entrances, building and landscape design features, building separations, access control or a change in levels and materials.
- Provide landscape buffers and/ or low patio walls to reduce noise impacts and protect the privacy of residential units along high-traffic streets and intense uses.
- Mitigate noise through the use of berms, planting, setbacks and architectural design rather than with conventional wall barriers for developments next to transit, trolley, highways or other potential noise-generating uses.
- Use public spaces, such as pedestrian plazas, paseos, greenways and courtyards, to serve dual functions as valuable community space and buffers between different uses.
- Screen all visible building equipment, utilities, trash enclosures and service/ maintenance areas in a manner that is consistent with the appearance of the building, its materials and color and surrounding landscape.

P-UD-125 Contain all heavy work areas of a business park development within an enclosed building area (outdoor commercial/ industrial, such as mechanical yards, are discouraged). Outdoor storage is prohibited unless completely screened or enclosed by solid fences, walls or buildings not less than six (6) feet tall. Storage areas shall not be placed facing a public right-of way.

P-UD-126 Screen all loading docks and platforms from public view. Loading docks should be located away from front streets and should be designed or screened in such a way as to make them a complementary feature of the building.

P-UD-127 Strongly discourage the use of chain link or other open fencing in the front and street side yard or in any situation where an industrial project adjoins other uses. Wrought iron fencing is preferred to chain-link fencing.

P-UD-129 Maintain street trees by coordinating public agencies with private enterprises responsible for tree maintenance. Ensure that a tree maintenance and watering plan is in place for all new and redeveloped areas. Maintenance is the most important aspect of a healthy community forest.

Economic Prosperity Element (Southeastern San Diego)

P-EP-6 Upgrade the appearance and infrastructure of commercial districts.

P-EP-7 Enhance and create competitive commercial environments with the following initiatives:

- Urban Forestry
- Public Art
- Event Programs
- Storefront Improvement Program
- Small Business Assistance
- Capital Improvement
- Business Improvement Districts
- Micro Assessment Districts
- Maintenance Assessment Districts

Public Facilities, Services, and Safety Element (Southeastern San Diego)

P-PF-11 Buffer the physical and visual impacts of energy facilities on adjacent uses through the use of adequate landscaping and screening, while maintaining access to energy facilities for repair and maintenance.

P-PF-12 Beautify the streetscape and encourage building façade improvements to utility facilities with prominent street frontage.

P-PF-13 Expedite the undergrounding of overhead utility lines and coordinate with the commercial revitalization program.

P-PF-14 Require that utilities be undergrounded as part of new development or other infrastructure projects.

P-PF-15 Support programs in Southeastern San Diego where property owners assess themselves for the benefit of public enhancements beyond the general services provided by the City. These enhancements include but are not limed to: landscape, lighting, streetscape improvements and maintenance, security, signage and banners, street furniture.

Recreation Element (Southeastern San Diego)

P-RE-9 Preserve and enhance existing park and recreation facilities to increase their life span and ensure sustainability.

P-RE-10 Preserve, protect, and restore canyons and hillsides as important visual amenities and limit public use to designated trails.

P-RE-12 Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving Southeastern San Diego.

P-RE-19 Protect and enhance the natural resources of open space lands by re-vegetating with native plants and using open wood fences adjacent to very sensitive areas for additional protection while still allowing viewing opportunities.

Conservation and Sustainability Element (Southeastern San Diego)

P-CS-14 Implement the recommendations contained in the Chollas Creek Enhancement Program such as removing concrete channels in Chollas Creek, where feasible, to create a more natural function and appearance, and establishing trails and other passive recreation amenities.

P-CS-16 Select new street trees for their ability to provide a canopy and framing of public views. (See Urban Design Element Street Tree discussion and recommendations.)

P-CS-17 Preserve the panoramic view offered by Grant Hill Park.

P-CS-18 Ensure unobstructed access to open space and canyon trailheads that provide public vantage points (i.e., views and vistas) and access.

P-CS-19 Evaluate the need for modified or increased setbacks when building adjacent to public view angles. Reject or object to reduced setbacks that obscure established public vantage points unless alternative or improved public views are proposed.

P-CS-38 Require new development retain significant and mature trees unless they are diseased and pose a threat to safety and welfare.

P-CS-40 Replace street trees that are 'missing' or have been removed to restore a 'visual resource' or 'continuous canopy.'

Historical Preservation Element (Southeastern San Diego)

P-HP-2 Identify, designate, preserve and restore historical buildings in Southeastern San Diego and encourage their adaptive reuse in a manner consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

P-HP-3 Develop a historic context statement related to the African-American community within Southeastern San Diego to assist with the identification, evaluation and preservation of resources significant to that history. Include an oral history component in the context statement to inform the context about those properties valued by

the community. Include an oral history component to inform the context about those properties valued by the community.

P-HP-4 Develop a historic context statement related to the Mexican-American "sense of place" and cultural landscape evident throughout the community to assist with the identification, evaluation and preservation of resources significant to that history. Include an oral history component in the context statement to inform the context about those properties valued by the community.

P-HP-5 Develop a historic context statement related to the Japanese-American community within Southeastern San Diego to assist with the identification, evaluation and preservation of resources significant to that history. Include an oral history component in the context statement to inform the context about those properties valued by the community.

P-HP-6 Conduct subsurface investigations at the project level to identify potentially significant archaeological resources in Southeastern San Diego.

P-HP-16 Promote the maintenance, restoration, rehabilitation and continued private ownership and utilization of historical resources through a variety of financial and development incentives.

P-HP-17 Continue to use existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.

Arts and Culture Element (Southeastern San Diego)

P-AC-1 Pursue art installations that are diverse in content, media and siting, that help to create and reinforce the uniqueness of Southeastern San Diego and reflect the array of regional cultural and environmental influences.

P-AC-2 Include public art or cultural amenities in each new development project. Engage artists early in the project design process to achieve integration between art and architecture.

P-AC-3 Strengthen Southeastern San Diego's identity as a local cultural and arts center through the use of art in public spaces such as trolley stations, sidewalks, streets, parks, and building lobbies.

P-AC-8 Continue efforts to create meaningful, memorable, and culturally-significant public spaces in Southeastern San Diego that are integrated with public art.

P-AC-9 Emphasize public art installations on Market Street, Imperial Avenue, Logan Avenue, National Avenue, and at major intersections.

P-AC-10 Involve artists in the design of gateway elements proposed for key entrances to the community, as identified in the Urban Design Element.

Land Use Element (Encanto Neighborhoods)

P-LU-1 Provide a variety of land use types to maintain the existing balance of land uses (refer to General Plan Policy LU-H.7)

P-LU-3 Implement the City of Villages concept for mixed use transit oriented development as a way to minimize the need to drive by increasing opportunities for individuals to live near work, offering convenient mix of local goods and services, and providing access to high quality transit.

P-LU-4 Provide public spaces within the Villages to implement the General Plan Urban Design Element requirements for Mixed-Use villages (Refer to General Plan Policies UD-C.1, UD-C.5 and UD-E.1).

P-LU-7 Promote and enhance the village areas at Euclid/Market, Market/47th, along the Imperial corridor and at the 62nd Street trolley station.

P-LU-8 Allow for a range of retail, dining, and commercial service type uses within the commercial and mixed use designations that will promote vibrant centers in the community.

P-LU-9 Ensure that future development within the Villages will include the implementation of proposed creekside improvements as part of new development.

P-LU-20 Preserve the existing stable, well-maintained single-family neighborhoods surrounding the transit corridors.

P-LU-23 Encourage infill residential developments within existing neighborhoods to be compatibly designed with neighborhood character and form.

P-LU-26 Encourage preservation and renovation of housing stock that may become culturally and historically significant during the planning period (See also the Historic Preservation Element).

P-LU-27 Achieve a diverse mix of housing types and forms, consistent with allowable densities and urban design policies.

P-LU-28 Balance new development with the rehabilitation of high-quality older residential development.

P-LU-32 Encourage preservation and renovation of culturally and historically significant residential units and provide incentives to retrofit or remodel units in a sustainable manner.

P-LU-36 Provide retail developments that are compatible with and serve the local community, and meet the overall urban design and mobility goals of this Plan.

P-LU-37 Retain and enhance existing neighborhood-serving commercial uses that are valued by the community.

P-LU-38 Encourage new industrial buildings to be designed to integrate with the surrounding neighborhood.

Urban Design Element (Encanto Neighborhoods)

P-UD-2 Design buildings so that they contribute to a positive neighborhood character, provide diverse living, working and shopping environments, and relate to the community. Designs should be sensitive to scale, form and quality while respecting the context of well-established streets, landmarks, and areas that give a community a sense of place and history (refer to General Plan Policies UD-A.5; UD-A.7).

P-UD-3 Ensure that new development includes appropriate setbacks:

- For both commercial and residential streets, provide space for an entry and front landing between the public sidewalk and the private entryway.
- New development should match the existing setbacks of surrounding high quality development to the extent possible.

P-UD-6 Maximize the interface, views and access to the Chollas Creek and its surrounding landscape by orienting development towards or including views on to the creek. Provide pedestrian connections to the creek and incorporate the creek into developments as an amenity.

P-UD-8 Break down building scale and massing with a pattern and hierarchy of forms to help reduce the visual bulk of the development.

P-UD-11 Commercial buildings and windows should represent the uses behind them, minimize visual clutter, harmonize with prevailing conditions, and provide architectural interest. Windows should have a minimum recess of 2 inches.

P-UD-15 Establish harmonious transitions and visual relationships between new and older buildings. Repeat existing building lines and surface treatments and provide gradual transitions in height, bulk and density, particularly where a development abuts single-family residential areas.

P-UD-16 Link development to existing street and sidewalk patterns and adjacent development. Prohibit developments designed as an enclave or complex apart from the neighborhood.

P-UD-22 New residential development should be integrated with existing street and sidewalk patterns rather than being designed as an enclave or complex apart from the neighborhood. Sidewalks should be provided comprehensively along all private streets and should link in a clear manner to existing pedestrian and bicycle ways.

P-UD-23 Buildings shall be oriented and visually relate toward the public street. Visible front doors and street entrances or street facing courtyards with dwellings entered from the courtyard are encouraged. The same standards should be applied to buildings with alley frontage.

P-UD-26 Preserve the existing single-family large lot development in areas where topographic conditions foster large lots and in areas located away from mass transit and transit corridors.

- Preserve large-lot, single-family neighborhoods in order to retain the rural atmosphere which is characteristic of Encanto Neighborhoods.

P-UD-31 Require new residential, commercial and mixed-use development to design street frontages with architectural and landscape interest, and provide high quality street-facing building exteriors, to create a visually appealing streetscape.

P-UD-38 New industrial development should recognize that Encanto Neighborhoods is primarily a residential area and should blend with the existing character, and incorporate traffic calming measures.

P-UD-41 Entrances should be provided along street frontages. Continuous, blank walls on the street at the front or street side of the property should be avoided. If long walls are necessary and visible from the street or from adjacent residential areas, some form of visual relief should be provided. This can be accomplished through use of color and/or material changes, applied graphics, or applied architectural elements such as plasters or corbels.

P-UD-42 Loading docks should be located away from front streets or should be designed or screened in such a way as to make them a complementary feature of the building.

P-UD-43 Chain link or other open fencing should be avoided in the front and street side yard or in any situation where an industrial project adjoins residential.

P-UD-47 Provide iconic buildings at key gateways and intersections in the community and as shown on Figure 4-3. Buildings should incorporate the following elements:

- Distinct building forms
- Accentuated building corners and frontages, including an increase in the overall building height where warranted
- Dedicated entry court and/or public plaza
- Public art
- Unique signs
- Landscape features and lighting
- Variation in exterior building materials

P-UD-53 Encourage building design, construction, and operating practices that can reduce or eliminate the negative impacts of development on the environment and human health, and that are integrated into the framework and character of the surrounding community.

P-UD-57 Make site elements (such as walls, planters, shade structures and fences) consistent with the overall development's design and material palette. Fence and wall color shall be compatible with the development and adjacent properties.

P-UD-59 Promote public art and cultural amenities as key features of buildings, common areas, and open space areas of a project.

P-UD-60 Collaborate with artists, residents and community members during the design and construction of the project to integrate art into development projects.

P-UD-61 Promote art at critical "gateway" intersections in the community and around transit stops to serve as an expression of community identity and pride. Figure 4-2, "Anchors and Gateways" shows the locations of key community gateways.

P-UD-67 Buffering parking areas from the street with planting while allowing for surveillance if low shrubs and ground covers are used.

P-UD-68 If security fencing is used, attention should be given to its detailed design. Fencing should be an architectural feature of a project, such as in the use of wrought iron fences integrated into the overall design of the project.

P-UD-71 Define the edges, boundaries and transitions between private and public space areas with landscaping, grade separations, covered patios, garden walls, gates and paving materials.

P-UD-83 Prohibit above ground utility placement in the pedestrian path of travel and support the undergrounding of utilities wherever possible to improve visual quality in the community.

P-UD-86 Screen all service, loading docks, and platforms from public view.

P-UD-87 Trash bins should be screened from view at all times and may not intrude into the alley right-of-way.

P-UD-91 All utilities within the alleyway should be undergrounded and poles or utility conveyances removed from the right of way. No above ground utilities or access boxes may be installed or encroach into the alley right-of-way.

P-UD-92 Design buildings and development to complement their natural landscape and follow the slope of hillsides, canyons and creeks with terraces, steps and multi-level landscapes and structures, rather than with expansive retaining walls and large flat areas.

P-UD-93 Consider views into and from sloping areas. The treatment of rooftops should be varied on sloping sites, rather than consisting of extended horizontal lines. Rooflines should be used to emphasize the variety in shape and flowing character of the hillside instead of masking it.

P-UD-95 The area's natural base of hillsides, hilltops, canyons, ravines, streams, and vegetation is an important set of assets that should be protected in new development. Site plans should utilize existing topography and preserve existing vegetation, ravines, watercourses and topographic features.

P-UD-96 Structures should be designed to fit into the hillside, complementing the land's natural character, rather than altering the hillside to fit the structure.

P-UD-99 Landscape materials should be of high quality and suitable for the San Diego climate. Low water use plant species are preferred.

P-UD-101 Landscaping should be used to activate building facades, soften building contours, highlight important architectural features, screen less attractive elements, provide shade and add color, texture and visual interest.

P-UD-103 Lighting should be designed as an integral part of the building that is consistent with its architectural character.

P-UD-113 Minimize the visual impact and land area dedicated to parking, and automobile circulation, by minimizing garage entrances and providing parking access from the alleyways where possible.

P-UD-116 Eliminate curb cuts with new development, and locate parking, service, and loading access at the rear of buildings. If this is not possible, screen these elements with low building elements that integrate living walls, public art, and lighting design.

P-UD-118 Soften the impact of parking areas, garages and drive aisles on the surrounding development, streets and other open spaces with the following design measures:

- Use vines, shrubs, trees, xeriscape, and solar panels around garages, tuck-under parking spaces, and underground parking entrances to reduce their visual dominance. Berms, bushes or fencing should be used to screen parking lots that front roadways.
- Wrap the street side of tuck-under parking with livable spaces and building entrances to mask the parking and place more active uses on the street.
- Create buffer zones between parking areas and the street. These zones can be created with walkways, landscape or earth berms. Visual buffering should allow a line of sight into the parking area to allow opportunity for surveillance. Provide landscape buffers between drive aisles, parking areas, pedestrian walkways, residential units and communal areas.

P-UD-119 Address the potential nuisances caused by higher intensity uses and reduce the visual dominance of service areas by implementing the following design measures in the development:

- Provide a clear demarcation between public and private areas, as well as residential and non-residential uses, with separate building entrances, building and landscape design features, building separations, access control or a change in levels and materials.
- Provide landscape buffers and/or low patio walls to reduce noise impacts and protect the privacy of residential units along high-traffic streets and intense uses.
- Mitigate noise through the use of berms, planting, setbacks and architectural design rather than with conventional wall barriers for developments next to transit, trolley, highways or other potential noise-generating uses.
- Use public spaces, such as pedestrian plazas, paseos, greenways and courtyards, to serve dual functions as valuable community space and buffers between different uses.
- Screen all visible building equipment, utilities, trash enclosures and service/ maintenance areas in a manner that is consistent with the appearance of the building, its materials and color and surrounding landscape.

P-UD-123 Contain all heavy work areas of a business park development within an enclosed building area (outdoor commercial/ industrial, such as mechanical yards, are discouraged). Outdoor storage is prohibited unless completely screened or enclosed by solid fences, walls or buildings not less than six (6) feet tall. Storage areas shall not be placed facing a public right-of way.

P-UD-124 Screen all loading docks and platforms from public view. Loading docks should be located away from front streets and should be designed or screened in such a way as to make them a complementary feature of the building.

P-UD-125 Screen all loading docks and platforms from public view. Loading docks should be located away from front streets and should be designed or screened in such a way as to make them a complementary feature of the building.

P-UD-127 Maintain street trees by coordinating public agencies with private enterprises responsible for tree maintenance. Ensure that a tree maintenance and watering plan is in place for all new and redeveloped areas. Maintenance is the most important aspect of a healthy community forest.

Economic Prosperity Element (Encanto Neighborhoods)

P-EP-11 Improve the gateway to Encanto Neighborhoods on Euclid Avenue at State Route 94 with streetscape improvements and concentrated development.

P-EP-12 Upgrade the appearance and infrastructure in commercial districts with assistance from the City's Storefront Improvement Program.

P-EP-13 Enhance and create competitive commercial designation by utilizing the following efforts and existing revitalization tools:

- Urban Forestry
- Public Art
- Event Programs
- Storefront Improvement Program
- Small Business Assistance
- Capital Improvement
- Business Improvement Districts (including the Diamond Business Improvement District)
- Micro Assessment Districts
- Maintenance Assessment Districts

Public Facilities, Services, and Safety Element (Encanto Neighborhoods)

P-PF-14 Buffer the physical and visual impacts of energy facilities on adjacent uses through the use of art, landscaping or screening, while maintaining access to energy facilities for repair and maintenance.

P-PF-15 Beautify the streetscape and encourage building façade improvements to utility facilities with prominent street frontage.

P-PF-16 Expedite the undergrounding of overhead utility lines.

P-PF-17 Require that utilities be undergrounded as part of new development or other infrastructure projects.

P-PF-18 Support programs in Encanto Neighborhoods where property owners assess themselves for the benefit of public enhancements beyond the general services provided by the City. These enhancements include but are not limed to: landscape, lighting, streetscape improvements and maintenance, security, signage and banners, street furniture.

Recreation Element (Encanto Neighborhoods)

P-RE-9 Preserve, and enhance existing park and recreation facilities using green technology to increase their life span and ensure sustainability.

P-RE-10 Preserve, protect, and restore canyons and hillsides as important visual amenities and limit public use to designated trails.

P-RE-12 Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving Encanto Neighborhoods.

P-RE-19 Protect and enhance the natural resources of open space lands by re-vegetating with native plants and using open wood fences adjacent to very sensitive areas for additional protection while still allowing viewing opportunities.

P-RE-28 Incorporate public art in areas along Chollas Creek that are designated as park areas.

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-13 Minimize or avoid impacts to canyons and other environmentally sensitive lands relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands if feasible. (Also see the General Plan Conservation Element Policy CE-B.1.d.)

P-CS-15 Require that hillside development complement the natural character including minimizing disturbance to topography and biological resources.

P-CS-16 Plan development to minimize grading related to the topography and natural features.

P-CS-17 Preserve open space areas through covenant of easements, open space designation, or dedication to the City of San Diego.

P-CS-18 Revegetate graded areas and areas of invasive vegetation with native vegetation to restore biological diversity and minimize erosion and soil instability.

P-CS-22 Implement the recommendations contained in the Chollas Creek Enhancement Program such as removing concrete channels in Chollas Creek to create a more natural function and appearance, where feasible, and establishing trails and other passive recreation amenities.

P-CS-25 Select new street trees for their ability to provide a canopy and framing of public views. (See Urban Design Element Street Tree discussion and recommendations.)

P-CS-27 Evaluate the need for modified or increased setbacks when building adjacent to public view angles. Reject or object to reduced setbacks that obscure established public vantage points unless alternative or improved public views are proposed.

P-CS-48 Replace street trees that are 'missing' or have been removed to restore a 'visual resource' or 'continuous canopy.'

Historical Preservation Element (Encanto Neighborhoods)

P-HP-2 Identify, designate, preserve and restore historical buildings in Encanto Neighborhoods and encourage their adaptive reuse in a manner consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

P-HP-3 Develop a historic context statement related to the Japanese-American community within Southeastern San Diego and Encanto Neighborhoods to assist with the identification, evaluation and preservation of resources significant to that history. Include an oral history component in the context statement to inform about those properties valued by the community.

P-HP-4 Conduct subsurface investigations at the project level to identify potentially significant archaeological resources in Encanto Neighborhoods.

P-HP-13 Promote the maintenance, restoration, rehabilitation and continued private ownership and utilization of historical resources through a variety of financial and development incentives.

P-HP-14 Continue to use existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.

Arts and Culture Element (Encanto Neighborhoods)

P-AC-1 Pursue art installations that are diverse in content, media, and siting; help to create and reinforce the uniqueness of Encanto Neighborhoods; and reflect the array of regional, cultural, and environmental influences.

P-AC-2 Require public art or cultural amenities in new development projects. Engage artists early in the project design process to achieve integration between art and architecture.

P-AC-3 Strengthen Encanto Neighborhoods' identity as a local cultural and arts center through the use of art in public spaces such as trolley stations, sidewalks, streets, parks, and building lobbies.

P-AC-9 Incorporate public art installations on Market Street, Imperial Avenue, Euclid Avenue, and 47th Street, and at major intersections as part of new streetscape enhancements.

P-AC-12 Maintenance of public art should be considered during the development of the artwork and a maintenance plan should be in place and adhered to as part of any new public art installation.

Mitigation Framework

Impacts are less than significant; therefore, no mitigation is required.

Impact 5.15-2 Implementation of the CPUs would result in an adverse change in the existing landform. (*Less than Significant*)

Southeastern San Diego

The SESD CPU area's landforms include canyons and hillsides. As the CPU areas are already largely developed, any future development or redevelopment would be expected to take place as infill, on or adjacent to previously graded parcels. Many of the slopes in the SESD CPU area are already developed or located in designated park land, where the need for future grading is expected to be low. The SESD CPU includes a policy to preserve, protect, and restore these landforms.

Encanto Neighborhoods

In the eastern part of the Encanto Neighborhoods CPU area where hillsides and steep slopes are most prevalent, there are vacant parcels where future development may take place,. These parcels are generally located adjacent to developed and previously graded areas. Proposed land uses and densities and intensities in these areas are similar to those of existing development. The Encanto Neighborhoods CPU contains policies that address potential development challenges related to the steeply sloped and hilly character of the CPU area. The proposed policies encourage project design that complements the area's existing landform, preservation and restoration of natural features that contribute to the landform, grading and landscaping practices to ensure the stability of hillsides, compliance existing regulations regarding hillsides, and the support and development of management plans for Chollas Creek and other natural features.

The CPUs do not propose any specific development projects that would involve the grading or alteration of steep hillsides. Though future development in the CPU areas may require grading activities as part of construction, all future projects would be subject to the regulations in the City's Land Development Code; projects would thus need to demonstrate compliance with the hillsides regulations and other Environmentally Sensitive Lands Regulations prior to development permit approval, as well as compliance with grading and excavation regulations prior to construction. Adherence to these existing policies and regulations and proposed CPU policies regarding steep hillsides would ensure that the impact on existing landform is less than significant.

CPU Policies that Reduce the Impact

The CPUs contain policies that address hillside development—including the development of recreational areas and trails—to preserve the structural and visual integrity of the areas' landform.

Recreation Element (Southeastern San Diego)

P-RE-10 Preserve, protect, and restore canyons and hillsides as important visual amenities and limit public use to designated trails.

Urban Design Element (Encanto Neighborhoods)

P-UD-92 Design buildings and development to complement their natural landscape and follow the slope of hillsides, canyons and creeks with terraces, steps and multi-level landscapes and structures, rather than with expansive retaining walls and large flat areas.

P-UD-93 Consider views into and from sloping areas. The treatment of rooftops should be varied on sloping sites, rather than consisting of extended horizontal lines. Rooflines should be used to emphasize the variety in shape and flowing character of the hillside instead of masking it.

P-UD-94 Terrace development down toward the creek and trolley corridor by providing upper-level step backs and decks, landscaped terraces and patios.

P-UD-95 The area's natural base of hillsides, hilltops, canyons, ravines, streams, and vegetation is an important set of assets that should be protected in new development. Site plans should utilize existing topography and preserve existing vegetation, ravines, watercourses and topographic features.

P-UD-96 Structures should be designed to fit into the hillside, complementing the land's natural character, rather than altering the hillside to fit the structure.

P-UD-97 Sloping sites offer opportunities to create and emphasize unique characteristics such as outdoor decks, roof gardens, bay windows and/or terraces.

Recreation Element (Encanto Neighborhoods)

P-RE-10 Preserve, protect, and restore canyons and hillsides as important visual amenities and limit public use to designated trails.

P-RE-24 Prepare a comprehensive plan for the management and preservation of City-fee owned canyons within the Multi-Habitat Planning Area (MHPA).

Conservation and Sustainability Element (Encanto Neighborhoods)

P-CS-13 Minimize or avoid impacts to canyons and other environmentally sensitive lands relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands if feasible. (Also see the General Plan Conservation Element Policy CE-B.1.d.)

P-CS-15 Require that hillside development complement the natural character including minimizing disturbance to topography and biological resources.

P-CS-16 Plan development to minimize grading related to the topography and natural features.

P-CS-18 Revegetate graded areas and areas of invasive vegetation with native vegetation to restore biological diversity and minimize erosion and soil instability.

P-CS-19 Implement the ESL Regulations for biological resources and steep hillsides and the MSCP Subarea Plan policies and guidelines through the project review process.

P-CS-22 Implement the recommendations contained in the Chollas Creek Enhancement Program such as removing concrete channels in Chollas Creek to create a more natural

function and appearance, where feasible, and establishing trails and other passive recreation amenities.

Mitigation Framework

Impacts are less than significant; therefore, no mitigation is required.

Impact 5.15-3 Implementation of the CPUs would create light or glare which would adversely affect daytime and nighttime views in the area. (*Less than Significant*)

Future development implemented in accordance with the CPUs would necessitate the use of additional light fixtures and may contribute to existing conditions of light and glare. New light sources may include residential and non-residential interior and exterior lighting, parking lot lighting, commercial signage lighting, and lamps for streetscape and public recreational areas.

Both of the CPUs contain policies that would encourage the use of lighting in public areas, on streets and walkways, in alleys, on building facades, and in parking lots for both public safety and aesthetic purposes. Proposed policies also encourage the integration of lighting design into new development design and discourage unnecessary glare and light spillage, ensuring that light sources are compatible with the surrounding environment and enhance rather than detract from the aesthetic character of the area. Additionally, the CPUs themselves do not propose any specific development projects. Any future development would be required to comply with the City of San Diego Municipal Code, which includes light pollution reduction regulations.

Both of the CPU areas are largely developed, and any new development resulting from the CPUs would take place in or near developed and urbanized areas where moderate light and glare already exist. Lighting from future development in compliance with the Municipal Code and the proposed CPU policies would therefore not be out of character with the urban environment. Thus, the impact is less than significant.

CPU Policies that Reduce the Impact

The CPUs contain policies that establish appropriate uses of lighting and encourage lighting design that minimizes light pollution and excess glare.

Urban Design Element (Southeastern San Diego)

P-UD-71 Providing night lighting along walkways, streets, and at parking lots by using fixtures that will shape and deflect light into a layer close to the ground. This will place light where it is needed most and reduce interference with windows.

P-UD-106 Lighting should be used to add drama and character to buildings and landscape, ensure public safety, and enhance nighttime activities.

P-UD-107 Lighting should be designed as an integral part of the building that is consistent with its architectural character.

P-UD-108 Levels of illumination should be responsive to the type and level of anticipated activity without under- or over-illuminating. Generally, higher illumination is desired on buildings and areas with higher levels of nighttime use.

P-UD-109 Unnecessary glare should be avoided. Buildings and landscaping can be illuminated indirectly by concealing light features within buildings and landscaping to highlight attractive features and avoid light spillage onto neighboring properties. Building mounted lighting should be angled downwards or include cut-off shields.

P-UD-110 In pedestrian-oriented areas, energy efficient lighting sources with warm white color and good color rendition are recommended.

Urban Design Element (Encanto Neighborhoods)

P-UD-66 Providing night lighting along walkways, streets, and at parking lots by using fixtures that will shape and deflect light into a layer close to the ground. This will place light where it is needed most and reduce interference with windows.

P-UD-102 Lighting should be used to add drama and character to buildings and landscape, ensure public safety, and enhance nighttime activities.

P-UD-103 Lighting should be designed as an integral part of the building that is consistent with its architectural character.

P-UD-104 Levels of illumination should be responsive to the type and level of anticipated activity without under- or over-illuminating. Generally, higher illumination is desired on buildings and areas with higher levels of nighttime use.

P-UD-105 Light pollution and unnecessary glare should be avoided. In order to help maintain dark skies at night, lighting should be directed downward when possible. Where this is not possible, such as when illuminating landscaping or buildings to highlight attractive features, lighting must be carefully controlled to avoid light spillage into the sky or onto neighboring properties. Light fixtures used to illuminate buildings, landscaping or signage should be concealed.

Mitigation Framework

Impacts are less than significant; therefore, no mitigation is required.

6 Cumulative Impacts

6.1 Introduction

CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Section 15355 further states that cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130(a) of the State CEQA Guidelines requires a discussion of cumulative impacts of a project "when the project's incremental effect is cumulatively considerable." Cumulatively considerable, as defined in Section 15065(a)(3), "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."

According to Section 15130(b) of the State CEQA Guidelines, the discussion of cumulative effects "...need not provide as great a detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness..." The evaluation of cumulative impacts is to be based on either (A) "a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those impacts outside the control of the agency," or (B) "a summary of projections contained in an adopted local, regional, or statewide plan or related planning document, that describes or evaluates conditions contributing to the cumulative effect...Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency" (CEQA Guidelines Section 15130(b)(1)).

Pursuant to Section 15130(d), cumulative impact discussions may rely on previously approved land use documents such as general plans, specific plans, and local coastal plans, which may be incorporated by reference. In addition, no further cumulative impact analysis is required when a project is consistent with such plans, and the Lead Agency determines that the regional or area-wide cumulative impacts of the proposed project have already been adequately addressed in a certified EIR for that plan. In addition, Section 15130(e) states that "if a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact as provided in Section 15183(j)."

This cumulative impacts analysis relies primarily on the cumulative impact analysis of the General Plan PEIR, which concluded that implementation of the General Plan would result in significant and unmitigable cumulative impacts to the following environmental issue areas:

agricultural resources, air quality, biological resources, geologic resources, health and safety, historical resources, hydrologic resources, land use, mineral resources, noise, paleontological resources, population and housing, public facilities, public services and utilities, transportation/traffic/circulation/parking, visual effects and community character, water quality and global warming.

6.2 Plans and Programs Evaluated for Cumulative Impacts

The City of San Diego General Plan; the City of San Diego MSCP Subarea Plan and Draft Vernal Pool HCP; the City of San Diego Land Development Code, and the SANDAG RCP were used to evaluate cumulative impacts. These documents are on file at the City of San Diego Development Services Department, 1222 First Avenue, San Diego, California 92101. A summary of anticipated significant impacts identified for the plans evaluated is included in Table 6.2-1.

Table 6.2-1: Plans and Programs used for Cumulative Analysis

Project	*Project Location*	*CEQA Document (as of May 2015)*	*Significant Impacts by Resource Issue Area*
City of San Diego General Plan	City of San Diego	Final EIR certified and plan adopted in March 2008	Agricultural resources; air quality; biological resources; geologic conditions; health and safety; historical resources; hydrology; land use; mineral resources; noise; paleontological resources; population and housing; public facilities; public utilities; traffic; visual effects/neighborhood character; water quality; global warming
City of San Diego Land Development Code	City of San Diego	Final EIR certified and adopted in 1999	Land use, biological resources, landform alteration, historical resources, paleontological resources, human health and public safety; cumulative: soils/ erosion hazard, air quality, hydrology/water quality, biological resources, land use, transportation/circulation, landform alteration, historical resources and paleontological resources
City of San Diego MSCP Subarea Plan	City of San Diego	Final EIR certified and plan adopted in March 1997	Land use, biology
Chollas Creek Enhancement Program	City of San Diego	Program adopted in May 2002, no EIR	NA

Table 6.2-1: Plans and Programs used for Cumulative Analysis

Project	*Project Location*	*CEQA Document (as of May 2015)*	*Significant Impacts by Resource Issue Area*
San Diego International Airport ALUCP	San Diego County Regional Airport Authority	Final EIR certified and plan adopted in April 2014	Land use and planning, population and housing
SANDAG RCP	San Diego region	Final EIR certified and plan adopted in July 2004	Land use, population/housing, visual resources, transportation/circulation, air quality, noise, energy, geology/ paleontology, hydrology/water resources, biological resources, cultural resources, and public services/utility systems
SANDAG 2050 RTP	San Diego region	Final EIR certified and plan adopted in October 2011	Aesthetics and visual resources; agricultural and forest resources; Air quality; biological resources; cultural resources; environmental justice; geology, soils, and mineral resources; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use; noise; population and housing; public services, utilities, and energy; recreation; transportation and traffic; water supply

6.3 Cumulative Impacts Analysis

LAND USE

The General Plan PEIR concluded that incremental adverse physical changes to the environment associated with land use impacts are cumulatively significant and unavoidable. Certification of the General Plan PEIR included the adoption of mitigation measures that attempt to reduce significant project-level impacts from future development.

As discussed in Section 5.1, the CPUs each contain 10 elements providing community-specific goals and policies that are consistent with citywide zoning classifications, development design guidelines, mobility guidelines, incentives, and programs in accordance with the goals of the City's General Plan and the implementing regulations of the City's Land Development Code. The CPUs would accommodate existing development as well as encourage development consistent with community goals and character.

The CPUs are consistent with and also implement the environmental goals or objectives of the San Diego Association of Governments' (SANDAG's) Regional Comprehensive Plan and 2050 Regional Transportation Plan, as well as the City's Chollas Creek Enhancement Program. The CPUs are also consistent with the City's Multiple Species Conservation Program, and the Encanto Neighborhoods CPU contains policies to facilitate implementation of the program. Development

implemented in accordance with the CPUs would not result in conflicts with either the City's ESL Regulations or the Historical Resources Regulations, as discussed in Section 5,1 which contains policies supporting the goals of those regulations. Any development within the CPU area that would encroach into ESL or have a potentially adverse affect on a historic resource would be subject to review in accordance with the ESL Regulations (Land Development Code, Section 143.0101 et. seq.) and Historical Resources Regulations (Land Development Code, Section 143.0201 et. Seq.). Both of the CPUs also contain measures to evaluate and ensure the consistency of future development with the Airport Land Use Compatibility Plan for the San Diego International Airport. Implementation of the CPUs would therefore not result in cumulatively significant impacts on the compatibility of future land uses with applicable land use plans.

TRANSPORTATION

The General Plan PEIR concluded that transportation impacts are considered cumulatively significant and unavoidable. Certification of the General Plan EIR included the adoption of mitigation measures that attempt to reduce significant project-level impacts from future development.

The analysis of potential impacts to transportation detailed in Section 5.2 is conducted at a programmatic level and reflects potential cumulative impacts. The transportation analysis assumes completion of all improvements outlined in SANDAG's 2050 Revenue Constrained Regional Transportation Plan (RTP) that are anticipated to be constructed prior to 2035.

Implementation of the CPUs would result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system, the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp, and a substantial impact upon an existing or planned transportation system.

Implementation of the CPUs would therefore result in a cumulatively considerable contribution to the above impacts.

AIR QUALITY

The General Plan PEIR concluded that air quality impacts are considered cumulatively significant and unavoidable. Certification of the General Plan PEIR included the adoption of mitigation measures that attempt to reduce significant project-level impacts from future development.

While air quality in the SDAB has generally improved over recent decades due to auto emissions and other emissions restrictions and improved technologies, the SDAB is currently in non-attainment for federal and state ozone standards and state PM_{10} and $PM_{2.5}$, and is unclassifiable for the federal PM_{10} standard. Past development has contributed to this condition and future development forecasted for the region would generate increased air pollution emissions associated with construction activities, transportation, and stationary sources, which could exceed regional air quality standards. Construction activities in particular would result in emissions of PM_{10} and $PM_{2.5}$. In addition, the increased volume of traffic generated by new development in the Southeastern San Diego (SESD) and Encanto Neighborhoods CPU areas would increase localized concentrations of CO_2.

The cumulative assessment of air quality impacts to the SDAB relies on assessment of CPU project consistency with the adopted RAQS and SIP. The RAQS and SIP are based on growth forecasts for the region, which are in turn based on maximum buildout of land uses as allowed in the adopted community and general plans. Potential cumulative air quality impacts would thus be reduced through achievement of emission levels and reduction strategies identified in the RAQS. With regard to ozone precursors ROGs and NOx, in general, if a project is consistent with the General Plan land use designations and intensity, it has been accounted for in the ozone and other criteria pollutant and TAC attainment demonstrations contained within the SIP, and would not result in a cumulatively considerable ambient air quality impact. It is noted, however, that the CPUs are not consistent with the adopted land use plans upon which the RAQS was based and the only mitigation is the revision of the RAQS and SIP, which is the responsibility of SANDAG and the SDAPCD. As such, no mitigation is available to the City and air quality impacts remain significant and unavoidable.

Mitigation Measure AQ-2 in the Air Quality Technical Report (RECON 2015) requires that future development projects that result in significant impacts on air quality, either individually or cumulatively, shall receive entitlement only if they are conditioned with all reasonable mitigation to avoid, minimize, or offset the impact. As a part of this process, future projects would be required to buffer sensitive receptors from air pollution sources through the use of landscaping, open space, and other separation techniques.

Despite the fact that future development proposals within the CPU areas would be required to evaluate and mitigate potentially significant project-level impacts on air quality, no feasible mitigation measures are available at this program level. Therefore, air quality impacts associated with buildout of the CPUs would be significant and cumulatively considerable.

NOISE

The City's General Plan PEIR concluded that as the region develops in response to projected population growth, future residential, commercial, industrial, transportation, and public facilities projects would not only result in short-term construction-related noise impacts, but the operation of these projects would cumulatively increase ambient noise levels in the county. Certification of the General Plan PEIR included the adoption of mitigation measures that attempt to reduce significant project-level impacts from future development. In addition, all jurisdictions have existing ordinances that dictate periods of construction to avoid significant impacts, and no cumulatively considerable noise impacts would result from construction activities.

The dominant noise source in both CPU areas is traffic on roadways. The roads generating the greatest noise level in the CPU areas are I-5, I-805, I-15, SR-94, Market Street, Imperial Avenue, Ocean View Boulevard, 47th Street, Euclid Avenue, and National Avenue. In addition, San Diego International Airport is approximately two miles northwest of the SESD CPU area and the northwestern portion of the CPU area is exposed to aircraft noise levels exceeding the 60 and 65 CNEL contours that represent the noise of landing aircraft.

Cumulative noise impacts would generally be associated with improvements to major regional transportation corridors and stationary sources such as commercial and industrial land uses, within and adjacent to the CPU areas. Sensitive receptors within the noise impact zone of major

transportation corridors and significant stationary sources of noise could be exposed to noise levels in excess of applicable standards as a result. Future development within both the CPU areas and adjacent areas could also generate increased noise levels associated with both transportation and stationary sources, which could exceed City standards.

The residential–transportation corridor interface would also allow for the collocation of noise sensitive uses (i.e., residential) adjacent to noise generating transportation, commercial and industrial uses resulting in a cumulative increase in exposure of people to excessive noise levels. The incremental exposure of sensitive receptors to increased vehicular noise levels along major transportation corridors and within the vicinity of new residences, when viewed in connection with the increased number of trucks, buses, and trains along these corridors and new stationary sources associated with development elsewhere in the City and surrounding jurisdictions, would be cumulatively considerable.

The Noise Element of the General Plan includes specific policies pertaining to compatible land uses, and the CPU Noise Element provides additional polices for noise attenuation pertaining to new uses that would help protect people living and working in the CPU areas, especially within areas of residential–transportation corridor interface, from an excessive noise environment (P-LU-57, P-LU-58, P-LU-59, P-LU-60, P-LU-61, P-LU-62, P-LU-63, P-LU-64, and P-LU-65 for the SESD CPU and P-LU-71, P-LU-72, P-LU-73, P-LU-74, P-LU-75, and P-LU-76 for the Encanto Neighborhoods CPU). Compliance with the goals, policies, and recommendations of the General Plan and CPUs, along with federal, state, and local regulations would in general, preclude impacts related to the incremental exposure of sensitive receptors to increased ambient noise levels along major transportation corridors and within the vicinity of new stationary sources. However, with buildout of the CPUs, there is the potential for exposure of sensitive receptors to increased noise related to roadways and stationary sources, such as commercial and industrial operations. Implementation of the CPUs would, therefore, result in cumulatively significant noise impacts.

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 of San Diego are managed through the adopted MSCP Subarea Plan which is incorporated by reference in the City's adopted General Plan.

As discussed in Section 5.5, Biological Resources, the CPU areas currently support a number of sensitive resources including wetlands, vernal pools, maritime succulent scrub, Diegan coastal sage scrub, grasslands, and. The distribution of these sensitive vegetation communities present in the CPU areas are shown on Figures 5.5-1 through 5.5-6. Likewise, there are 50 sensitive plant species and 27 sensitive wildlife species known to occur or with potential to occur in the CPU areas.

The CPU incorporates several policies related to the protection of biological resources. These are detailed in Section 5.5 and focus primarily on the CPUs' consistency with the City's ESL Regulations, the Biology Guidelines, and MSCP Subarea Plan Management Policies to protect the area's sensitive plants and animals. This PEIR also includes a Mitigation Framework for future development implemented in accordance with the CPUs.

Although implementation of the CPU has the potential to result in significant direct and indirect impacts to sensitive vegetation communities, sensitive plant and animal species, and wetlands, these impacts can be mitigated at the project-level. Future projects implemented in accordance with the CPUs would be required to implement the Mitigation Framework identified in the MMRP, which requires site-specific environmental review, analysis of potential impacts to biological resources, and recommendations for mitigation to reduce significant project-level biological resource impacts to below a level of significance. Although each individual future project may contribute to incremental biological resource impacts, compliance with adopted CPU policies, the MSCP Subarea Plan, ESL Regulations, and the Biology Guidelines, and strict adherence to the Mitigation Framework would ensure that impacts from future development would not be cumulatively significant.

HYDROLOGY AND WATER QUALITY

The General Plan PEIR concluded that incremental hydrological impacts related to absorption rates, drainage patterns, and/or rates of surface runoff, when viewed in connection with hydrological impacts elsewhere in the county, are considered cumulatively significant and unavoidable. Certification of the General Plan PEIR included the adoption of mitigation measures that attempt to reduce significant project-level impacts from future development. The construction of new development, as well as some redevelopment activities, could result in the conversion of natural vegetated pervious groundcover to impervious surfaces such as paved highways, streets, rooftops, and parking lots. However, Section 5.6, Hydrology and Water Quality, concludes that impacts associated with the CPUs can be mitigated with project-specific mitigation measures.

Future projects within the CPU area 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. However, minimization of a direct impact does not necessarily guarantee that no additional cumulative impacts would occur. The potential exists that implementation of future development in the study area could have a cumulative impact on hydrology and water quality of the watersheds, including downstream problems with flooding, sizing of drainage facilities, erosion, and sedimentation that is not avoided through implementation of local, federal, and state regulations that require the implementation of storm water control facilities and BMPs.

Pursuant to the City's Storm Water Standards, future development would be required to implement construction, post-construction, and permanent BMPs in addition to hydromodification management, to minimize water quality impacts both during the construction and operation phases. Future development projects could be required to enter into a Storm Water Management and Discharge Control Maintenance Agreement with the City to ensure the maintenance of the permanent BMPs. Future development would also be required to implement these mandated water quality protection measures and, through adherence to the City's NPDES permit, Standard Urban Stormwater Management Plan, and Stormwater Standards Manual, would prepare project-specific SWPPPs and implement practices that would preclude significant

water quality impacts. Implementation of these requirements would avoid potentially significant cumulative impacts.

The CPUs contain goals and policies related to the provision of a reliable system of stormwater facilities to serve the existing and future needs of the community and as a means to minimize urban runoff and pollution (see Section 5.6). Because the CPUs include measures intended to minimize impacts to hydrology and water quality and future development would be required to adhere to the local, state, and federal regulations, related to water quality, implementation of the Mitigation Framework provided in Section 5.6, Hydrology and Water Quality, including the requirement for all subsequent projects to prepare SWPPPs and Storm Water Mitigation Plans in accordance with local and state regulations would preclude the potential for cumulative impacts. Implementation of the CPUs would, therefore, not result in cumulatively significant impacts on hydrology and water quality.

HISTORICAL RESOURCES

The General Plan PEIR stated that the continued pressure to develop or redevelop areas in the county would result in incremental impacts to the historic record in the San Diego region, which was determined to be a cumulatively significant impact. Regardless of the efforts to avoid impacts to cultural resources, the more that land is converted to developed uses, the greater the potential for impacts to cultural resources. While any individual project may avoid or mitigate the direct loss of a specific resource, the effect would be cumulatively considerable, and therefore would result in a cumulatively significant impact.

Each of the CPUs contains policies that are designed to facilitate the identification, designation, and preservation of historically and culturally significant resources; the rehabilitation of historic and culturally significant structures; the compatibility of new development with existing neighborhood character and historic district guidelines; the protection of archaeological resources; and the identification and proper handling of potentially sensitive tribal resources such as sacred or religious places or human remains.

As discussed in Section 5.7, while the CPUs could result in direct impacts to historical resources, the goals, policies, and recommendations enacted by the City combined with federal, state, and local regulations provide a framework for developing project-level historical resources mitigation measures for future discretionary projects. All future discretionary project submittals under the CPUs shall be subject to site-specific review in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan. Although each individual future project may contribute to incremental historical resource impacts, compliance with adopted CPU policies, the Historical Resources Regulations, and the Historical Resources Guidelines, and strict adherence to the Mitigation Framework would ensure that impacts from future development would not be cumulatively significant.

PALEONTOLOGICAL RESOURCES

The General Plan PEIR concluded there is potential for the cumulative loss of paleontological resources throughout the county as the county continues to develop in response to projected population growth. Likewise, development of the SESD and Encanto Neighborhoods CPU areas may result in the loss of unique paleontological resources or geologic formations with medium to high fossil bearing potential. Certification of the General Plan PEIR included the adoption of mitigation measures that attempt to reduce significant project-level impacts from future development.

As is discussed in Section 5.8, the CPU areas overlie geologic formations with high or moderate sensitivity ratings. Based on the excavation activities associated with future development implemented in accordance with the CPUs, there is a potential to impact subsurface paleontological resources. A Mitigation Framework consistent with the General Plan PEIR has been incorporated into this PEIR to reduce potential impacts to below a level of significance.

Development allowed pursuant to the CPUs could involve excavation of previously undeveloped areas, some of which may consist of unique paleontological resources or medium to high fossil bearing potential. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA, as well as analysis of those projects for consistency with the goals, policies, and recommendations of the Community Plan and General Plan (see Section 5.8). In general, implementation of these policies and compliance with federal, state, and local regulations would preclude incremental paleontological resources impacts. Although each individual future project may contribute to incremental paleontological resource impacts, compliance with adopted CPU policies, and the Paleontology Guidelines, and strict adherence to the Mitigation Framework would ensure that impacts from future development would not be cumulatively significant.

GEOLOGY AND SEISMIC HAZARDS

The major geologic hazards associated with the CPU area and future development in the immediately surrounding area are related to ground shaking, potential liquefaction hazards, and steep slopes. The General Plan PEIR concluded that population growth in the city and county would increase the number of people potentially exposed to seismic and geologic hazards, and that erosion rates would be accelerated by earthwork for new construction. However, the General Plan PEIR noted that such impacts are site-specific and do not compound or increase in combination with projected development elsewhere in the county.

As discussed in Section 5.9, potential impacts to future development would be reduced to below a level of significance through implementation of mitigation measures including remedial measures identified in the geotechnical investigations, as required by the Municipal Code in association with the City's Geotechnical Study Requirements, for all new development within the city. In addition, conformance to California Building Code standards for seismic safety would assure that new structures would be able to withstand anticipated seismic events within the City. Therefore, implementation of the CPUs and associated future development would not contribute to cumulative impacts related to geology and soils. As such, the CPUs would not result in a

contribution that would make the impact cumulatively considerable; and therefore, no cumulatively significant impact would occur.

HAZARDOUS MATERIALS

The General Plan PEIR concluded that impacts related to the increase in the number of people potentially exposed to health and safety impacts related to hazardous materials transportation safety, hazardous materials in industrial areas, interference with emergency response or emergency evacuation are considered cumulatively less than significant with compliance with existing federal, state and local regulations, as well proposed CPU policies. The General Plan PEIR found that population growth during implementation of the General Plan would result in an incremental increase in the number of people exposed to hazards related to urban and wildland fires, which is considered cumulative significant and unavoidable.

As discussed in Section 5.10, Hazardous Materials, compliance with federal, state, regional, and local health and safety laws and regulations, as well as policies in the CPUs, would make impacts of the CPUs from potential exposure to hazardous material less than significant. In addition, as future projects are required to follow the City's Brush Management regulations and the City and Fire Code requirements. Therefore, Implementation of the CPUs would not result in cumulatively significant impacts on hazardous materials.

GREENHOUSE GASES

Greenhouse gas emissions are a cumulative concern on the global level and are generally regulated through state-wide legislation. For the purposes of the CPUs, the study area for cumulative GHG emissions modeling is consistent with that of the traffic analysis. The boundary of the study area includes the CPU areas and extends to those areas outside the CPU areas, to roads that are common to other communities in the City of San Diego and other jurisdictions, such as the Cities of National City and Lemon Grove and the County of San Diego.

Section 5.11, Greenhouse Gas Emissions, provides a discussion of whether implementation of the CPUs would generate GHG emissions, either directly or indirectly, that would have a significant cumulative impact on the environment. The section also analyzes the issue of whether the CPUs' GHG emissions, with incorporation of GHG-reducing regulations and design features, would achieve a 28.3 percent or greater reduction relative to the CPUs' BAU GHG emissions. Specific emission levels associated with vehicle use, energy use, area source emissions, water use, solid waste, and construction emissions are identified in Section 5.11.

As shown in Tables 5.11-5 and 5.11-6, respectively, the CPU GHG emissions, when compared to the BAU annual emissions, would result in a 42.3 percent reduction in GHG emissions relative to BAU for the SESD CPU and a 40.3 percent reduction in GHG emissions relative to BAU for the Encanto Neighborhoods CPU. Both exceed the City's requirement to achieve a minimum 28.3 percent reduction in GHG emissions relative to BAU.

The Mobility, Urban Design, and Conservation elements of the CPUs include specific policies aimed at decreasing vehicle use and increase energy efficiency and future development implemented in accordance with the CPUs would be required to incorporate GHG emission

reduction measures to the extent practicable. Therefore, the CPUs would reduce GHG emissions from BAU by more than the minimum of 28.3 percent, and therefore, the CPU's contribution to GHG emissions would not be cumulatively considerable.

ENERGY

The study area for the energy conservation cumulative effects analysis is defined as the San Diego region as the CPU areas rely on a regional distribution network for electricity and natural gas service. The CPUs are projected to result in an increase in both population and energy consumption as compared to existing conditions and would contribute to a citywide cumulative increase in demand for both electricity and natural gas.

At a minimum, future development implemented in accordance with the CPU areas would be required to meet the mandatory energy standards of the current California energy code (Title 24 Building Energy Standards of the California Public Resources Code). Development would also be required to be in conformance with the General Plan and CPU policies, which identify sustainability and energy efficiency design standards, including urban design and mobility. See Section 5.12, Energy, for details.

The CPUs would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects under the CPUs, and construction-related energy impacts would be less than significant. Implementation of the CPUs is not anticipated to result in a need for new electrical systems or require substantial alteration of existing utilities, which would create physical impacts. Based on the program-level analysis of the CPUs, state and local mandates for energy conservation, and the energy reduction measures set forth in the CPU policies, cumulative impacts associated with energy use would be less than significant. Implementation of the CPUs would, therefore, result in less than cumulatively significant impacts on energy.

PUBLIC SERVICES AND FACILITIES

Anticipated growth in the CPU areas would increase demand for government service in police protection, parks and recreation facilities, fire and safety services, libraries, schools, and maintenance or public facilities such as roads. This demand, together, with demand from development in surrounding areas, would result in a need for new or modified facilities. The construction of these facilities and related infrastructure could result in physical impacts to the environment.

The General Plan PEIR identified a cumulatively significant impact associated with the development of public services and facilities. Many agencies such as police and fire departments are party to agency sharing agreements in which agencies from one jurisdiction provide a public service to another jurisdiction under certain circumstances. Additionally, some smaller school districts in the city serve students in both the outlying areas of the General Plan area and in other county jurisdictions. Thus, the General Plan PEIR found that impacts associated with the need for new or physically altered public services and facilities under the General Plan are cumulative in nature.

As discussed in Section 5.13, there are mechanisms in place as part of the Impact Fee Study (formerly known as the Public Facility Financing Plan) for Southeastern San Diego (it currently covers both CPU areas, but is being updated as separate documents for each) and citywide programs to mitigate these impacts to below a level of significance through the payment of development impact fees (DIFs) or provision of public facilities on-site, thus ensuring that future development contributes its fair share toward needed personnel and facilities. The construction of any needed facilities within the CPU areas would most likely take place in developed locations, and would be subject to independent environmental review at the time of proposal. Consistent with the General Plan PEIR, future discretionary projects requiring mitigation would need to identify site-specific measures to reduce project-level incremental impacts associated with new or altered public services and facilities to a less than significant level. As such, the CPUs would not result in a cumulatively considerable contribution; and therefore, no cumulatively significant impact would occur.

PUBLIC UTILITIES

Natural Gas

Development in accordance with the CPUs would contribute to the citywide cumulative increase in demand for natural gas. As discussed in Section 5.14, natural gas service is provided to the CPU areas by San Diego Gas & Electric (SDG&E), which also owns and operates the owner and operator of natural gas transmission and distribution infrastructure in San Diego County. SDG&E is a public utility that is mandated by state regulations to both decrease reliance on fossil fuels and to decrease reliance on energy imported from outside the region.

The CPU is the adoption of a plan and does not specifically address any particular development project. Therefore, impacts to energy resources can only be addressed generally, based on planned growth. Depending on the types of future uses, impacts would need to be addressed in detail at the time specific projects are proposed. At a minimum, future projects in the CPU area would be required to meet the mandatory energy standards of the current California energy code under Title 24. The CPUs also contain policies that promote energy efficiency and supplemental energy systems for future development intended to minimize demands for natural gas in future development.

Given the planning level of this analysis, it is not expected that the energy consumption from the CPUs would reduce the available supply of energy resources below a level considered sufficient to meet the City's needs or cause a need for new and expanded facilities. Thus, through adherence to energy policies contained within state regulations and the CPUs, no cumulatively significant impact exists, and no cumulatively significant impact would occur as a result of the CPUs.

Water

The General Plan PEIR concluded that there is no cumulatively significant impact related to water supply. The water supply assessment (WSA) prepared for the CPUs concluded that both of the CPUs would be consistent with the water demand assumptions included in the regional water resource planning documents of the San Diego County Water Authority (Water Authority) and the Metropolitan Water District (MWD). Furthermore, current and future water supplies, as well as the actions necessary to develop these supplies, have been identified in the water resources

planning documents of the Public Utilities Department, the Water Authority, and MWD to serve the projected demands of the CPU areas, in addition to existing and planned future water demand of the City. Additionally, the CPUs each contain policies intended to ensure that no excessive water use takes place, encourage water conservation and reclamation, and ensure the continued operability of existing infrastructure. No cumulative impact exists; therefore, no cumulatively significant impact would occur from the CPU under either scenario.

Wastewater

The General Plan PEIR found that as the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known at this time for each specific future project, incremental impacts associated with the construction of future public utilities infrastructure improvements in the city may be considered cumulatively significant and unavoidable when viewed in connection with increased regional demand for such improvements. When added to other past, existing, and future planned development, the implementation of the CPUs would contribute incrementally to demand on the City's wastewater systems, including wastewater treatment facilities. Additional sewer transmission and treatment facilities may be necessary to accommodate the increased flows from cumulative proposed developments. The City expects that the sewer system would be able to accommodate future growth within the City, which includes the CPU areas. Sewer studies are required on a project-by-project basis, and would address the necessary upgrades for each future development project under the CPUs. Wastewater transmission improvements would be expected to occur within existing utility line easements and facilities, and would thus not result in significant new environmental impacts. Therefore, the expected incremental impacts from the CPUs would not be cumulatively considerable, and therefore, no cumulatively significant impacts would occur.

Storm Water

The General Plan PEIR found that as the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known at this time for each specific future project, incremental impacts associated with the construction of future public utilities infrastructure improvements in the city may be considered cumulatively significant and unavoidable when viewed in connection with increased regional demand for such improvements. When added to past, existing, and future planned development, the CPUs would contribute incrementally to demand on storm water systems. However, as individual development projects are implemented in accordance with the CPUs, localized improvements to the storm water system would be required as part of the project design and review. Each project implemented in accordance with the CPUs would be required to conduct a drainage study, design and build storm drain systems, as necessary, to serve the development. Projects would also be required to reduce or mitigate for any potential physical impacts to the environment resulting from construction prior to implementation. Additionally, proposed CPU policies include those implementing BMPs and LID strategies to manage storm water and urban runoff, as well as promote proper maintenance of existing storm water infrastructure, thus reducing potential strains on the City's storm water system and ensuring the long-term viability of existing facilities. Therefore, the expected incremental impacts from the CPUs would not be cumulatively considerable, and therefore, no cumulatively significant impacts would occur.

Communications Systems

The General Plan PEIR found that as the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known at this time for each specific future project, incremental impacts associated with the construction of future public utilities infrastructure improvements in the city may be considered cumulatively significant and unavoidable when viewed in connection with increased regional demand for such improvements. When added to other past, existing, and future planned development, the implementation of the CPUs would contribute incrementally to demand on communication systems. However, as discussed in Section 5.14, these services are provided by private utility companies that have the capacity to respond to the demands of the region. Therefore, because no cumulative significant impact exists, there would be no cumulatively significant impact from the CPUs.

Solid Waste

The General Plan PEIR found that as the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known at this time for each specific future project, incremental impacts associated with the construction of future public utilities infrastructure improvements in the city may be considered cumulatively significant and unavoidable when viewed in connection with increased regional demand for such improvements. The CPUs would generate solid waste through demolition/construction and ongoing operations. When evaluated in conjunction with past, present, and future projects, the CPUs would increase the amount of solid waste generated within the region. Future projects under the CPUs would be required to comply with City regulations regarding solid waste, including those intended to divert solid waste from the Miramar Landfill to preserve capacity. Compliance with the Municipal Code, and consistency with the General Plan and CPU policies promoting waste diversion would serve to preserve solid waste capacity. Discretionary projects generating more than 60 tons of waste would be required to develop and implement Waste Management Plans targeting 75 percent waste diversion. Therefore, there would be no cumulatively significant impact to solid waste disposal resulting from the CPUs.

VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER

The General Plan PEIR considered impacts to San Diego County as part of its discussion of cumulative impacts to visual effects and neighborhood character. The conclusions of the General Plan PEIR were that while project-level visual impacts were generally site-specific or specific to the Draft General Plan area and not a cumulative concern, they were cumulatively significant with regards to San Diego County. The General Plan PEIR includes the adoption of mitigation measures that provide strategies to be applied to future development projects in an attempt to reduce the significance of potential impacts.

Future growth has the potential to cumulatively impact the visual environment through the design and location of future buildings. Changes in visual character and quality resulting from individual development projects within the CPU areas could contribute incrementally to cumulative impacts with regard to aesthetics. However, this incremental contribution is not determined to be cumulatively considerable since the CPU areas are already urbanized and include existing development of the type that would be likely to develop under the CPUs.

Future development in accordance with the CPUs is likely to take place on infill sites in previously developed locations. As discussed in Section 5.15, each of the CPUs contains policies to ensure that any new development is consistent with the existing aesthetic and characters of the CPU areas. The proposed policies address consistency in setbacks, height and bulk, landscaping, design, historic character, and natural features such as the creek, canyons, and hillsides. The CPUs contain policies to preserve, protect, and restore existing landforms, particularly in the Encanto Neighborhoods CPU area, which is characterized by its hillsides. Proposed policies also seek to prevent or reduce potential impacts that may arise from the proximity of conflicting land uses. They also address and the addition of light and glare from new development such that lighting from future development in compliance with the Municipal Code and the proposed CPU policies would not be out of character with the urban environment. Due to the existing urbanized character of the CPU areas, proposed policies intended to ensure the compatibility of new development with the CPU areas' existing characters and landforms, and the Land Development Code regulations controlling construction and landform alteration, no cumulatively significant impact is anticipated.

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7 Growth Inducing Impacts

This Program EIR must examine the potential growth-inducing impacts of the CPUs. More specifically, CEQA Guidelines require that and EIR "discuss the way in which the housing project could foster economic or population growth, or the construction of additional housing, either directly or indirectly" (CEQA Guidelines Section 15126.2(d)). This analysis must also consider the removal of obstacles to population growth, such as improvements in the regional transportation system.

According to the City's 2011 Significance Determination Thresholds Section 15126.2 (d), growth inducement:

> …is usually associated with those projects that foster economic or population growth, or the construction of additional housing, either directly or indirectly which may result in the construction of major and new infrastructure facilities. Also, a change in land use policy or projects that provide economic stimulus, such as industrial or commercial uses, may induce growth. Accelerated growth may further strain existing community facilities or encourage activities that could significantly affect the surrounding environment.

In addition, the Thresholds state that "the analysis must avoid speculation and focus on probable growth patterns or projects".

As discussed in the Project Description, there were an estimated 56,848 residents in the Southeastern San Diego (SESD) CPU area, and 48,648 residents in the Encanto Neighborhoods CPU area as of 2014. By the year 2035, this population is projected to increase to 70,020 residents in the SESD CPU area, and 76,732 residents in the Encanto Neighborhoods. The CPUs serve as a comprehensive, long-term plan for the physical development of the CPU areas, and are intended to manage and address future growth in the CPU areas. In accordance with the City's General Plan, future population growth would be accommodated primarily in existing urbanized areas or mixed-use village districts.

The City's General Plan is based on the previously adopted City of Villages strategy. Under this strategy, a "village" is a place where residential, commercial, employment, and civic uses are present and integrated. The City of Villages strategy addresses the need for redevelopment, infill, and new growth in compact, mixed-use activity areas that are pedestrian-friendly, centers of community, and linked to the regional transit system. Implementation of the City of Villages strategy relies upon the future designation and development of village sites through comprehensive community plan updates. This strategy, as implemented through the General Plan goals and policies, is designed to provide a framework to manage and plan for future population growth in the City.

The CPUs contain village districts, described in Chapter 3, Project Description. Southeastern San Diego contains the Southeastern Village District, which includes the Commercial/Imperial corridor from Interstate 5 to Interstate-15, and is centered on the trolley stops at 25th Street and 32nd Street. The Encanto Neighborhoods contains a village district which combines two areas known as: the Village at Market Creek, centered at the intersection of Euclid Avenue and Market Street, and Imperial Avenue Village, centered at the 62nd Street Trolley station

The CPU would also provide guidance for orderly growth and development in accordance with smart growth principles. Through the placement of higher density residential development in areas in and around transit and commercial corridors, the CPU would create mixed-use urban environments that support transit and pedestrian activity. An Impact Fee Study (IFS) is being prepared concurrently with the CPU to allow for the maintenance and improvements in infrastructure capacity and public services to coincide with future development. Other potential environmental impacts associated with population growth in the CPU area (e.g., transportation/traffic, air quality, noise, GHG emissions) are addressed in the relevant sections of this PEIR.

No project population projections prepared for the CPU areas indicate that population would increase over time, regardless of whether the CPUs are approved. The SESD CPU would result in an increase of approximately 1,313 residential dwelling units compared to the adopted community plan, and the Encanto Neighborhoods CPU would result in an increase of approximately 1,704 residential dwelling units above existing.

While planning for increase population growth within the CPU areas, the CPUs identifies locations that would support compact, pedestrian-friendly mixed-use village centers linked by transit and developed community-specific policies that support infill development. While planning for increased population growth within the CPU area, the Economic Prosperity Element of the CPUs aim the link economic prosperity goals with land use distribution and employment land use policies, including specific policies aimed at supporting existing and new businesses to preserve and create job opportunities for residents, primarily through commercial, industrial and office development incentives.

The CPUs also aim to provide a vibrant community that provides residential, commercial, office, institutional, industrial, and civic, including governmental, uses; stable base sector employment uses and supportive commercial and industrial services; and a compatible mix of land uses that promote a healthy environment, among other goals.

Overall, the CPU is growth accommodating, rather than growth inducing, because it provides comprehensive planning for the management of population growth and necessary economic expansion to support economic development efforts where none currently exist.

8 Effects Found Not To Be Significant

CEQA requires that an EIR provide a brief statement indicating why various possible significant impacts were determined to be no significant. Chapter 5 of this Program EIR discussed all potential impacts, regardless of their magnitude. A similar level of analysis is provided for impacts found to be less then significant as impacts found to be significant. Significance of an impact is assessed in relation to the significance criteria provided in each section in Chapter 5. A summary of all impacts is provided in the Executive Summary of this Program EIR.

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9 Significant and Unavoidable Impacts/ Significant Irreversible Environmental Impacts

9.1 Significant and Unavoidable Impacts

Significant and unavoidable impacts are those that cannot be mitigated to a level that is less than significant. According to CEQA Guidelines 15126(b), an EIR must discuss any significant impacts that cannot be avoided under full implementation of the proposed project. Chapter 5 of this Program EIR identifies significant and unavoidable impacts in the following resource topics:

- Transportation,
- Air Quality, and
- Noise.

9.2 Significant Irreversible Environmental Impacts

CEQA Guidelines require an EIR to consider whether "uses of nonrenewable resource during the initial and continued phases of the project may be irreversible since a large commitment of such resources make removal or nonuse thereafter unlikely" (Section 15126.2(c)). "Nonrenewable resource" refers to the physical features of the natural environment, such as land or waterways. Irretrievable commitment of non-renewable resources associated with the CPUs include:

CONSTRUCTION-RELATED IMPACTS

Irreversible environmental changes could occur during the course of constructing projects made possible by the CPUs. New construction would result in the consumption of building materials, which would include lumber and other forest products; sand, gravel, and other aggregate materials used in concrete and asphalt; metals; and fossil fuels for the use of construction vehicles and equipment.

WATER CONSUMPTION

New development under the CPUs would result in increased demand for water supplies for residential, commercial, and industrial uses. It would place a greater demand on the City of San Diego Public Utilities Department, which derives its water from the Metropolitan Water District, the San Diego County Water Authority, and local sources.

ENERGY SOURCES

New development under the CPUs would result in increased energy use, in the form of new buildings and transportation. Both residential and nonresidential development use electricity, natural gas, and petroleum products for power, lighting, heating, and other indoor and outdoor services, while cars use both oil and gas. Use of these types of energy for new development would result in the overall increased use of nonrenewable energy resources. This represents an irreversible environmental change.

As described in this PEIR, the CPUs contain policies aimed at improving energy efficiency, reducing water use, and minimizing impacts to natural resources, which serve to reduce irreversible consumption of building materials, water, and energy use.

10 Alternatives

The California Environmental Quality Act (CEQA) Guidelines Section 15126.6 requires that an EIR compare the effects of a "reasonable range of alternatives" to the effects of a project. The alternatives selected for comparison should be those that would attain most of the basic project objectives and avoid or substantially lessen one or more significant effects of the project. The "range of alternatives" is governed by the "rule of reason," which requires the EIR to set forth only those alternatives necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (CEQA Guidelines Section 15126.6[f]). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, while also taking into account economic, environmental, social, technological, and legal factors.

The alternatives addressed in this EIR 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 CPU;
- The extent to which the alternative would avoid or substantially lessen any of the
- identified significant environmental effects of the CPU;
- 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]).

As discussed in Section 5, the CPU would result in significant and/or cumulative environmental impacts related to land use, transportation, air quality, noise, biological resources, hydrology/water quality, historical resources, paleontological resources, geology and seismic hazards. In developing the alternatives to be addressed in this section, consideration was given regarding their ability to meet the basic objectives of the CPU and eliminate or substantially reduce significant environmental impacts (as identified in Sections 5 and 6 of this PEIR).

The following specific objectives for the CPU support the underlying purpose of the project, assist the City as Lead Agency in developing a reasonable range of alternatives to evaluate in this PEIR, and will ultimately aid the Lead Agency in preparing findings and overriding considerations, if necessary. The following primary goals, recommendations, and objectives of the CPUs are to:

- **Multi-Modal Transportation Strategy**: Include walkable and bicycle friendly streets, accessible and enhanced transit options, and comprehensive parking strategies throughout both communities.
- **Economic Diversification**: Broaden the economic profile to increase employment and growth opportunities.
- **Housing**: Increase allows densities in close proximity to transit in order to provide more and varied housing and meet workforce needs close to employment centers.
- **Complete Places**: Create balanced, integrated mix of uses in Southeastern San Diego and the Encanto Neighborhoods while minimizing collocation compatibility issues.
- **Transit**: Coordinate land use planning with high frequency transit service planning.
- **Open Space**: Protect the canyon lands and sensitive biological resources while providing recreational opportunities.
- **Infrastructure**: Include financing strategies that can secure infrastructure improvements concurrent with development.
- **Environmental Leadership and Sustainability**: Follow environmentally sensitive design and sustainable development practices.
- **Streamline Permit Processing**: Ensure a less costly and time-intensive process within the identified Village District Area. Incorporate specific incentives in the Encanto Neighborhoods Village Areas to achieve transit-supportive densities within a ¼ mile of the transit stations.

The above objectives are specific to the SESD & Encanto Neighborhoods community planning areas, and are intended to implement the broader goals, policies, and Guiding Principles of the General Plan.

Following are the Guiding Principles of the General Plan.

- An open space network formed by parks, canyons, river valleys, habitats, beaches and ocean;
- Diverse residential communities formed by the open space network;
- Compact walkable mixed-use villages of different scales within communities;
- Employment centers for a strong economy;
- An integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers;

- High-quality, affordable, and well-maintained public facilities to serve the City's population, workers, and visitors:
- Historic districts and sites that respect our heritage;
- Balanced communities that offer opportunities for all San Diegans and share citywide responsibilities;
- A clean and sustainable environment; and
- A high aesthetic standard.

This section identifies and analyzes a No Project Alternative, a Higher-Density Alternative, and a Lower-Density Alternative in comparison to the potential environmental impacts associated with the CPU. Each major issue area included in the detailed impact analysis of this PEIR has been given consideration in the alternative analysis. A summary comparison of the No Project Alternative, the Higher-Density Alternative, and the Lower-Density Alternative, with the CPU is included in Table 10-1, below.

As required under Section 15126.6 (e)(2) of the CEQA Guidelines, the EIR must identify the environmentally superior alternative. Pursuant to the CEQA Guidelines, if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project.

10.1 Background on Development of Alternatives

The No Project Alternative is the continuation of the existing Southeastern San Diego (SESD) Community Plan. Two additional alternatives are considered in this analysis, both of which aim to reflect basic aims of the Plan update effort. This means that like the proposed Community Plans, the alternatives emphasize sustainability, including transit-oriented development; walkability and improved circulation by other modes; and environmental and access enhancements to the Chollas Creek system. The creation of a diverse range of housing types, from market-rate condominiums to in-law units and affordable housing for families and seniors; the facilitation of local economic activity and jobs; and preserving the existing character of neighborhoods, are also important themes. Each of the alternatives aims to support these basic goals of the community plan updates, while showing varying approaches to the land use pattern. Each alternative is summarized in the following section.

10.2 Alternatives Considered

This EIR evaluates three alternatives to the CPU: (1) No Project Alternative; (2) Higher Density Alternative; and (3) Lower Density Alternative.

Descriptions of each alterative and their impacts are provided below. Also, Table 10.2-1 provides a side-by-side comparison of the potential impacts of the alternatives to the impacts of the CPU.

Table 10.2-1 Matrix Comparison of the CPU and Project Alternatives

Environmental Issue Area	*CPUs*	*No Project Alternative*	*Alternative 1: Higher-Density Alternative*	*Alternative 2: Lower-Density Alternative*
Land Use	LS	Greater than CPUs	Similar to CPUs (Less than CPUs for objectives of the General Plan)	Similar to CPUs (Greater than CPUs for objectives of the General Plan)
Transportation	SU – capacity of the street system, freeway, existing or planned transportation system LS – circulation movements, alternative transportation	Greater than CPUs for alternative transportation Less than CPUs for other impacts	Greater than CPUs for capacity of the street system, freeway Less than CPUs for alternative transportation Similar to CPUs for other impacts	~~SESD:~~ Less than CPUs for capacity of the street system, freeway ~~Encanto: Greater than CPUs for capacity, freeway~~ Similar to CPUs for other impacts
Air Quality	SU – air quality plan, ambient air quality standards SM – sensitive receptors LS – air movement	Less than CPUs	SESD: Less than CPUs for pollutants Encanto: Greater than CPUs for pollutants Greater than CPUs for air quality Similar to CPUs for other impacts	Less than CPUs
Noise	SU	Greater than CPUs for transportation noise Less than CPUs for ambient noise	Greater than CPUs for transportation noise SESD: Similar to CPUs for ambient noise Encanto: Greater than CPUs for ambient noise	Less than CPUs for transportation noise SESD: Less than CPUs for ambient noise Encanto: Greater than CPUs for ambient noise
Biological Resources	SM	Greater than CPUs	Similar to CPUs	Similar to CPUs
Hydrology and Water Quality	SM – hydrology or water quality, increased runoff, pollutant discharges LS – regional water quality, flooding	Greater than CPUs	Similar to CPUs	Similar to CPUs (Less than CPUs for water quality)

Table 10.2-1 Matrix Comparison of the CPU and Project Alternatives

Environmental Issue Area	*CPUs*	*No Project Alternative*	*Alternative 1: Higher-Density Alternative*	*Alternative 2: Lower-Density Alternative*
Historical Resources	SM	Similar to or greater than CPUs	Similar to CPUs	Similar to CPUs
Paleontological Resources	SM	Similar to CPUs	Greater than CPUs	Similar to CPUs
Geology and Seismic Hazards	SM – geologic hazards, erosion LS – unstable geological units	Similar to or greater than CPUs	Similar to CPUs	Similar to CPUs
Hazardous Materials	LS	Similar to or less than CPUs	Similar to or greater than CPUs	Similar to or less than CPUs
Greenhouse Gas	LS	Greater than CPUs	Greater than CPUs	Less than CPUs
Energy	LS	Less than CPUs for electrical power Greater than CPUs for fuel	Greater than CPUs	Less than CPUs
Public Services and Facilities	LS	Similar to or less than CPUs	Similar to or greater than CPUs	Similar to or less than CPUs
Public Utilities	LS	Less than CPUs	Greater than CPUs	Less than CPUs
Visual Effects and Neighborhood Character	LS	Similar to CPUs	Similar to or greater than CPUs	Similar to or less than CPUs

NO PROJECT ALTERNATIVE

Under the No Project Alternative, the current SESD Community Plan would continue to guide development in both communities. Last updated in 1987, the current Community Plan addresses the following "key issues" in the community through its policies and regulations: need for employment opportunities and commercial shopping; concerns about density; community design and appearance; lack of connectively on the street system; adequate public facilities including for recreation and education; and the disproportionate number of assisted housing projects and social services in the community. The No Project Alternative would consist of the current Community Plan land use designations as they apply today, including all amendments to the Community Plan from its original adoption in 1987 to the most recent amendment in 2009. Table 10.2-2 describes the history of amendments to the SESD Community Plan that are considered part of the No Project Alternative.

Table 10.2-2: Amendments to the Southeastern San Diego Community Plan

Amendment	*Date Adopted by City Council*	*Resolution Number*
Southeastern San Diego Community Plan Adopted	July 13, 1987	R-268847
Designation of Special Character Multi-Family Neighborhoods	February 27, 1990	R-275223
Valencia Park Library Redesignation from Single Family Residential to Institutional	February 4, 1992	R-279375
Central Division Police Substation Redesignation from Multiple Use to Institutional	June 8, 1992	R-280091
Rezone 9 lots from I-2/CSR-1 to CT-2	June 28, 1994	R-284190
Mobil Mini Mart Redesignation of 0.2 acre from Multi-family Residential to Commercial	September 11, 1995	R-286277
North Creek Redesignation 30 AC of Commercial to 30 AC of Residential	November 26, 1996	R-288103
Market Creek Plaza Redesignation of 19.56 AC of Industrial to 224,511 SF of Office and 95,178 SF of Commercial	September 28, 1999	R-292243
Residential Land Use Redesignations	October 18, 2005	R-2006244
Comm22 Redesignation of 4.5 AC from Industrial & Residential (15.30dulac) to Community Village	December 4, 2007	R-303269
Fifth Amendment to Central Imperial Redevelopment Plan	May 21, 2009	R-304858

Existing Community Plan land use designations seek to promote a balance of land uses. The majority of both CPU areas is designated as Single-Family Residential. In Southeastern San Diego, most of this land is designated for development at 10 to 14 units per acre, while in Encanto Neighborhoods most land is designated at a lower density of 5 to 10 units per acre.

In Southeastern San Diego, the Imperial Avenue corridor is designated as Multiple Use, along with 25th Street and the western portion of Market Street. The General Commercial designation applies to Market Street between 25th and 32nd Streets and National Avenue between 28th and 33rd Streets as well as to segments of National Avenue east of Highway 15 that have existing commercial uses. Commercial Street and eastern portions of Market Street (e.g. Gateway Center) are designated as Industrial. Institutional and Schools/Public Facilities are used somewhat interchangeably to designate public/quasi-public facilities.

In Encanto Neighborhoods, much of the area west of Euclid Avenue and along Imperial Avenue is designated for Multi-Family Residential and, to a lesser extent, for commercial uses. Institutional and Schools/Public Facilities are designated for City-owned and other public/quasi-public facilities.

The proposed Community Plans would maintain land use designations consistent with the existing Community Plan in much of both communities. Areas of proposed land use change are concentrated along Market Street, the Commercial/Imperial corridor, and National Avenue in Southeastern San Diego, and around the Euclid and Market area in Encanto Neighborhoods, where the proposed Plans would generally facilitate more mixed-use and higher-intensity development compared to the existing Community Plan.

Table 10.2-3 presents a summary of the residential capacity and reasonably anticipated non-residential development under the No Project Alternative. Figures 10.2-1 and 10.2-2 show existing Community Plan land use in Southeastern San Diego and Encanto Neighborhoods.

Table 10.2-3: Buildout Under the No Project Alternative

	Southeastern San Diego (2035)		*Encanto Neighborhoods (2035)*		*Southeastern San Diego and Encanto Neighborhoods (2035)*	
	Net New	*Total*	*Net New*	*Total*	*Net New*	*Total*
Residential Development						
Single-Family Units[1]	540	6,171	200	9,024	740	15,195
Multi-Family Units[2]	1,157	10,554	5,970	14,578	7,127	25,132
Total Housing Units	*1,697*	*16,725*	*6,170*	*23,602*	*7,867*	*40,327*
Non-Residential						
Commercial	676,500	2,434,700	598,100	1,012,000	1,274,600	3,446,700
Office	(22,200)	141,400	(8,900)	141,300	(31,100)	282,700
Industrial and Utilities	689,600	2,758,300	(15,500)	449,900	674,100	3,208,200
Community Facilities	39,700	2,372,500	(8,300)	2,027,100	31,400	4,399,600
Total Non-Residential Development	*1,383,600*	*7,706,900*	*565,400*	*3,630,300*	*1,949,000*	*11,337,200*

Notes:

[1] Includes detached single-family and multiple-unit single-family.

[2] Includes residential units in mixed-use development and mobile homes.

Sources: City of San Diego, 2014; Dyett & Bhatia, 2014; City of San Diego, 2008.

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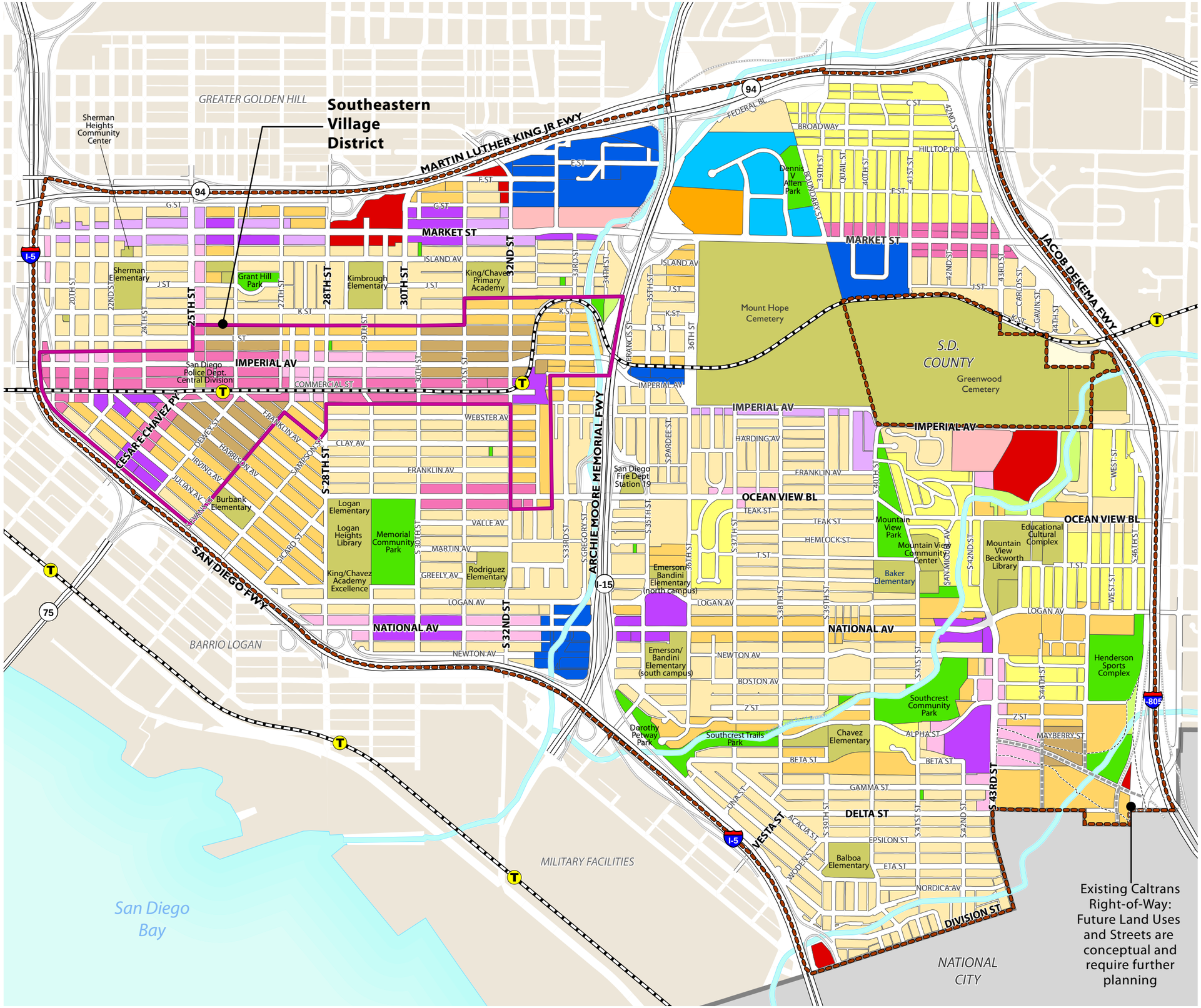
Figure 10.2-1

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Higher Density Alternative, Southeastern San Diego



- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Proposed Streets
- Proposed Ramps
- Village District
- Southeastern San Diego Community Plan Boundary

Land Use Classifications

- Neighborhood Mixed Use-Low (15-29 du/ac)
- Neighborhood Mixed Use-Medium (30-44 du/ac)
- Community Mixed Use-Low (15-29 du/ac)
- Community Mixed Use-Medium (30-44 du/ac)
- Residential - Very Low (0-4 du/ac)
- Residential - Low (5-9 du/ac)
- Residential - Low Medium (10-14 du/ac)
- Residential - Medium (15-29 du/ac)
- Residential - Medium High (30-44 du/ac)
- Community Commercial - Residential Prohibited
- Regional Commercial - Residential Prohibited
- Office Commercial
- Business Park
- Light Industrial
- Institutional
- Population-based Park
- Open Space

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

Figure 10.2-2

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Higher Density Alternative, Encanto Neighborhoods

Trolley Stops
Trolley Line
Freeways/Major Highways
Ramps
Proposed Streets
Proposed Ramps
Residential Overlay District
Village District
Encanto Neighborhoods Community Plan Boundary

Land Use Classifications

Neighborhood Mixed Use-Low (15-29 du/ac)
Neighborhood Mixed Use-Medium (30-44 du/ac)
Community Mixed Use-Low (15-29 du/ac)
Community Mixed Use-High (44-74 du/ac)
Residential - Very Low (0-4 du/ac)
Residential - Low (5-9 du/ac)
Residential - Low Medium (10-14 du/ac)
Residential - Medium (15-29 du/ac)
Residential - Medium High (30-44 du/ac)
Community Commercial - Residential Prohibited
Light Industrial
Business Park - Residential Permitted (0-44 du/ac)
Institutional
Population-based Park
Open Space

0 0.2 0.4 0.8
Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

ALTERNATIVE 1: HIGHER-DENSITY ALTERNATIVE

The Higher-Density Alternative focuses new higher-density, mixed-use development in the Village Districts to a greater degree than the proposed Community Plans. This Alternative goes further than the proposed Plans in supporting the goal of facilitating transit-oriented development and a range of housing types.

In Southeastern San Diego, the Commercial Street corridor between 28th and 32nd streets would be designated Neighborhood Mixed Use-Medium, allowing mixed use development with ground-floor retail and 30 to 44 units per acre. In contrast, this corridor would retain its current industrial designation in the proposed Community Plan.

In Encanto Neighborhoods, the core area of the Euclid + Market Village District would be designated Community Mixed Use-High, allowing up to 72 units per acre, compared to the Community Mixed Use-Medium (30 to 44 units per acre) designation in the proposed Plan. In addition, the Commercial Mixed Use designation on the west side of Euclid Avenue north of Hilltop Drive would extend further to the west, increasing the development capacity of this large, vacant site.

Throughout the rest of both CPU areas, designated land uses would be the same as in the proposed Plans, and the Higher-Density Alternative would also feature all the same policies as the proposed Plans.

Table 10.2-4 presents a summary of the residential capacity and reasonably anticipated non-residential development under Alternative 1. Figures 10.2-3 and 10.2-4 show proposed land use designations under this alternative in Southeastern San Diego and Encanto Neighborhoods, respectively.

Table 10.2-4: Buildout Under Alternative 1: Higher-Density Alternative

	Southeastern San Diego (2035)		*Encanto Neighborhoods (2035)*		*Southeastern San Diego and Encanto Neighborhoods (2035)*	
	Net New	*Total*	*Net New*	*Total*	*Net New*	*Total*
Residential Development						
Single-Family Units[1]	131	5,762	(206)	9,024	(75)	14,786
Multi-Family Units[2]	3,474	12,871	10,585	14,578	14,059	27,449
Total Housing Units	*3,605*	*18,633*	*10,379*	*23,602*	*13,984*	*42,235*
Non-Residential						
Commercial	835,900	2,594,100	1,369,600	1,783,500	2,205,500	4,377,600
Office	177,500	341,100	(11,700)	138,500	165,800	479,600
Industrial and Utilities	57,100	2,125,800	177,000	642,400	234,100	2,768,200
Community Facilities	230,200	2,563,000	46,800	2,082,200	277,000	4,645,200
Total Non-Residential Development	*1,300,700*	*7,624,000*	*1,581,700*	*4,646,600*	*2,882,400*	*12,270,600*

Notes:
[1] Includes detached single-family and multiple-unit single-family.
[2] Includes residential units in mixed-use development and mobile homes.

Sources: City of San Diego, 2014; Dyett & Bhatia, 2014; City of San Diego, 2008.

ALTERNATIVE 2: LOWER-DENSITY ALTERNATIVE

Alternative 2, the Lower-Density Alternative, maintains the proposed Community Plans' focus on creating walkable areas with mixed use development around the Trolley stations and along transit corridors. However, the density of future development would be lower under this alternative, resulting in less overall development.

In Southeastern San Diego, the Community Mixed Use-Medium designation around the 25th Street Trolley station would be reduced in size; the western end of the Commercial/Imperial corridor and the Cesar Chavez Boulevard corridor would be designated for lower density (15 to 29 units per acre) mixed use. Portions of L Street would be designated for residential at 15 to 29 instead of 30 to 44 units per acre. Blocks in the southeast corner of the Logan Heights neighborhood would be designated for residential development at 10 to 14 units per acre instead of 15 to 29 as under the Community Plans. Blocks along Market Street and National Avenue which the Community Plans designate mixed use at 30 to 44 units per acre would be lowered to 15 to 29 units per acre under Alternative 2. Existing shopping centers on National Avenue and 43rd Street would retain a commercial designation matching their current use.

In Encanto Neighborhoods, the Community Mixed Use-Medium (30 to 44 units per acre) designation would be scaled back to a smaller core area around the Euclid and Market Trolley station. The Market Street corridor to the west would be designated at 15 to 29 units per acre (Community Mixed Use-Low), as would land to the south of the Village core. The Euclid Avenue corridor north of the Village core would be also be designated at 15 to 29 units per acre instead of 30 to 44 as under the proposed Plan. Similarly, the portion of the Imperial Avenue corridor in the Encanto Village designated at 30 to 44 units per acre would become smaller, applying only on the blocks closest to the Trolley Station.

Throughout the rest of both CPU areas, designated land uses would be the same as in the proposed Plans, and the Lower-Density Alternative would also feature all the same policies as the proposed Plans.

Table 10.2-5 presents a summary of the residential capacity and reasonably anticipated non-residential development under Alternative 2. Figures 10.2-5 and 10.2-6 show land use designations under this alternative in Southeastern San Diego and Encanto Neighborhoods, respectively.

Figure 10.2-3

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Lower Density Alternative, Southeastern San Diego

- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Proposed Streets
- Proposed Ramps
- Village District
- Southeastern San Diego Community Plan Boundary

Land Use Classifications

- Neighborhood Mixed Use-Low (15-29 du/ac)
- Neighborhood Mixed Use-Medium (30-44 du/ac)
- Community Mixed Use-Low (15-29 du/ac)
- Community Mixed Use-Medium (30-44 du/ac)
- Residential - Very Low (0-4 du/ac)
- Residential - Low (5-9 du/ac)
- Residential - Low Medium (10-14 du/ac)
- Residential - Medium (15-29 du/ac)
- Residential - Medium High (30-44 du/ac)
- Community Commercial - Residential Prohibited
- Regional Commercial - Residential Prohibited
- Office Commercial
- Business Park
- Light Industrial
- Institutional
- Population-based Park
- Open Space

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

Existing Caltrans Right-of-Way: Future Land Uses and Streets are conceptual and require further planning

Figure 10.2-4

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Lower Density Alternative, Encanto Neighborhoods

- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Proposed Streets
- Proposed Ramps
- Residential Overlay District
- Village District
- Encanto Neighborhoods Community Plan Boundary

Land Use Classifications

- Neighborhood Mixed Use-Low (15-29 du/ac)
- Neighborhood Mixed Use-Medium (30-44 du/ac)
- Community Mixed Use-Low (15-29 du/ac)
- Community Mixed Use-Medium (30-44 du/ac)
- Residential - Very Low (0-4 du/ac)
- Residential - Low (5-9 du/ac)
- Residential - Low Medium (10-14 du/ac)
- Residential - Medium (15-29 du/ac)
- Residential - Medium High (30-44 du/ac)
- Community Commercial - Residential Prohibited
- Business Park - Residential Prohibited
- Institutional
- Population-based Park
- Open Space

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

Figure 10.2-5

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

No Project Alternative, Southeastern San Diego

- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Southeastern San Diego Community Plan Boundary

Land Use Classifications

- Single Family Residential (5-10 du/ac)
- Single Family Residential (10-15 du/ac)
- Multi-Family Residential (15-17 du/ac)
- Multi-Family Residential (15-30 du/ac)
- Neighborhood Commercial
- Multiple Use
- General Commercial
- Community Commercial
- Specialized Commercial
- Business Park / Office Commercial
- Industrial
- Park
- Open Space
- Cemetery
- Institutional
- Schools/Public Facilities

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

Figure 10.2-6

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

No Project Alternative, Encanto Neighborhoods

- Trolley Stops
- Trolley Line
- Freeways/Major Highways
- Ramps
- Proposed Streets
- Proposed Ramps
- Encanto Neighborhoods Community Plan Boundary

Land Use Classifications

- Single Family Residential (0-2 du/ac)
- Single Family Residential (0-5 du/ac)
- Single Family Residential (5-10 du/ac)
- Single Family Residential (10-15 du/ac)
- Single Family Residential (10-15 du/ac) Mobile Home
- Multi-Family Residential (15-17 du/ac)
- Multi-Family Residential (15-30 du/ac)
- Multi-Family Residential (30-44 du/ac)
- Neighborhood Commercial
- Neighborhood Commercial-Residential Permitted
- Neighborhood Village
- General Commercial
- Specialized Commercial
- Industrial
- Park
- Open Space
- Cemetery
- Institutional
- Schools/Public Facilities

0 0.2 0.4 0.8

Miles

Data Source: City of San Diego, 2014; SanGIS Regional Data Warehouse, 2014; Dyett & Bhatia, 2014

Table 10.2-5: Buildout Under Alternative 2: Lower-Density Alternative

	Southeastern San Diego (2035)		*Encanto Neighborhoods (2035)*		*Southeastern San Diego and Encanto Neighborhoods (2035)*	
	Net New	*Total*	*Net New*	*Total*	*Net New*	*Total*
Residential Development						
Single-Family Units[1]	128	5,759	(174)	9,056	(46)	14,815
Multi-Family Units[2]	2,269	11,666	7,815	11,808	10,084	23,474
Total Housing Units	*2,397*	*17,425*	*7,641*	*20,864*	*10,038*	*38,289*
Non-Residential						
Commercial	708,800	2,467,000	821,700	1,235,600	1,530,500	3,702,600
Office	113,800	277,400	(15,200)	135,000	98,600	412,400
Industrial and Utilities	420,400	2,489,100	177,000	642,400	597,400	3,131,500
Community Facilities	260,600	2,593,400	(34,400)	2,001,000	226,200	4,594,400
Total Non-Residential Development	*1,503,600*	*7,826,900*	*949,100*	*4,014,000*	*2,452,700*	*11,840,900*

Notes:
[1] Includes detached single-family and multiple-unit single-family.
[2] Includes residential units in mixed-use development and mobile homes.

Sources: City of San Diego, 2014; Dyett & Bhatia, 2014; City of San Diego, 2008.

10.3 Comparative Impact Analysis

NO PROJECT ALTERNATIVE

Land Use

The No Project Alternative would retain the existing SESD Community Plan. Land use impacts under this alternative would likely be greater than those anticipated for the CPUs because it does not contain the proposed CPU policies and land use changes intended to improve compatibility with and implement the San Diego General Plan. While it would not conflict with adopted land use plans, policies, or ordinances, and would thus have a less than significant impact, it would not implement the City of Villages Strategy of the General Plan or the environmental goals, objectives, and guidelines of the General Plan's various elements to the same degree as the CPUs. Similarly, it would not further the SANDAG RCP's goals of fostering residential and employment concentrations in areas with the best existing and future transit connections, or the Regional Transportation Plan's goal of creating compact urban cores where more people reside to the same degree as the CPUs.

The current Community Plan designates nearly all of the MHPA in the Encanto Neighborhoods CPU area as open space, though some parts of the MHPA are designated for residential land uses. Thus, it does not support the MSCP Subarea Plan to the same degree as the CPUs. It would not include all of the CPUs' policies supporting the City's ESL Regulations and Historical Resources

Regulations, though new development occurring under the No Project Alternative would be required to comply with the City's Land Development Code, which includes those regulations.

The alternative would also not include the same proposed CPU policies for evaluating airport land use compatibility and ensuring consistency with the adopted ALUCP. However, as the Community Plan is currently consistent with the ALUCP, there would be no conflicts anticipated with the implementation of this alternative.

Transportation

Table 10.3-1 displays the estimated vehicle trip generation by community under Existing Conditions, CPUs, and Adopted Community Plan (No Project Alternative) for both the Southeastern San Diego and Encanto Neighborhoods communities.

Table 10.3-1: Trip Generation Comparison – CPUs vs. Adopted Community Plan (No Project) Alternative vs. Existing Condition

	CPU	*Adopted Community Plan (No Project Alternative)*	*Existing Conditions*
Southeastern San Diego			
Trip Generation	375,546	368,143	316,877
Change in Trip Generation vs. Existing Conditions	58,669	51,266	-
Growth Rate	18.51%	16.18%	-
Encanto Neighborhoods			
Trip Generation	267,505	247,657	191,218
Change in Trip Generation vs. Existing Conditions	76,287	56,439	-
Growth Rate	39.90%	29.52%	-

Source: Chen Ryan Associates; April 2015

As shown, the Adopted Community Plan (No Project) Alternative would generate less vehicular trips than the CPUs for both the Southeastern San Diego and Encanto Neighborhoods communities. However, the Adopted Community Plan (No Project) Alternative does not contain the proposed CPU policies intended to promote a robust multimodal network that encourage walking, bicycling, and taking transit while continuing to provide for needed vehicular access in both communities. While it would not conflict with adopted land use plans, policies, or ordinances, and would thus have a less than significant impact, it would not further the SANDAG Regional Transportation Plan's goal of creating compact urban cores where more people reside to the same degree as the CPUs. Therefore, transportation-related impacts under this alternative would likely be greater than those anticipated for the CPUs.

Air Quality

Overall, the No Project Alternative would result in less integration of jobs and housing and would likely cause greater transportation-related impacts when compared to the CPUs. In addition, under the No Project Alternative, village centers with transit stations would not be created. As such, the goals of reducing trips and air emissions contained in the General Plan would not be achieved under the No Project Alternative.

The No Project Alternative would be consistent with the RAQS and SIP, because no changes in land use would occur. The CPUs would not be consistent with the adopted community plan land use designations upon which the RAQS and SIP were based, and the changes in the land uses under the CPUs would result in increased traffic (ADT) that would result in greater emissions than the No Project Alternative. Neither the No Project Alternative nor the CPUs would obstruct or conflict with the implementation of the San Diego RAQS or applicable portions of the SIP, and impacts would be less than significant for both.

Impacts associated with both construction and operational emissions of criteria pollutants under the No Project Alternative would be less than those identified for the CPUs. The No Project Alternative would include a lesser number of non-residential uses (stationary emission sources), less truck traffic (diesel emissions), and a lower ADT volume than the CPUs.

Therefore, under the No Project Alternative, total ROG, NO_x, CO, SO, PM_{10} and $PM_{2.5}$ emissions would be lesser than emissions under the CPUs. The No Project Alternative would also result in lesser impacts than the CPUs relative to air quality/odor due to having lesser non-residential development than the CPUs.

Noise

The CPUs would result in significant unavoidable impacts due to stationary and traffic noise sources. Noise impacts resulting from implementation of the No Project Alternative would be incrementally less than those identified for the CPUs relative to stationary noise sources.

Fewer areas of collocation would occur under the No Project Alternative and, therefore, the potential for noise-sensitive land uses to be exposed to excessive noise would be less than under the CPUs. Additionally, the residential and industrial land uses would be segregated to a greater extent under the No Project Alternative, thereby decreasing the exposure of noise-sensitive users.

Implementation of the No Project Alternative would result in greater traffic volumes resulting in more traffic noise when compared to the CPUs. Therefore, existing sensitive receptors may experience greater noise impacts from transportation-related noise sources under the No Project Alternative. While noise impacts of this alternative would be somewhat less than the CPUs for stationary sources and somewhat greater for traffic sources, overall impacts would remain significant and unavoidable for this alternative as with the CPUs.

Biological Resources

Because the amount of preserved open space would be less, the No Project Alternative would result in greater impacts to biological resources than those anticipated under the CPUs. As with

the CPUs, implementation of the No Project Alternative would also be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources, as described in Section 5.5, for all subsequent development project submittals. Under this alternative, future applicants would not have the opportunity to provide documentation under a ministerial process demonstrating that no impacts to biological resources would occur and therefore similar requirements for project-specific biological analysis in accordance with the ESL Regulations and Biology Guidelines, as outlined in the CPU Mitigation Framework, would apply in either case. Therefore, impacts under this alternative would be similar, but slightly greater than those identified for the CPUs, because less developable land would be converted to open space and development patterns would remain as they are today.

Hydrology and Water Quality

Although the land use pattern and distribution for the No Project Alternative differs from the CPU, the area to be developed is roughly similar. Less open space would be preserved under the No Project Alternative when compared to the CPUs; therefore, this alternative would result in slightly greater impacts associated with hydrology, flooding, and water quality.

Future development would be required to comply with existing federal, state, and local regulations relative to runoff and water quality at the project level, which would preclude the potential for impacts under both the No Project Alternative and the CPUs.

Historical Resources

Impacts to historical resources under the No Project Alternative would be similar to or potentially greater than those identified for the CPUs as the extent and areas of disturbance by development would be generally the same, with some variations in land use. As with the CPUs, the alternative would not propose any specific developments, demolition, or alteration of existing resources. However, because the CPU areas contain known historical and prehistorical resources, it can be assumed that future development has the potential to result in significant direct or indirect impacts. According to the City's Historical Resources Guidelines, any potential impacts to significant cultural resources, including historical resources, religious or sacred uses, and human remains, would be considered significant.

The No Project Alternative would not include the same policies as the CPUs that support the Historic Preservation Element by promoting the identification and preservation of historical resources, and educating citizens about the benefits of historic preservation. It would also not include proposed CPU policies that provide for the identification and proper handling of potentially sensitive resources such as sacred or religious places or human remains. Therefore, there is potential in some cases for impacts to be greater under this alternative where resources that might have been identified or protected through the proposed CPU policies were damaged or altered in the absence of those policies.

Despite the absence of these policies, future development implemented in accordance with the No Project Alternative or with the CPUs would be required to comply with all applicable City, federal, state, and local regulations regarding the protection of historical resources, as described in Section 5.7 of this PEIR. Thus, where preservation of historic buildings and structures, components thereof, sacred or religious places, or human remains can be preserved and/or

protected through compliance with regulations and/or the Mitigation Framework described in Section 5.7, program-level impacts would be reduced to below a level of significance.

Paleontological Resources

As with the CPUs, future development under the No Project Alternative has the potential to result in significant direct and/or indirect impacts to paleontological fossil resources for the No Project Alternative. Implementation of future projects under this alternative would require adherence to all applicable guidelines further described in Section 5.8, Paleontological Resources. The extent of impacts to paleontological resources resulting from implementation of the No Project Alternative would be similar to those identified for the CPUs, because the extent and areas of disturbance by development would be generally the same and only the land use designation would change. As with the CPUs, implementation of the No Project Alternative would result in potentially significant impacts related to paleontological resources at the program level. Strict adherence to the Mitigation Framework would still be required to reduce potential impacts to below a level of significance.

Geology and Seismic Hazards

Impacts from the No Project Alternative would be similar to or somewhat greater than those of the CPUs. Future development under the alternative has the potential to result in significant impacts from seismic and geologic hazards, an increase in the erosion of soils by wind or water, or instability of geologic units and soils as discussed for the CPUs in Section 5.9. However, potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the California Building Code, the San Diego Municipal Code, and the Seismic Hazards Mapping Act. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading requirements, and, if necessary, NPDES General Construction Storm Water Permit provisions and a prepared site-specific Stormwater Pollution Prevention Plan would ensure that future grading and construction activities would avoid significant soil erosion impacts.

The No Project Alternative would not include the proposed CPU policies to reduce adverse impacts from geological hazards on future development; reduce the impact any future development may have on soil erosion, including post-construction impacts; and preserve the stability of the city's landforms and prevent the location of structures on an unstable geologic unit or soil. Although all projects would be subject to review in accordance with current Municipal, Code and LDC requirements associated with potential geologic hazards, impacts under the No Project Alternative have the potential to be somewhat greater than those anticipated under the CPUs, and would still require strict adherence to the Mitigation Framework contained in Section 5.9 to reduce impacts to below a level of significance.

Hazardous Materials

Impacts from the No Project Alternative would be similar to or somewhat less than the CPUs. Future development under the No Project Alternative has the potential to result in exposure to

hazardous materials, wastes, or emissions; airport hazards, and fire hazards. As the No Project alternative would result in a lower population growth than the CPUs, there would be fewer people exposed to these potential hazards. Additionally, there would not be any areas of change or land use changes that would increase potential exposure to hazards. Federal, state and local regulations that serve to reduce impacts a less-than-significant level would also cover the No Project alternative. However, the alternative would not include proposed CPU policies that serve to reduce hazardous materials impacts. Overall, due to lower population growth than the CPUs, impacts would be less than significant and somewhat less than those anticipated under the CPUs.

Greenhouse Gases

The CPUs would introduce higher-density residential and commercial land use designations, as well as several new mixed-use and industrial land use designations, which would, in turn, reduce VMT, as compared to the No Project Alternative. As such, the GHG emissions associated with the No Project Alternative would be greater than those associated with the CPUs. While future development proposals would be required to implement GHG emission reduction measures under both the No Project Alternative and the CPUs, buildout of either would result in impacts associated with the contribution of GHG emissions to cumulative statewide emissions that would be considered significant and unavoidable at the program level.

Energy

Development under the No Project Alternative would result in an energy demand of about 160 million kilowatt hours per year (kWh/yr) for electricity and 365,400 million British Thermal Units (MMBTU) per year for natural gas within the SESD CPU area. This would be less than the demand for electricity associated with the SESD CPU, but greater than the demand for natural gas. The SESD CPU would result in an energy demand of approximately 176 kWh/yr of electricity and 310,200 MMBTU per year of natural gas.

Development under the No Project Alternative would result in an energy demand of about 127 kWh/yr for electricity and 367,200 MMBTU per year for natural gas for the Encanto Neighborhoods CPU area. This would be less than the demand for electricity associated with the Encanto Neighborhoods CPU but more than the demand for natural gas. The Encanto Neighborhoods CPU would result in an energy demand of approximately 157 kWh/yr, and 344,600 MMBTU per year of natural gas.

The No Project Alternative would result in reduced consumption of electricity and increased consumption of natural gas. As with the CPUs, the adopted plan would not result in the use of excessive amounts of fuel or other forms of energy during construction. Also, the adopted plan, like the CPUs, is not anticipated to result in a need for new electrical systems or require substantial alteration of existing utilities, which would create physical impacts. Based on the program-level analysis of both the CPUs and No Project Alternative, impacts associated with energy use would be similar and less than significant, with an increase in consumption of electricity and a decrease in the consumption of natural gas.

Public Services and Facilities

The demand for new or altered public services and facilities would be similar to or slightly less for the No Project Alternative than for the CPUs as the buildout population for the No Project Alternative is anticipated to be lower. As with the CPUs, impacts related to construction of new facilities under the No Project Alternative would be considered at the time that project-specific designs are available; therefore, this alternative would not result in a significant impact.

Public Utilities

The demand on public utilities under the No Project Alternative would likely be less than that anticipated under the CPUs due to the lower buildout population of the alternative, though it would not include proposed CPU policies to promote resource conservation and waste reduction. As with the CPUs, the No Project Alternative would not directly require alteration to existing facilities. Any future development within the CPU areas would require project-level evaluations of demand on water, sewer, and solid waste management systems. As discussed in the Hydrology section, impacts to hydrology under this alternative would be greater than CPUs; thus, impacts to storm water infrastructure would be expected to be greater. As with the CPUs, future projects under this alternative would be required to design and build storm water infrastructure systems to accommodate new development within the CPU areas. Although the specific location and design details for future storm water infrastructure improvements are unknown at this time, all projects would require consistency with the City's Storm Water Standards. Any future construction or alteration of public utilities systems would require compliance with existing regulations and construction standards to avoid or minimize impacts to environmentally sensitive habitat areas and landforms through siting, grading or excavation, and erosion. Impacts resulting from a need for new systems would be less than significant for this alternative.

Demand for water under the No Project Alternative would also likely be lower than that anticipated under the CPUs, though the alternative would not include proposed CPU policies to promote water conservation. As such, the alternative would still be consistent with existing water resource planning documents and sufficient water supplies exist to meet projected demands. Thus, impacts related to excessive water uses would be less than significant.

Visual Effects and Neighborhood Character

Potential visual effects and impacts to neighborhood character under the No Project Alternative would be similar to those anticipated under the CPUs. In some cases, impacts could be expected to be less, where land use designations in the adopted Community Plan are the same as currently existing uses and the CPU land uses would differ. In other cases, impacts could be expected to be greater, where the adopted Community Plan would allow neighboring incompatible land uses and the CPUs would not. The No Project Alternative also would not include proposed CPU policies that reduce the impact of future development on community character, preserve the structural and visual integrity of the areas' landform, and establish appropriate uses of lighting and encourage lighting design that minimizes light pollution and excess glare.

As with the CPUs, the No Project Alternative would not propose any specific developments that would substantially alter existing or planned character or involve the grading or alteration of steep slopes, and all future development would be required to comply with existing regulations

regarding grading activities and lighting design. Therefore, impacts for the No Project Alternative would be less than significant.

ALTERNATIVE 1: HIGHER-DENSITY ALTERNATIVE

Land Use

Land use impacts under the Higher-Density Alternative would be similar to those identified for the CPUs with some differences arising from the proposed density of development. This alternative would include the same policies of the CPUs. Neither the policies nor the land use designations associated with this alternative would conflict with the environmental goals, objectives, or guidelines of the San Diego General Plan or other applicable land use plans, the City's Multiple Species Conservation Program (MSCP), or the San Diego International Airport's Airport Land Use Compatibility Plan (ALUCP). As with the CPUs, implementation of this alternative would replace the existing Community Plan for Southeastern San Diego, thus potential conflicts with the Community Plan are not relevant.

The Higher-Density Alternative would include the same proposed CPU policies that would support and promote the goals and objectives of the General Plan's various elements, as discussed in Section 5.1. However, compared to the CPUs, this alternative would potentially promote the mixed-use centers of the General Plan's City of Villages Strategy to a greater extent, as it would locate more higher-density mixed-use development in the village areas near transit in both of the CPU areas. Similarly, by increasing the density of transit-oriented development and thus promoting alternatives to automobile travel, it could also potentially support the Mobility Element's goals and the Conservation Element's air quality goals to a greater extent than the CPUs.

The alternative would include the same policies as the CPUs to incorporate, complement, or ensure consistency with the San Diego Association of Governments (SANDAG) Regional Comprehensive Plan (RCP), the SANDAG 2050 Regional Transportation Plan, and the Chollas Creek Enhancement Program.

The Higher-Density Alternative would include the same policies as the Encanto Neighborhoods CPU requiring future project to implement the MSCP Subarea Plan and Biology Guidelines to reduce impacts on biological resources, open space, land form, or other environmentally sensitive areas. As with the CPU, it would designate all Multi-Habitat Planning Areas (MHPAs) as Open Space. As such, this alternative would not conflict with provisions of the MSCP. It would also similarly comply with the City's ESL Regulations and Historical Resources Regulations.

This alternative would also include the same proposed CPU policies for evaluating airport land use compatibility, and consistency with the ALUCP would be ensured through the development review process. Thus, the alternative would not result in land uses that are incompatible with the ALUCP. As such, land use-related impacts associated with the Higher-Density Alternative would be less than significant.

Transportation

The transportation network under the High Density Alternative would remain the same as those under the CPUs. No additional changes were proposed as a part of the High Density Alternative. As discussed under the Land Use section above, the High Density Alternative would increase density along transit oriented development. As with the CPUs, implementation of this alternative would replace the currently adopted Community Plan for the Southeastern San Diego and Encanto communities, thus potential conflicts with the currently adopted Community Plans are not relevant.

The Higher-Density Alternative would include the same proposed CPU policies that would support and promote the goals and objectives of the General Plan's various elements, as discussed in Section 5.2. However, compared to the CPUs, this alternative could potentially promote alternatives to automobile travel by increasing the density of transit-oriented development.

The alternative would include the same policies as the CPUs to incorporate, complement, or ensure consistency with the San Diego Association of Governments (SANDAG) 2050 Regional Transportation Plan.

Table 10.3-2 displays the estimated vehicle trip generation by community under Existing Conditions, CPUs, and High Density Alternative for both the Southeastern San Diego and Encanto Neighborhoods communities.

Table 10.3-2: Trip Generation Comparison – CPUs vs. High Density Alternative vs. Existing Condition

	CPUs	*High Density Alternative*	*Existing Conditions*
Southeastern San Diego			
Trip Generation	375,546	378,463	316,877
Change in Trip Generation vs. Existing Conditions	58,669	61,586	-
Growth Rate	18.51%	19.44%	-
Encanto Neighborhoods			
Trip Generation	267,505	299,386	191,218
Change in Trip Generation vs. Existing Conditions	76,287	105,468	-
Growth Rate	39.90%	55.15%	-

Source: Chen Ryan Associates; April 2015

As shown, the High Density Alternative generated more vehicular trips than the CPUs for both the Southeastern San Diego and Encanto Neighborhoods communities. Since the High Density Alternative would have the same transportation network and policies as the CPUs, while generating a higher number of trip, transportation related impact associated with the Higher Density Alternative would be greater than the CPUs.

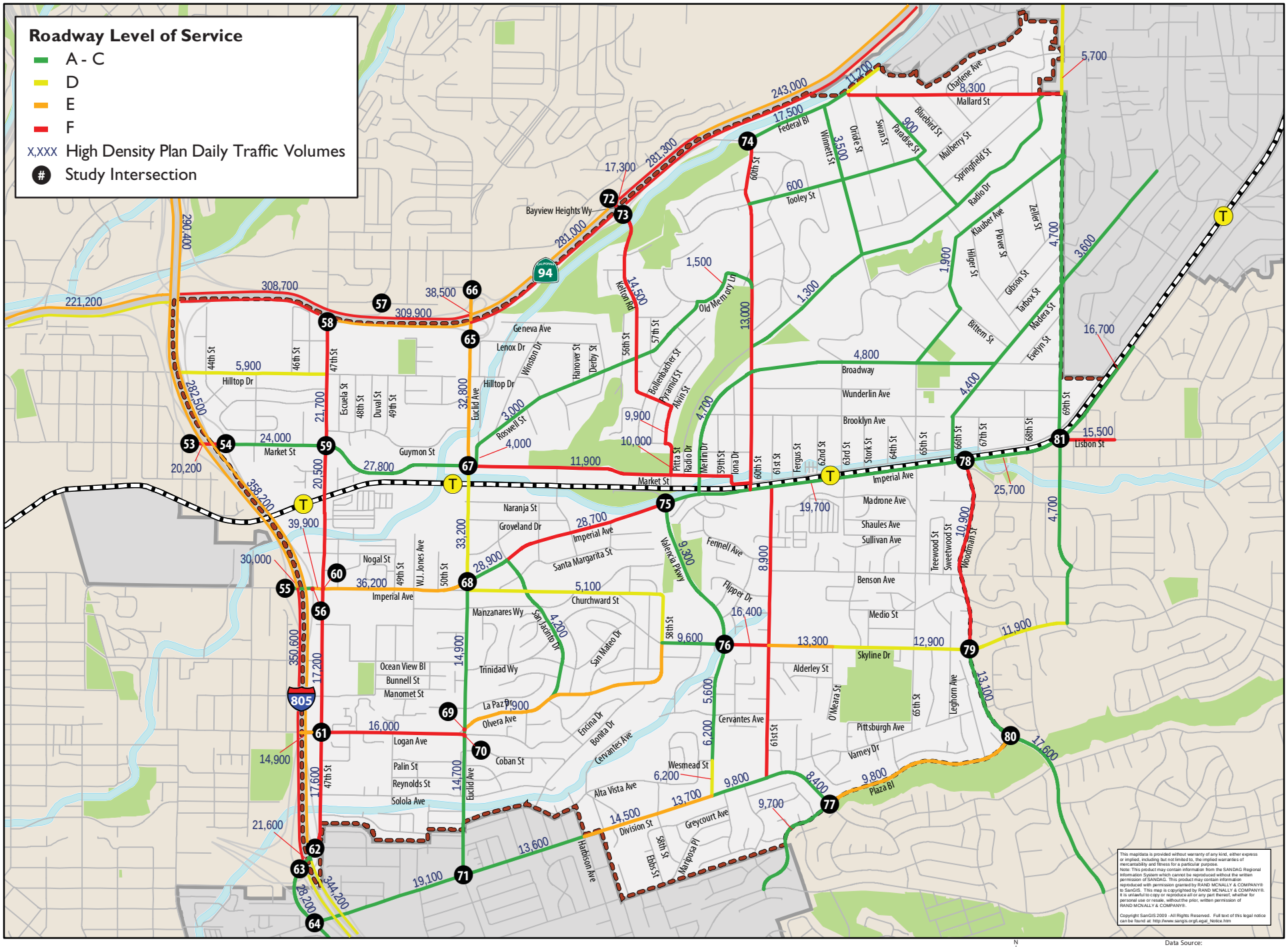
Roadway Segment Analysis

The roadway cross section and functional classification under the High Density Alternative is assumed to be the same as those under the Preferred Plan. Table 10.3-3 displays the level of service analysis results for the study area roadway segments within the study area under Existing Conditions and the High Density Alternative. The forecasted ADT and LOS under buildout of the High Density Alternative are shown in Figure 10.3-1 for Southeastern San Diego and Figure 10.3-2 for Encanto Neighborhoods.

Figure 10.3-1: Southeastern San Diego High Density Alternative Roadway Traffic Volumes and Level of Service

SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Figure 10.3-2: Encanto Neighborhoods High Density Alternative Roadway Traffic Volumes and Level of Service



SOUTHEASTERN SAN DIEGO AND ENCANTO NEIGHBORHOODS COMMUNITY PLAN UPDATES

Data Source:
City of San Diego, 2012; SanGIS Regional Data Warehouse, 2012;
Dyett & Bhatia, 2012

Table 10.3-3: Roadway Segment Level of Service Results High Density Alternative vs. Existing Conditions

#	Roadway	Segment	High Density Alternative					Existing Conditions					Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	Capacity (LOS E)	ADT	LOS	V/C				
1	Hilltop Drive	Boundary Street & I-805	2C MF	8,000	5,500	D	0.69	8,000	2,885	B	0.36		0.33	Southeastern	N
2	Hilltop Drive	I-805 & 47th Street	2C MF	8,000	5,900	D	0.74	8,000	4,435	C	0.55		0.19	Encanto	N
3	Market Street	17th Street & 19th Street	4C w/ CLTL	30,000	8,600	A	0.29	30,000	7,895	A	0.26		0.03	Southeastern	N
4	Market Street	19th Street & 25th Street	2C w/ CLTL	15,000	12,400	D	0.83	30,000	7,835	A	0.26		0.57	Southeastern	N
5	Market Street	25th Street & 28th Street	2C w/ CLTL	15,000	14,200	**E**	0.95	30,000	9,604	A	0.32		0.63	Southeastern	**Y**
6	Market Street	28th Street & 32nd Street	2C w/ CLTL	15,000	18,300	**F**	1.22	30,000	10,745	B	0.36		0.86	Southeastern	**Y**
7	Market Street	32nd Street & I-15 SB Ramps	4M w/ RM	40,000	29,400	C	0.74	40,000	17,180	B	0.43		0.31	Southeastern	N
8	Market Street	I-15 SB Ramps & I-15 NB Ramps	4M w/ RM	40,000	28,000	C	0.7	40,000	22,320	C	0.56		0.14	Southeastern	N
9	Market Street	I-15 NB Ramps & Boundary Street	4M w/ RM	40,000	31,600	D	0.79	40,000	22,310	C	0.56		0.23	Southeastern	N
10	Market Street	Boundary Street & I-805 SB Ramps	2C w/ CLTL	15,000	22,800	**F**	1.52	15,000	14,460	**E**	0.96		0.56	Southeastern	**Y**
11	Market Street	I-805 SB Ramps & I-805 NB Ramps	2C w/ CLTL	15,000	21,300	**F**	1.42	40,000	17,543	B	0.44		0.98	Southeastern/ Encanto	**Y**
12	Market Street	I-805 NB Ramps & 47th Street	4M w/ RM	40,000	24,000	C	0.6	30,000	14,860	C	0.5		0.10	Encanto	N
13	Market Street	47th Street & Euclid Avenue	4M w/ RM	40,000	27,800	C	0.62	15,000	10,022	D	0.67		-0.05	Encanto	N
14	Market Street/Akins Avenue	Euclid Avenue & 60th Street	2C NF	10,000	11,900	**F**	1.19	10,000	11,136	**F**	1.11		0.08	Encanto	**Y**
15	Imperial Avenue	17th Street & 19th Street	4C w/o CLTL	15,000	13,200	**E**	0.88	15,000	6,582	B	0.44		0.44	Southeastern	**Y**
16	Imperial Avenue	19th Street & 25th Street	2C Com	8,000	10,100	**F**	1.26	15,000	5,196	B	0.35		0.91	Southeastern	**Y**
17	Imperial Avenue	25th Street & 28th Street	2C Com	8,000	10,600	**F**	1.33	15,000	5,257	B	0.35		0.98	Southeastern	**Y**
18	Imperial Avenue	28th Street & 30th Street	2C Com	8,000	8,000	**E**	1	15,000	5,027	B	0.34		0.66	Southeastern	**Y**
19	Imperial	30th Street & 32nd Street	2C Com	8,000	5,800	D	0.73	15,000	4,152	A	0.28		0.45	Southeastern	N

Table 10.3-3: Roadway Segment Level of Service Results High Density Alternative vs. Existing Conditions

#	Roadway	Segment	High Density Alternative					Existing Conditions					Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	Capacity (LOS E)	ADT	LOS	V/C				
	Avenue														
20	Imperial Avenue	32nd Street & 36th Street	2C Com	8,000	11,500	**F**	1.44	15,000	6,555	B	0.44	1.00	Southeastern	**Y**
21	Imperial Avenue	36th Street & 40th Street	2C NF	10,000	12,700	**F**	1.27	10,000	7,909	D	0.79	0.48	Southeastern	**Y**
22	Imperial Avenue	40th Street & I-805 SB Ramps	4M w/ RM	40,000	27,200	C	0.68	40,000	10,301	A	0.26	0.42	Southeastern	N
23	Imperial Avenue	I-805 SB Ramps & I-805 NB Ramps	4M w/ RM	40,000	30,000	C	0.75	40,000	25,741	C	0.64	0.11	Southeastern/ Encanto	N
24	Imperial Avenue	I-805 NB Ramps & 47th Street	4M w/ RM	40,000	39,900	**E**	1	40,000	33,370	D	0.83	0.17	Encanto	**Y**
25	Imperial Avenue	47th Street & Euclid Avenue	4M w/ RM	40,000	36,200	**E**	0.91	40,000	30,600	D	0.77	0.14	Encanto	**Y**
26	Imperial Avenue	Euclid Avenue & San Jacinto Drive	4M w/ RM	40,000	29,900	C	0.75	40,000	23,685	C	0.59	0.16	Encanto	N
27	Imperial Avenue	San Jacinto Drive & Valencia Parkway	2C w/ CLTL	15,000	28,700	**F**	1.91	15,000	19,408	**F**	1.29	0.62	Encanto	**Y**
28	Imperial Avenue	Valencia Parkway & Woodman Street	4M w/ RM	40,000	19,700	B	0.49	40,000	17,745	B	0.44	0.05	Encanto	N
29	Imperial Avenue	Woodman Street & 69th Street	4M w/ RM	40,000	25,700	C	0.64	40,000	16,738	B	0.42	0.22	Encanto	N
30	Imperial Avenue	69th Street & Viewcrest Drive	4M w/ RM	40,000	16,700	B	0.42	40,000	8,205	A	0.21	0.21	Encanto (Skyline/ Paradise Hills)	N
31	Commercial Street	17th Street & 19th Street	2C MF	8,000	7,300	**E**	0.91	8,000	1,192	A	0.15	0.76	Downtown	**Y**
32	Commercial Street	19th Street & 25th Street	2C MF	8,000	5,400	D	0.68	8,000	1,208	A	0.15	0.53	Southeastern	N
33	Commercial Street	25th Street & 28th Street	2C MF	8,000	3,800	C	0.48	8,000	1,065	A	0.13	0.35	Southeastern	N

Table 10.3-3: Roadway Segment Level of Service Results High Density Alternative vs. Existing Conditions

#	Roadway	Segment	High Density Alternative					Existing Conditions					Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	Capacity (LOS E)	ADT	LOS	V/C				
34	Commercial Street	28th Street & 30th Street	2C MF	8,000	5,000	C	0.63	8,000	929	A	0.12	0.51	Southeastern	N
35	Commercial Street	30th Street & 32nd Street	2C MF	8,000	4,400	C	0.55	8,000	567	A	0.07	0.48	Southeastern	N
36	Ocean View Boulevard	25th Street & 28th Street	2C MF	8,000	6,500	D	0.81	8,000	2,207	A	0.28	0.53	Southeastern	N
37	Ocean View Boulevard	28th Street & 30th Street	2C MF	8,000	7,700	**E**	0.96	8,000	5,524	D	0.69	0.27	Southeastern	**Y**
38	Ocean View Boulevard	30th Street & 32nd Street	2C w/ CLTL	15,000	10,300	D	0.69	15,000	7,985	C	0.53	0.16	Southeastern	N
39	Ocean View Boulevard	32nd Street & I-15 SB Ramps	2C w/ CLTL	15,000	17,000	**F**	1.13	15,000	13,905	**E**	0.93	0.20	Southeastern	**Y**
40	Ocean View Boulevard	I-15 SB Ramps & I-15 NB Ramps	4M w/ RM	40,000	18,300	B	0.46	40,000	17,094	B	0.43	0.03	Southeastern	N
41	Ocean View Boulevard	I-15 NB Ramps & 36th Street	2C w/ CLTL	15,000	15,200	**F**	1.01	15,000	13,730	**E**	0.92	0.09	Southeastern	**Y**
42	Ocean View Boulevard	36th Street & 40th Street	2C w/ CLTL	15,000	14,600	**E**	0.97	15,000	12,009	D	0.8	0.17	Southeastern	**Y**
43	Ocean View Boulevard	40th Street & 47th Street	2C MF	8,000	11,900	**F**	1.49	8,000	4,965	C	0.62	0.87	Southeastern	**Y**
44	National Avenue	Commercial Street & Beardsley Street	2C w/ CLTL	15,000	12,400	D	0.83	15,000	2,561	A	0.17	0.66	Barrio Logan	N
45	National Avenue	Beardsley Street & SR-75 Off-Ramp	2C MF	8,000	16,200	**F**	2.03	8,000	3,725	C	0.47	1.56	Barrio Logan	**Y**
46	National Avenue	SR-75 Off-Ramp & 26th Street	2C w/ CLTL	15,000	6,500	B	0.43	15,000	3,395	A	0.23	0.20	Barrio Logan	N
47	National Avenue	26th Street & 27th Street/I-5 SB Off-Ramp	2C Com	8,000	12,200	**F**	1.53	8,000	11,450	**F**	1.43	0.10	Barrio Logan	**Y**
48	National Avenue	27th Street/I-5 SB Off-Ramp & 28th Street	2C NF	10,000	16,900	**F**	1.69	30,000	15,927	C	0.53	1.16	Southeastern	**Y**

Table 10.3-3: Roadway Segment Level of Service Results High Density Alternative vs. Existing Conditions

#	Roadway	Segment	High Density Alternative					Existing Conditions					Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	Capacity (LOS E)	ADT	LOS	V/C				
49	National Avenue	28th Street & I-5 NB Ramps	2C w/ CLTL	15,000	21,000	**F**	1.4	15,000	18,431	**F**	1.23	0.17	Southeastern	**Y**
50	National Avenue	I-5 NB Ramps & 32nd Street	2C NF	10,000	14,900	**F**	1.49	15,000	10,020	D	0.67	0.82	Southeastern	**Y**
51	National Avenue	32nd Street & 43rd Street	2C NF	10,000	14,000	**F**	1.4	15,000	10,572	D	0.7	0.70	Southeastern	**Y**
52	Logan Avenue	43rd Street & 45th Street	2C w/ CLTL	15,000	10,900	D	0.73	15,000	7,691	C	0.51	0.22	Southeastern	N
53	Logan Avenue	45th Street & 47th Street	4C w/o CLTL	15,000	14,900	**E**	0.99	15,000	8,190	C	0.55	0.44	Southeastern/ Encanto	**Y**
54	Logan Avenue	47th Street & Euclid Avenue	2C w/ CLTL	15,000	16,000	**F**	1.07	30,000	8,785	A	0.29	0.78	Encanto	**Y**
55	Acacia Street	36th Street & 38th Street	2C MF	8,000	5,200	B	0.65	8,000	1,451	A	0.18	0.47	Southeastern	N
56	Alpha Street	38th Street & 43rd Street	2C MF	8,000	7,000	**E**	0.88	8,000	5,554	D	0.69	0.19	Southeastern	**Y**
57	Division Street	Main Street & Osborn Street	2C w/ CLTL	15,000	17,100	**F**	1.14	15,000	15,920	**F**	1.06	0.08	Southeastern	**Y**
58	Division Street	Osborn Street & Highland Avenue	2C w/ CLTL	15,000	12,900	D	0.86	15,000	10,265	D	0.68	0.18	Southeastern	N
59	Division Street	Highland Avenue & Palm Avenue	4S	30,000	14,100	C	0.47	30,000	10,466	B	0.35	0.12	National City	N
60	Division Street	Palm Avenue & Euclid Avenue	4M w/ RM	40,000	19,100	B	0.48	40,000	17,370	B	0.43	0.05	National City	N
61	Division Street	Euclid Avenue & Harbison Avenue	4C w/ CLTL	30,000	13,600	B	0.45	30,000	12,780	B	0.43	0.02	National City	N
62	Division Street	Harbison Avenue & 58th Street	2C w/ CLTL	15,000	14,500	**E**	0.97	8,000	11,225	**F**	1.4	-0.43	Encanto	N
63	Division Street	58th Street & Valencia Parkway	2C w/ CLTL	15,000	13,700	**E**	0.91	15,000	10,678	D	0.71	0.20	Encanto	**Y**
64	Division Street	Valencia Parkway & 61st Street	2C w/ CLTL	15,000	9,800	C	0.65	8,000	9,115	**F**	1.14	-0.49	Encanto	N
65	Division Street	61st Street & Plaza Boulevard	2C w/ CLTL	15,000	8,400	C	0.56	15,000	6,555	B	0.44	0.12	Encanto	N
66	Cesar Chavez Parkway	Commercial Street & I-5 NB Ramps	2C MF	8,000	10,600	**F**	1.33	8,000	5,692	D	0.71	0.62	Southeastern	**Y**
67	Cesar Chavez Parkway	I-5 NB & SR-75 On-Ramp/Logan Avenue	4S	30,000	17,300	C	0.58	30,000	13,771	B	0.46	0.12	Barrio Logan	N

Table 10.3-3: Roadway Segment Level of Service Results High Density Alternative vs. Existing Conditions

#	Roadway	Segment	High Density Alternative					Existing Conditions					Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	Capacity (LOS E)	ADT	LOS	V/C				
68	25th Street	SR-94 WB Off-Ramp & SR-94 EB On-Ramp	2C w/ CLTL	15,000	18,900	**F**	1.26	15,000	12,970	D	0.86	0.40	Southeastern	**Y**
69	25th Street	SR-94 EB On-Ramp & Market Street	2C w/ CLTL	15,000	20,000	**F**	1.33	15,000	10,914	D	0.73	0.60	Southeastern	**Y**
70	25th Street	Market Street & Imperial Avenue	2C w/ CLTL	15,000	19,700	**F**	1.31	15,000	9,150	C	0.61	0.70	Southeastern	**Y**
71	25th Street	Imperial Avenue & Commercial Street	2C w/ CLTL	15,000	12,700	D	0.85	8,000	5,703	B	0.71	0.14	Southeastern	N
72	28th Street	SR-94 WB Ramps & SR-94 EB Ramps	2C MF	8,000	11,300	**F**	1.41	8,000	10,183	**F**	1.27	0.14	Southeastern	**Y**
73	28th Street	SR-94 EB Ramps & Market Street	2C MF	8,000	12,100	**F**	1.51	8,000	10,041	**F**	1.26	0.25	Southeastern	**Y**
74	28th Street	Market Street & Imperial Avenue	2C MF	8,000	9,000	**F**	1.13	8,000	7,494	**E**	0.94	0.19	Southeastern	**Y**
75	28th Street	Imperial Avenue & Commercial Street	2C MF	8,000	6,400	D	0.8	8,000	5,300	D	0.66	0.14	Southeastern	N
76	28th Street	Commercial Street & Ocean View Boulevard	2C MF	8,000	7,200	**E**	0.9	8,000	4,965	C	0.62	0.28	Southeastern	**Y**
77	28th Street	Ocean View Boulevard & National Avenue	2C MF	8,000	11,700	**F**	1.46	8,000	8,195	**F**	1.02	0.44	Southeastern	**Y**
78	28th Street	National Avenue & Boston Avenue	2C w/ CLTL	15,000	27,800	**F**	1.85	15,000	14,165	**E**	0.94	0.91	Barrio Logan	**Y**
79	30th Street	E Street & Imperial Avenue	2C MF	8,000	8,200	**F**	1.03	8,000	4,945	C	0.62	0.41	Southeastern	**Y**
80	30th Street	Imperial Avenue & Commercial Street	2C MF	8,000	5,100	D	0.64	8,000	2,993	B	0.37	0.27	Southeastern	N
81	30th Street	Commercial Street & National Avenue	2C MF	8,000	6,000	D	0.75	8,000	4,826	C	0.6	0.15	Southeastern	N
82	Broadway/ 32nd Street	SR-94 WB & SR-94 EB On-Ramp / F Street	2C w/ CLTL	15,000	11,700	D	0.78	15,000	11,468	D	0.76	0.02	Southeastern	N
83	32nd Street	SR-94 EB On-Ramp/F Street & Market Street	2C MF	8,000	12,300	**F**	1.54	8,000	6,076	D	0.76	0.78	Southeastern	**Y**
84	32nd Street	Market Street & Imperial Avenue	2C MF	8,000	9,100	**F**	1.14	8,000	5,116	D	0.64	0.50	Southeastern	**Y**
85	32nd Street	Imperial Avenue & Commercial Street	2C MF	8,000	6,300	D	0.79	8,000	3,134	B	0.39	0.40	Southeastern	N
86	32nd Street	Commercial Street & Ocean View Boulevard	2C MF	8,000	7,000	**E**	0.88	8,000	3,975	C	0.5	0.38	Southeastern	**Y**

Table 10.3-3: Roadway Segment Level of Service Results High Density Alternative vs. Existing Conditions

#	Roadway	Segment	High Density Alternative				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	Capacity (LOS E)	ADT	LOS	V/C			
87	32nd Street	Ocean View Boulevard & National Avenue	2C MF	8,000	7,200	**E**	0.9	8,000	4,442	C	0.56	0.34	Southeastern	**Y**
88	32nd Street	National Avenue & Boston Avenue	2C MF	8,000	9,500	**F**	1.19	8,000	5,420	D	0.68	0.51	Southeastern	**Y**
89	35th Street/Rigel Street	Ocean View Boulevard & Main Street	2C MF	8,000	11,200	**F**	1.4	8,000	7,520	**E**	0.94	0.46	Southeastern	**Y**
90	36th Street	Imperial Avenue & Ocean View Boulevard	2C MF	8,000	4,600	C	0.58	8,000	3,447	B	0.43	0.15	Southeastern	N
91	36th Street	Ocean View Boulevard & Acacia Street	2C MF	8,000	4,600	C	0.58	8,000	3,410	B	0.43	0.15	Southeastern	N
92	38th Street	Ocean View Boulevard & Acacia Street	2C MF	8,000	3,900	C	0.49	8,000	3,585	C	0.45	0.04	Southeastern	N
93	Vesta Street	Acacia Street & Main Street	2C MF	8,000	6,300	D	0.79	8,000	3,970	C	0.5	0.29	Southeastern	N
94	40th Street	Imperial Avenue & Ocean View Boulevard	4C w/o CLTL	15,000	5,000	A	0.33	15,000	4,425	A	0.3	0.03	Southeastern	N
95	40th Street	National Avenue & Division Street	2C MF	8,000	3,700	C	0.46	8,000	1,966	A	0.25	0.21	Southeastern	N
96	Boundary Street	Hilltop Drive & Market Street	2C MF	8,000	3,000	B	0.38	8,000	2,060	A	0.26	0.12	Southeastern	N
97	San Pasqual Drive	Imperial Avenue & Ocean View Boulevard	2C NF	10,000	6,500	D	0.65	10,000	5,479	B	0.55	0.10	Southeastern	N
98	San Pasqual Drive	Ocean View Boulevard & Logan Avenue	2C NF	10,000	11,600	**F**	1.16	10,000	5,535	C	0.55	0.61	Southeastern	**Y**
99	43rd Street	Logan Avenue & Newton Avenue	2C w/ CLTL	15,000	14,900	**F**	0.99	15,000	13,301	**E**	0.89	0.10	Southeastern	**Y**
100	43rd Street	Newton Avenue & Beta Street	4C w/o CLTL	15,000	16,500	**F**	1.1	22,500	12,835	C	0.57	0.53	Southeastern	**Y**
101	43rd Street	Beta Street & Delta Street	2C w/ CLTL	15,000	25,800	**F**	1.72	15,000	17,249	**F**	1.15	0.57	Southeastern	**Y**
102	43rd Street	Delta Street & Division Street	3C w/ CLTL	22,500	21,400	**E**	0.95	22,500	15,360	D	0.68	0.03	Southeastern	**Y**
103	Highland Avenue	Division Street & 4th Street	4S	30,000	21,100	D	0.7	30,000	12,990	B	0.43	0.27	National City	N

Table 10.3-3: Roadway Segment Level of Service Results High Density Alternative vs. Existing Conditions

#	Roadway	Segment	High Density Alternative					Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	Capacity (LOS E)	ADT	LOS	V/C			
104	45th Street	Imperial Avenue & Logan Avenue	2C MF	8,000	3,400	A	0.43	8,000	1,955	A	0.24	0.19	Southeastern	N
105	Mallard Street	Federal Boulevard & 69th Street	2C Com	8,000	8,300	**F**	1.04	8,000	7,510	**E**	0.94	0.10	Encanto	**Y**
106	Federal Blvd	60th Street & Mallard Street	4C w/ CLTL	30,000	17,500	C	0.58	30,000	17,190	C	0.57	0.01	Encanto	N
107	Federal Blvd	Mallard Street & MacArthur Drive	3C w/ CLTL	15,000	11,200	D	0.75	22,500	10,880	C	0.48	0.27	Encanto	N
108	Tooley Street	60th Street & Paradise Street	2C MF	8,000	600	A	0.08	8,000	463	A	0.06	0.02	Encanto	N
109	Roswell Street	51st Street & Old Memory Lane	2C MF	8,000	3,000	C	0.38	8,000	1,015	A	0.13	0.25	Encanto	N
110	Old Memory Lane	Roswell Street & 60th Street	2C MF	8,000	1,500	A	0.19	8,000	1,303	A	0.16	0.03	Encanto	N
111	Radio Drive	60th Street & Mallard Street	2C MF	8,000	1,300	A	0.16	8,000	460	A	0.06	0.10	Encanto	N
112	Klauber Avenue	Broadway & 69th Street	2C MF	8,000	1,900	A	0.24	8,000	919	A	0.11	0.13	Encanto	N
113	Broadway	60th Street & Madera Street	2C MF	8,000	4,800	C	0.6	8,000	2,600	B	0.33	0.27	Encanto	N
114	Lisbon Street	Imperial Avenue & 71st Street	2C w/ CLTL	15,000	15,500	**F**	1.03	15,000	8,522	C	0.57	0.46	Encanto (Skyline/ Paradise Hills)	**Y**
115	Churchward Street/58th Street	Euclid Avenue & Skyline Drive	2C MF	8,000	5,100	D	0.64	8,000	2,007	A	0.25	0.39	Encanto	N
116	Skyline Drive	58th Street & Valencia Parkway	2C w/ CLTL	15,000	9,600	C	0.64	15,000	6,760	B	0.45	0.19	Encanto	N
117	Skyline Drive	Valencia Parkway & 61st Street	2C w/ CLTL	15,000	16,400	**F**	1.09	15,000	10,910	D	0.73	0.36	Encanto	**Y**
118	Skyline Drive	61st Street & Omeara Street	2C w/ CLTL	15,000	13,300	**E**	0.89	15,000	11,474	D	0.76	0.13	Encanto	**Y**

Table 10.3-3: Roadway Segment Level of Service Results High Density Alternative vs. Existing Conditions

#	Roadway	Segment	High Density Alternative					Existing Conditions					Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	Capacity (LOS E)	ADT	LOS	V/C				
119	Skyline Drive	Omeara Street & Woodman Street	2C w/ CLTL	15,000	12,900	D	0.86	15,000	11,700	D	0.78	0.08	Encanto	N
120	Skyline Drive	Woodman Street & 69th Street	2C w/ CLTL	15,000	11,900	D	0.79	30,000	11,665	B	0.39	0.40	Skyline/ Paradise Hills	N
121	Olvera Avenue/58th Street	Euclid Avenue & Skyline Drive	2C MF	8,000	7,900	**E**	0.99	8,000	5,190	D	0.65	0.34	Encanto	**Y**
122	Plaza Boulevard	Paradise Valley Road & Division Street	4C	15,000	9,700	C	0.65	15,000	4,700	A	0.31	0.34	Encanto	N
123	Plaza Boulevard	Division Street & Woodman Street	2C NF	10,000	9,800	**E**	0.98	10,000	6,190	B	0.62	0.36	Encanto	**Y**
124	47th Street	SR-94 EB On-Ramp & Market Street	2C w/ CLTL	15,000	21,700	**F**	1.45	30,000	12,263	B	0.41	1.04	Encanto	**Y**
125	47th Street	Market Street & Imperial Avenue	2C w/ CLTL	15,000	20,500	**F**	1.37	15,000	10,145	D	0.68	0.69	Encanto	**Y**
126	47th Street	Imperial Avenue & Logan Avenue	2C w/ CLTL	15,000	17,200	**F**	1.15	30,000	10,870	B	0.36	0.79	Encanto	**Y**
127	47th Street	Logan Avenue & I-805 NB Ramps	2C w/ CLTL	15,000	17,600	**F**	1.17	22,500	9,465	B	0.42	0.75	Encanto	**Y**
128	47th Street	I-805 NB Ramps & I-805 SB Ramps	4M w/ RM	40,000	21,600	C	0.54	40,000	15,469	B	0.39	0.15	Encanto/ National City	N
129	47th Street / Palm Avenue	I-805 SB Ramps & Division Street	4M w/ RM	40,000	28,200	C	0.71	40,000	21,748	C	0.54	0.17	National City	N
130	Euclid Avenue	SR-94 WB Ramps & SR-94 EB Ramps	4M w/ RM	40,000	38,500	**E**	0.96	40,000	28,950	C	0.72	0.24	Encanto	**Y**
131	Euclid Avenue	SR-94 EB Ramps & Market Street	4M w/ RM	40,000	38,200	**E**	0.96	30,000	25,364	**E**	0.85	0.11	Encanto	**Y**
132	Euclid Avenue	Market Street & Imperial Avenue	4M w/ RM	40,000	33,200	D	0.83	30,000	20,933	D	0.7	0.13	Encanto	N
133	Euclid Avenue	Imperial Avenue & Logan Avenue	4C w/ CLTL	30,000	14,900	C	0.5	30,000	11,000	B	0.37	0.13	Encanto	N
134	Euclid Avenue	Logan Avenue & Division Street	4C w/ CLTL	30,000	14,700	C	0.49	40,000	10,655	A	0.27	0.22	Encanto/ National City	N
135	51st Street	Market Street & Roswell Street	2C NF	10,000	4,000	A	0.4	10,000	2,252	A	0.23	0.17	Encanto	N

Table 10.3-3: Roadway Segment Level of Service Results High Density Alternative vs. Existing Conditions

#	Roadway	Segment	High Density Alternative				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	Capacity (LOS E)	ADT	LOS	V/C			
136	San Jacinto Drive	Imperial Avenue & Olvera Avenue	2C MF	8,000	4,200	C	0.53	8,000	1,848	A	0.23	0.30	Encanto	N
137	Bayview Heights Way	SR-94 WB Ramps & SR-94 EB Ramps	2C NF	10,000	17,300	**F**	1.73	10,000	11,160	**F**	1.12	0.61	Encanto	**Y**
138	Kelton Road	SR-94 EB Ramps & Alvin Street	2C MF	8,000	14,500	**F**	1.81	8,000	3,840	D	0.48	1.33	Encanto	**Y**
139	Alvin Street	Kelton Road & Pitta Street	2C MF	8,000	9,900	**F**	1.24	8,000	1,164	A	0.15	1.09	Encanto	**Y**
140	Pitta Street	Alvin Street & Market Street	2C MF	8,000	10,000	**F**	1.25	8,000	3,013	B	0.38	0.87	Encanto	**Y**
141	Merlin Drive	Broadway & Imperial Avenue	2C MF	8,000	4,700	C	0.59	8,000	4,455	C	0.56	0.03	Encanto	N
142	Valencia Parkway	Imperial Avenue & Skyline Drive	4M w/ RM	40,000	9,300	A	0.23	40,000	7,059	A	0.18	0.05	Encanto	N
143	Valencia Parkway	Skyline Drive & Cervantes Avenue	4C	15,000	5,600	B	0.37	15,000	3,645	A	0.24	0.13	Encanto	N
144	Valencia Parkway	Cervantes Avenue & Wesmead Street	4C	15,000	6,200	B	0.41	15,000	4,443	A	0.3	0.11	Encanto	N
145	Valencia Parkway	Wesmead Street & Division Street	2C MF	8,000	6,200	D	0.78	8,000	4,399	C	0.55	0.23	Encanto	N
146	60th Street	Federal Boulevard & Imperial Avenue	2C MF	8,000	13,000	**F**	1.63	8,000	5,050	D	0.63	1.00	Encanto	**Y**
147	61st Street	Imperial Avenue & Division Street	2C MF	8,000	8,900	**F**	1.11	8,000	4,915	C	0.61	0.50	Encanto	**Y**
148	Winnett Street	Federal Boulevard & Radio Drive	2C MF	8,000	3,500	B	0.44	8,000	2,649	B	0.33	0.11	Encanto	N
149	Paradise Street	Mallard Street & Radio Drive	2C MF	8,000	900	A	0.11	8,000	715	A	0.09	0.02	Encanto	N
150	Madera Street	Massachusetts Avenue & 69th Street	2C MF	8,000	3,600	B	0.45	8,000	3,469	B	0.43	0.02	Lemon Grove	N

Table 10.3-3: Roadway Segment Level of Service Results High Density Alternative vs. Existing Conditions

#	Roadway	Segment	High Density Alternative				Existing Conditions				Δ V/C	Community	SI?
			Functional Classification	Capacity (LOS E)	ADT	LOS	V/C	Capacity (LOS E)	ADT	LOS	V/C			
151	Madera Street/66th Street	69th Street & Akins Avenue	2C MF	8,000	4,400	C	0.55	8,000	3,150	B	0.39	0.16	Encanto	N
152	Woodman Street	Imperial Avenue & Skyline Drive	2C Com	8,000	10,900	**F**	1.36	8,000	6,951	**E**	0.87	0.49	Encanto	**Y**
153	Woodman Street	Skyline Drive & Plaza Boulevard	4M w/ RM	40,000	13,100	A	0.33	40,000	9,290	A	0.23	0.10	Encanto	N
154	Woodman Street	Plaza Blvd & Paradise Valley Road	4M w/ RM	40,000	17,600	B	0.44	40,000	16,730	B	0.42	0.02	Encanto (Skyline/ Paradise Hills)	N
155	69th Street	San Miguel Avenue & Mallard Street	2C MF	8,000	5,700	D	0.71	8,000	5,389	D	0.67	0.04	Lemon Grove	N
156	69th Street	Mallard Street & Imperial Avenue	2C MF	8,000	4,700	C	0.59	8,000	4,000	C	0.5	0.09	Encanto	N
157	69th Street	Imperial Avenue & Skyline Drive	2C MF	8,000	4,700	C	0.59	8,000	3,363	B	0.42	0.17	Encanto (Skyline/ Paradise Hills)	N

: Note:
SI = Significant Impact?
RM = Raised Median
4M - Major Arterial (4-lane, divided)
4-S/4C + CLTL = Secondary Arterial / Collector (4-lane w/ center lane)
4C = Collector (4-lane w/o center lane)
2C + CLTL = Collector (2-lane w/ continuous left-turn lane)
2C NF = Collector (2-lane no fronting property)
2C Com = Collector (2-lane w/ commercial fronting)
2C MF = Collector (2-lane multi-family)

Source: Chen Ryan Associates; April 2015

As shown in Table 10.3-3, the following 73 study area roadway segments are projected to operate at LOS E or F under buildout of the High Density Alternative, with 41 roadway segments located within Southeastern San Diego, 25 roadway segments within Encanto Neighborhoods, three segments within both Southeastern San Diego and Encanto Neighborhoods, and four within the sphere of influence. They are as follows:

Southeastern San Diego:

- Market Street, between 25th Street and 28th Street (LOS E);
- Market Street, between 28th Street and 32nd Street (LOS F);
- Market Street, between Boundary Street and I-805 SB Ramps (LOS F);
- Imperial Avenue, between 17th Street and 19th Street (LOS E);
- Imperial Avenue, between 19th Street and 25th Street (LOS F);
- Imperial Avenue, between 25th Street and 28th Street (LOS F);
- Imperial Avenue, between 28th Street and 30th Street (LOS E);
- Imperial Avenue, between 32nd Street & 36th Street (LOS F);
- Imperial Avenue, between 36th Street and 40th Street (LOS F);
- Ocean View Boulevard, between 28th Street and 30th Street (LOS E);
- Ocean View Boulevard, between 32nd Street and I-15 SB Ramps (LOS F);
- Ocean View Boulevard, between I-15 NB Ramps and 36th Street (LOS E);
- Ocean View Boulevard, between 36th Street and 40th Street (LOS E);
- National Avenue, between 27th Street and 28th Street (LOS F);
- National Avenue, between 28th Street and I-5 NB Ramps (LOS F);
- National Avenue, between I-5 NB Ramps and 32nd Street (LOS F);
- National Avenue, between 32nd Street and 43rd Street (LOS F);
- Division Street, between Main Street and Osborn Street (LOS F);
- Alpha Street, between 38th Street and 43rd Street (LOS E);
- Cesar Chavez Parkway, between Commercial Street and I-5 NB Ramps (LOS F);
- 25th Street, between SR-94 WB Off-Ramp and SR-94 EB On-Ramp (LOS F);
- 25th Street, between SR-94 EB On-Ramp and Market Street (LOS F);
- 25th Street, between Market Street and Imperial Avenue (LOS F);
- 28th Street, between SR-94 WB Ramps and SR-94 EB Ramps (LOS F);
- 28th Street, between SR-94 EB Ramps and Market Street (LOS F);
- 28th Street, between Market Street and Imperial Avenue (LOS F);
- 28th Street, between Commercial Street and Ocean View Boulevard (LOS E);

- 28th Street, between Ocean View Boulevard and National Avenue (LOS F);
- 30th Street, between E Street and Imperial Avenue (LOS E);
- 32nd Street, between SR-94 EB On-Ramp/F Street and Market Street (LOS F);
- 32nd Street, between Market Street and Imperial Avenue (LOS F);
- 32nd Street, between Commercial Street and Ocean View Boulevard (LOS E);
- 32nd Street, between Ocean View Boulevard and National Avenue (LOS E);
- 32nd Street, between National Avenue and Boston Avenue (LOS F);
- 35th / Rigel Street, between Ocean View Boulevard and Main Street (LOS F);
- San Pasqual Drive, between Ocean View Boulevard and Logan Avenue (LOS F);
- 43rd Street, between Logan Avenue and Newton Avenue (LOS E);
- 43rd Street, between Newton Avenue and Beta Street (LOS F);
- 43rd Street, between Beta Street and Delta Street (LOS F)
- 43rd Street / Highland Avenue, between Delta Street and Division Street (LOS E); and
- Mallard Street, between Federal Boulevard and 69th Street (LOS F).

Encanto Neighborhoods:

- Market Street/Atkins Avenue, between Euclid Avenue and 60th Street (LOS F);
- Imperial Avenue, between San Jacinto Drive and Valencia Parkway (LOS F);
- Imperial Avenue, between I-805 NB Ramps and 47th Street (LOS E);
- Imperial Avenue, between 47th Street and Euclid Avenue (LOS E);
- Logan Avenue, between 47th Street and Euclid Avenue (LOS F);
- Lisbon Street, between Imperial Avenue and 71st Street (LOS F);
- Skyline Drive, between Valencia Parkway and 61st Street (LOS F);
- Skyline Drive, between 61st Street and Omeara Street (LOS E);
- Olvera Avenue/58th Street, between Euclid Avenue and Skyline Drive (LOS E);
- Division Street, between Harbison Avenue and 58th Street (LOS E);
- Division Street, between 58th Street and Valencia Parkway (LOS E);
- Plaza Boulevard, between Division Street and Woodman Street (LOS E);
- 47th Street, between SR-94 EB On-Ramp and Market Street (LOS F);
- 47th Street, between Market Street and Imperial Avenue (LOS F);
- 47th Street, between Imperial Avenue and Logan Avenue (LOS F);
- 47th Street, between Logan Avenue and I-805 NB Ramps (LOS F);
- Euclid Avenue, between SR-94 WB Ramps and SR-94 EB Ramps (LOS E);

- Euclid Avenue, between SR-94 Ramps and Market Street (LOS E);
- Bayview Heights Way, between SR-94 WB Ramps and SR-94 EB Ramps (LOS F);
- Kelton Road, between SR-94 EB Ramps and Alvin Street (LOS F);
- Alvin Street, between Kelton Road and Pitta Street (LOS F);
- Pitta Street, between Alvin Street and Market Street (LOS F);
- 60th Street, between Federal Boulevard and Imperial Avenue (LOS F);
- 61st Street, between Imperial Avenue and Division Street (LOS E); and
- Woodman Street, between Imperial Avenue and Skyline Drive (LOS F).

Southeastern San Diego & Encanto Neighborhoods:

- Market Street, between I-805 SB Ramps & I-805 NB Ramps (LOS F);
- Ocean View Boulevard, between 40th Street and 47th Street (LOS F); and
- Logan Avenue, 45th Street and 47th Street (LOS E).

Sphere of Influence:

- Commercial Street, between 17th Street and 19th Street (LOS E);
- 28th Street, between National Avenue and Boston Avenue (LOS F);
- National Avenue, between Beardsley Street and SR-75 Off-Ramp (LOS F); and
- National Avenue, between 26th Street and 27th Street (LOS F).

Based on the criteria documented in Chapter 2, the High Density Alternative would have a significant impact to all seventy three (73) roadway segments listed above, with the exception of Division Street between Harbison Avenue and 58th Street. In comparison, the Preferred Plan would have an impact on sixty-seven (67) study area roadway segments.

Freeway/State Highway Segment Analysis

Similar to the Preferred Plan, a freeway analysis was also conducted for the High Density Alternative. Freeway geometric configurations were assumed to be the same as the Preferred Plan.

Table 10.3-3 displays freeway segment LOS analysis results for the key freeway segments in the vicinity of the project study area under the High Density Alternative.

As shown in Table 10.3-4, under buildout of the High Density Alternative, the following twenty-four (24) freeway segments within the project study area are anticipated to operate at less than desirable LOS E or F:

- I-5, between 17th Street and SR-94 – (SB : LOS F);
- I-5, between SR-94 and Imperial Avenue – (NB: LOS F / SB: LOS E);
- I-5, between Imperial Avenue and SR-75 – (NB: LOS E);

- I-5, between SR-75 and 28th Street – (NB: LOS E);
- I-5, between 28th Street and I-15 – (NB: LOS F / SB: LOS E);
- I-5, between I-15 and Main Street – (NB: LOS F / SB: LOS F);
- I-15, between I-805 and SR-94 – (SB: LOS E);
- I-15, between Market Street and Ocean View Boulevard – (NB: LOS E / SB: LOS F);
- I-805, between Home Avenue and SR-94 – (NB: LOS E / SB: LOS E);
- I-805, between SR-94 and Market Street – (NB: LOS E / SB: LOS E);
- I-805, between Market Street and Imperial Avenue – (NB: LOS E / SB: LOS E);
- I-805, between Imperial Avenue and 43rd Street – (NB: LOS E / SB: LOS F);
- SR-94, between 17th Street and 25th Street – (EB: LOS E / WB: LOS E);
- SR-94, between 25th Street and 28th Street – (EB: LOS F / WB: LOS E);
- SR-94, between 28th Street and 30th Street – (EB: LOS F / WB: LOS F);
- SR-94, between 30th Street and I-15 – (EB: LOS E / WB: LOS E);
- SR-94, between I-15 and Home Avenue – (WB: LOS E);
- SR-94, between Home Avenue and I-805 – (WB: LOS E);
- SR-94, between I-805 and 47th Street – (EB: LOS F / WB: LOS E);
- SR-94, between 47th Street and Euclid Avenue (EB: LOS E / WB: LOS F);
- SR-94, between Euclid Avenue and Kelton Road (EB: LOS F / WB: LOS E);
- SR-94, between Kelton Road and Federal Boulevard – (EB: LOS F / WB: LOS F);
- SR-94, between Federal Boulevard and College Grove Way – (EB: LOS F / WB: LOS E); and
- SR-94, between College Grove Way and College Avenue – (EB: LOS F / WB: LOS F).

Table 10.3-4: Freeway Segment Level of Service Results High Density Alternative vs. Existing Conditions

Freeway / State Highway	Segment	Dir	HIGH Density Alternative						Existing Conditions						Change in V/C	SI?
			ADT	# of Lanes	Capacity	Peak Hour Volume	V/C	LOS	ADT	# of Lanes	Capacity	Peak Hour Volume	V/C	LOS		
I-5	17th Street & SR-94	NB	128,300	4M+2A	12,220	11,300	0.92	D	201,000	4M+2A	12,220	9,600	0.79	C	0.13	No
		SB	125,600	4M	9,400	11,000	1.17	**F0**		4M	9,400	9,400	1.00	**E**	0.17	**Yes**
I-5	SR-94 & Imperial Avenue	NB	135,900	4M+1A	10,810	11,600	1.07	**F0**	208,000	4M+1A	10,810	11,100	1.03	**F0**	0.04	**Yes**
		SB	116,100	4M+1A	10,810	10,200	0.94	**E**		4M+1A	10,810	9,700	0.90	D	0.04	**Yes**
I-5	Imperial Avenue & SR-75	NB	122,100	4M+1A	10,810	10,500	0.97	**E**	161,000	4M+1A	10,810	8,600	0.80	D	0.17	**Yes**
		SB	113,300	4M+1A	10,810	9,700	0.90	D		4M+1A	10,810	8,000	0.74	C	0.16	No
I-5	SR-75 & 28th Street	NB	134,600	4M+2A	12,220	11,900	0.97	**E**	159,000	4M+2A	12,220	9,900	0.81	D	0.16	**Yes**
		SB	110,300	4M+1A	10,810	9,500	0.88	D		4M+1A	10,810	7,900	0.73	C	0.15	No
I-5	28th Street & I-15	NB	124,500	4M	9,400	11,000	1.17	**F0**	155,000	4M	9,400	9,600	1.02	**F0**	0.15	**Yes**
		SB	102,000	4M	9,400	8,800	0.94	**E**		4M	9,400	7,700	0.82	D	0.12	**Yes**
I-5	I-15 & Main Street	NB	155,300	4M+2A	12,220	13,700	1.12	**F0**	191,000	4M+2A	12,220	11,900	0.97	**E**	0.15	**Yes**
		SB	144,300	5M	11,750	13,200	1.12	**F0**		5M	11,750	11,400	0.97	**E**	0.15	**Yes**
I-15	I-805 & SR-94	NB	75,800	3M+1A	8,460	6,400	0.76	C	109,000	3M+1A	8,460	5,500	0.65	C	0.11	No
			900	1 HOV	2,350	100	0.04	A		-	-	-	-	-	0.00	No
		SB	64,100	2M+1A	6,110	5,700	0.93	**E**		2M+1A	6,110	4,900	0.80	D	0.13	**Yes**
			500	1 HOV	2,350	0	0.00	A		-	-	-	-	-	0.00	No
I-15	SR-94 & Market Street	NB	71,800	3M+1A	8,460	6,100	0.72	C	115,000	3M+1A	8,460	5,800	0.69	C	0.03	No
		SB	66,600	3M+1A	8,460	6,800	0.80	D		3M+1A	8,460	6,500	0.77	C	0.03	No
I-15	Market	NB	79,100	3M	7,050	6,700	0.95	**E**	107,000	3M	7,050	5,600	0.79	C	0.16	**Yes**

Table 10.3-4: Freeway Segment Level of Service Results High Density Alternative vs. Existing Conditions

Freeway / State Highway	*Segment*	*Dir*	*HIGH Density Alternative*						*Existing Conditions*						*Change in V/C*	*SI?*
			ADT	*# of Lanes*	*Capacity*	*Peak Hour Volume*	*V/C*	*LOS*	*ADT*	*# of Lanes*	*Capacity*	*Peak Hour Volume*	*V/C*	*LOS*		
	Street & Ocean View Boulevard	SB	71,300	3M	7,050	7,200	1.02	**F0**		3M	7,050	6,000	0.85	D	0.17	**Yes**
I-15	Ocean View Boulevard & I-5	NB	74,700	3M+1A	8,460	5,500	0.65	C	48,000	3M+1A	8,460	2,200	0.26	A	0.39	No
		SB	67,400	4M+1A	10,810	5,500	0.51	B		4M+1A	10,810	2,200	0.20	A	0.31	No
I-15	I-5 & Norman Scott Road	NB	18,600	2M	4,700	1,400	0.30	A	16,500	2M	4,700	700	0.15	A	0.15	No
		SB	16,600	2M	4,700	1,300	0.28	A		2M	4,700	700	0.15	A	0.13	No
I-805	Home Avenue & SR-94	NB	124,900	4M	9,400	9,200	0.98	**E**	217,000	4M	9,400	10,400	1.11	**F0**	-0.13	No
			29,600	1 HOV	2,350	2,200	0.94	E		-	-	-	-	-	0.00	No
		SB	112,800	4M	9,400	9,300	0.99	**E**		4M	9,400	10,400	1.11	**F0**	-0.12	No
			23,100	1 HOV	2,350	1,900	0.81	D		-	-	-	-	-	0.00	No
I-805	SR-94 & Market Street	NB	121,600	4M	9,400	8,900	0.95	**E**	216,000	4M	9,400	10,200	1.09	**F0**	-0.14	No
			27,500	1 HOV	2,350	2,000	0.85	D		-	-	-	-	-	0.00	No
		SB	110,100	4M	9,400	9,000	0.96	**E**		4M	9,400	10,400	1.11	**F0**	-0.15	No
			23,300	1 HOV	2,350	1,900	0.81	D		-	-	-	-	-	0.00	No
I-805	Market Street & Imperial Avenue	NB	157,600	4M+2A	12,220	11,500	0.94	**E**	227,000	4M+2A	12,220	10,800	0.88	D	0.06	**Yes**
			29,400	1 HOV	2,350	2,200	0.94	**E**		-	-	-	-	-	0.00	**Yes**
		SB	142,700	4M+2A	12,220	11,700	0.96	**E**		4M+2A	12,220	10,900	0.89	D	0.07	**Yes**
			28,500	1 HOV	2,350	2,300	0.98	**E**		-	-	-	-	-	0.00	**Yes**
I-805	Imperial	NB	150,500	5M	11,750	11,000	0.94	**E**	210,000	5M	11,750	9,900	0.84	D	0.10	**Yes**

Table 10.3-4: Freeway Segment Level of Service Results High Density Alternative vs. Existing Conditions

Freeway / State Highway	Segment	Dir	HIGH Density Alternative						Existing Conditions						Change in V/C	SI?
			ADT	# of Lanes	Capacity	Peak Hour Volume	V/C	LOS	ADT	# of Lanes	Capacity	Peak Hour Volume	V/C	LOS		
	Avenue & 43rd Street		30,600	1 HOV	2,350	2,200	0.94	**E**		-	-	-	-	-	0.00	No
		SB	141,200	4M+1A	10,810	11,100	1.03	**F0**		4M+1A	10,810	10,100	0.93	**E**	0.10	**Yes**
			28,300	1 HOV	2,350	2,200	0.94	**E**		-	-	-	-	-	0.00	**Yes**
	43rd Street & Plaza Boulevard	NB	160,200	4M+2A	12,220	10,100	0.83	D	196,000	4M+2A	12,220	8,900	0.73	C	0.10	No
			28,300	1 HOV	2,350	1,800	0.77	C		-	-	-	-	-	0.00	No
		SB	132,200	5M	11,750	10,500	0.89	D		5M	11,750	9,300	0.79	C	0.10	No
			23,500	1 HOV	2,350	1,900	0.81	D		-	-	-	-	-	0.00	No
SR-94	17th Street & 25th Street	EB	95,000	4M	9,400	9,300	0.99	**E**	110,000	4M	9,400	7,500	0.80	D	0.19	**Yes**
		WB	106,100	3M+1A	8,460	8,500	1.00	**E**		3M+1A	8,460	6,900	0.82	D	0.18	**Yes**
			3,300	1 HOV	2,350	300	0.13	A		-	-	-	-	-	0.00	No
	25th Street & 28th Street	EB	100,900	4M	9,400	9,900	1.05	**F0**	124,000	4M	9,400	8,300	0.88	D	0.17	**Yes**
			6,200	1 HOV	2,350	600	0.26	A		-	-	-	-	-	0.00	No
		WB	109,900	4M	9,400	8,800	0.94	**E**		4M	9,400	7,400	0.79	C	0.15	**Yes**
			3,300	1 HOV	2,350	300	0.13	A		-	-	-	-	-	0.00	No
	28th Street & 30th Street	EB	112,800	4M	9,400	10,300	1.10	**F0**	132,000	4M	9,400	8,100	0.86	D	0.24	**Yes**
			7,100	1 HOV	2,350	600	0.26	A		-	-	-	-	-	0.00	No
		WB	124,000	4M	9,400	9,900	1.05	**F0**		4M	9,400	7,900	0.84	D	0.21	**Yes**
			3,200	1 HOV	2,350	300	0.13	A		-	-	-	-	-	0.00	No
SR-94	30th Street & I-15	EB	116,600	4M+1A	10,810	10,600	0.98	**E**	146,000	4M+1A	10,810	9,000	0.83	D	0.15	**Yes**
			7,100	1 HOV	2,350	600	0.26	A		-	-	-	-	-	0.00	No

Table 10.3-4: Freeway Segment Level of Service Results High Density Alternative vs. Existing Conditions

Freeway / State Highway	*Segment*	*Dir*	*HIGH Density Alternative*						*Existing Conditions*						*Change in V/C*	*SI?*
			ADT	*# of Lanes*	*Capacity*	*Peak Hour Volume*	*V/C*	*LOS*	*ADT*	*# of Lanes*	*Capacity*	*Peak Hour Volume*	*V/C*	*LOS*		
		WB	128,100	4M+1A	10,810	10,300	0.95	**E**		4M+1A	10,810	8,700	0.80	D	0.15	**Yes**
			3,200	1 HOV	2,350	300	0.13	A		-	-	-	-	-	0.00	No
	I-15 & Home Avenue	EB	99,500	4M+1A	10,810	9,100	0.84	D		4M+1A	10,810	8,600	0.80	D	0.04	No
			5,600	1 HOV	2,350	500	0.21	A		-	-	-	-	-	0.00	No
		WB	109,400	4M	9,400	8,800	0.94	**E**	140,000	4M	9,400	8,300	0.88	D	0.06	**Yes**
			2,100	1 HOV	2,350	200	0.09	A		-	-	-	-	-	0.00	No
	Home Avenue & I-805	EB	101,600	4M+1A	10,810	9,200	0.85	D		4M+1A	10,810	7,900	0.73	C	0.12	No
			5,900	1 HOV	2,350	500	0.21	A		-	-	-	-	-	0.00	No
	Home Avenue & I-805	WB	111,600	4M	9,400	8,900	0.95	**E**	128,000	4M	9,400	7,600	0.81	D	0.14	**Yes**
			2,100	1 HOV	2,350	200	0.09	A		-	-	-	-	-	0.00	No
	I-805 & 47th Street	EB	147,100	5M	11,750	13,400	1.14	**F0**	172,000	5M	11,750	10,600	0.90	D	0.24	**Yes**
		WB	161,600	4M+1A	10,810	12,900	1.19	**F0**		4M+1A	10,810	10,200	0.94	**E**	0.25	**Yes**
	47th Street & Euclid Avenue	EB	141,200	5M+1A	13,160	12,800	0.97	**E**		5M+1A	13,160	10,500	0.80	D	0.17	**Yes**
			5,900	1 HOV	2,350	500	0.21	A		-	-	-	-	-	0.00	No
		WB	155,200	4M+1A	10,810	12,400	1.15	**F0**	171,000	4M+1A	10,810	10,200	0.94	**E**	0.21	**Yes**
			7,600	1 HOV	2,350	600	0.26	A		-	-	-	-	-	0.00	No
SR-94	Euclid Avenue & Kelton Road	EB	132,000	5M	11,750	12,000	1.02	**F0**		5M	11,750	9,600	0.82	D	0.20	**Yes**
			5,200	1 HOV	2,350	500	0.21	A	156,000	-	-	-	-	-	0.00	No
		WB	136,500	4M+1A	10,810	10,500	0.97	**E**		4M+1A	10,810	8,400	0.78	C	0.19	**Yes**

Table 10.3-4: Freeway Segment Level of Service Results High Density Alternative vs. Existing Conditions

Freeway / State Highway	Segment	Dir	HIGH Density Alternative						Existing Conditions						Change in V/C	SI?
			ADT	# of Lanes	Capacity	Peak Hour Volume	V/C	LOS	ADT	# of Lanes	Capacity	Peak Hour Volume	V/C	LOS		
			7,300	1 HOV	2,350	600	0.26	A		-	-	-	-	-	0.00	No
	Kelton Road & Federal Boulevard	EB	129,800	4M+1A	10,810	11,700	1.08	**F0**	161,000	4M+1A	10,810	9,300	0.86	D	0.22	**Yes**
			3,700	1 HOV	2,350	300	0.13	A		-	-	-	-	-	0.00	No
		WB	141,800	4M+1A	10,810	10,900	1.01	**F0**		4M+1A	10,810	8,700	0.80	D	0.21	**Yes**
			6,000	1 HOV	2,350	500	0.21	A		-	-	-	-	-	0.00	No
	Federal Boulevard & College Grove Way	EB	111,000	4M	9,400	10,000	1.06	**F0**	145,000	4M	9,400	8,400	0.89	D	0.17	**Yes**
			3,800	1 HOV	2,350	300	0.13	A		-	-	-	-	-	0.00	No
		WB	121,200	4M	9,400	9,400	1.00	**E**		4M	9,400	7,800	0.83	D	0.17	**Yes**
			7,200	1 HOV	2,350	600	0.26	A		-	-	-	-	-	0.00	No
	College Grove Way & College Avenue	EB	114,700	4M	9,400	10,300	1.10	**F0**	145,000	4M	9,400	8,400	0.89	D	0.21	**Yes**
			3,800	1 HOV	2,350	300	0.13	A		-	-	-	-	-	0.00	No
		WB	125,800	4M	9,400	10,400	1.11	**F0**		4M	9,400	8,400	0.89	D	0.22	**Yes**
			5,500	1 HOV	2,350	500	0.21	A		-	-	-	-	-	0.00	No

Notes:
Bold letter indicates unacceptable LOS E or F.
Dir = Direction
M = Mainline. A = Auxiliary Lane. HOV = High Occupancy Vehicle Only

Source: Chen Ryan Associates; April 2015

Based on the criteria documented in Chapter 2, the High Density Alternative would have significant impacts to all of the freeway segments listed above with the following exceptions:

- I-805, between Home Avenue and SR-94; and
- I-805, between SR-94 and Market Street.

Mitigation Framework

At the program-level, impacts shall be reduced through the classifications of roadways and identification of necessary roadway, intersection and freeway improvements. Mitigation or construction of these improvements shall be carried out at the project-level via the Infrastructure Fee Study (IFS), capital improvement projects, and future development projects. Funding shall be through construction by individual development projects, collection of development impact fees (DIFs), fair share contributions to be determined at the project-level, and potentially other sources.

Roadway Mitigation Measures

The TIS identified additional potential improvement measures that are not recommended as part of the CPU and are not included as part of the project. These improvement measures are not recommended due to inconsistency with the mobility vision, goals and policies of the Community Plan Update. As stated in the SESD Mobility Element Section 3.3, on page 3-10 and in the Encanto Neighborhoods Mobility Element Section 3.3, on page 3-9:

> "Due to the urbanized nature of the community, most public right-of-way is fully constructed with streets and sidewalks as well as adjacent development. A guiding strategy for street system planning was to provide a Complete Streets network (accommodating all modes and users) while largely limiting recommendations to modifications within the existing rights-of-way, and to avoid extensive road widening in the largely built out urban community."
>
> Additionally, the following project Goals are taken from page 3-2 of the SESD CPU Mobility Element and page 3-2 of the Encanto Neighborhoods CPU Mobility Element:
>
> - A complete network of pedestrian-friendly, multi-modal facilities throughout the community.
> - Pedestrian-friendly infrastructure including sidewalks with parkways, gridded streets and pedestrian-scale blocks.
> - Safe, walkable neighborhoods which utilize new paseos, pedestrian connections, improved sidewalks, and make use of the alley network for vehicular access.
> - A complete, safe, and efficient bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network.

For these reasons, the potential additional improvement measures identified in the TIS are not recommended as a part of the CPU. Therefore, the impact to these roadway segments would remain significant and unmitigated. At the project-level, partial mitigation may be possible in the

form of transportation demand management measures that encourage carpooling and other alternate modes of transportation. At the time future subsequent development projects are proposed, project-specific traffic analyses would contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact.

Southeastern San Diego

Impacts at the following forty-one (41) roadway segments would remain significant and unmitigated at the programmatic level:

- Market Street, between 25th Street and 28th Street;
- Market Street, between 28th Street and 32nd Street;
- Market Street, between Boundary Street and I-805 SB Ramps;
- Imperial Avenue, between 17th Street and 19th Street;
- Imperial Avenue, between 19th Street and 25th Street;
- Imperial Avenue, between 25th Street and 28th Street;
- Imperial Avenue, between 28th Street and 30th Street;
- Imperial Avenue, between 32nd Street & 36th Street;
- Imperial Avenue, between 36th Street and 40th Street;
- Ocean View Boulevard, between 28th Street and 30th Street;
- Ocean View Boulevard, between 32nd Street and I-15 SB Ramps;
- Ocean View Boulevard, between I-15 NB Ramps and 36th Street;
- Ocean View Boulevard, between 36th Street and 40th Street;
- National Avenue, between 27th Street and 28th Street;
- National Avenue, between 28th Street and I-5 NB Ramps;
- National Avenue, between I-5 NB Ramps and 32nd Street;
- National Avenue, between 32nd Street and 43rd Street;
- Division Street, between Main Street and Osborn Street;
- Alpha Street, between 38th Street and 43rd Street;
- Cesar Chavez Parkway, between Commercial Street and I-5 NB Ramps;
- 25th Street, between SR-94 WB Off-Ramp and SR-94 EB On-Ramp;
- 25th Street, between SR-94 EB On-Ramp and Market Street;
- 25th Street, between Market Street and Imperial Avenue;
- 28th Street, between SR-94 WB Ramps and SR-94 EB Ramps;
- 28th Street, between SR-94 EB Ramps and Market Street;

- 28th Street, between Market Street and Imperial Avenue;
- 28th Street, between Commercial Street and Ocean View Boulevard;
- 28th Street, between Ocean View Boulevard and National Avenue;
- 30th Street, between E Street and Imperial Avenue;
- 32nd Street, between SR-94 EB On-Ramp/F Street and Market Street;
- 32nd Street, between Market Street and Imperial Avenue;
- 32nd Street, between Commercial Street and Ocean View Boulevard;
- 32nd Street, between Ocean View Boulevard and National Avenue;
- 32nd Street, between National Avenue and Boston Avenue;
- 35th / Rigel Street, between Ocean View Boulevard and Main Street;
- San Pasqual Drive, between Ocean View Boulevard and Logan Avenue;
- 43rd Street, between Logan Avenue and Newton Avenue;
- 43rd Street, between Newton Avenue and Beta Street;
- 43rd Street, between Beta Street and Delta Street (LOS F)
- 43rd Street / Highland Avenue, between Delta Street and Division Street; and
- Mallard Street, between Federal Boulevard and 69th Street.

<u>Encanto Neighborhoods</u>

Impacts at the following twenty-four (24) roadway segments would remain significant and unmitigated at the programmatic level:

- Market Street/Atkins Avenue, between Euclid Avenue and 60th Street;
- Imperial Avenue, between San Jacinto Drive and Valencia Parkway;
- Imperial Avenue, between I-805 NB Ramps and 47th Street;
- Imperial Avenue, between 47th Street and Euclid Avenue;
- Logan Avenue, between 47th Street and Euclid Avenue;
- Lisbon Street, between Imperial Avenue and 71st Street;
- Skyline Drive, between Valencia Parkway and 61st Street;
- Skyline Drive, between 61st Street and Omeara Street;
- Olvera Avenue/58th Street, between Euclid Avenue and Skyline Drive;
- Division Street, between 58th Street and Valencia Parkway;
- Plaza Boulevard, between Division Street and Woodman Street;
- 47th Street, between SR-94 EB On-Ramp and Market Street;
- 47th Street, between Market Street and Imperial Avenue;

- 47th Street, between Imperial Avenue and Logan Avenue;
- 47th Street, between Logan Avenue and I-805 NB Ramps;
- Euclid Avenue, between SR-94 WB Ramps and SR-94 EB Ramps;
- Euclid Avenue, between SR-94 Ramps and Market Street;
- Bayview Heights Way, between SR-94 WB Ramps and SR-94 EB Ramps;
- Kelton Road, between SR-94 EB Ramps and Alvin Street;
- Alvin Street, between Kelton Road and Pitta Street;
- Pitta Street, between Alvin Street and Market Street;
- 60th Street, between Federal Boulevard and Imperial Avenue;
- 61st Street, between Imperial Avenue and Division Street; and
- Woodman Street, between Imperial Avenue and Skyline Drive.

Southeastern San Diego & Encanto Neighborhoods

Impacts at the following three (3) roadway segments would remain significant and unmitigated at the programmatic level:

- Market Street, between I-805 SB Ramps & I-805 NB Ramps;
- Ocean View Boulevard, between 40th Street and 47th Street; and
- Logan Avenue, 45th Street and 47th Street.

Sphere of Influence

Impacts at the following three (3) roadway segments would remain significant and unmitigated at the programmatic level:

- Commercial Street, between 17th Street and 19th Street;
- 28th Street, between National Avenue and Boston Avenue;
- National Avenue, between Beardsley Street and SR-75 Off-Ramp; and
- National Avenue, between 26th Street and 27th Street.

Freeway Mitigation Measures

I-5, between 17th Street and SR-94; **I-5, between SR-94 and Imperial Avenue; I-5, between Imperial Avenue and SR-75; I-5, between SR-75 and 28th Street; I-5, between 28th Street and I-15; and I-5, between I-15 and Main Street** – The SANDAG 2050 Revenue Constrained RTP includes operational improvements along I-5 between 17th Street and Main Street. These improvements are expected to be built by Year 2050. There is some uncertainty related to the actual developments and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and Encanto Neighborhoods

CPUs' significant traffic impact to this freeway segment would remain significant unmitigated at the programmatic level.

I-15, between I-805 and SR-94; I-15, between Market Street and Ocean View Boulevard - The SANDAG 2050 Revenue Constrained RTP includes construction of managed lanes along I-15 between I-805 and Ocean View Boulevard. These improvements are expected to be built by Year 2035. There is some uncertainty related to the actual developments and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and Encanto Neighborhoods CPUs' significant traffic impact to this freeway segment would remain significant unmitigated at the programmatic level.

I-805, between Market Street and Imperial Avenue; and I-805, between Imperial Avenue and 43rd Street – The SANDAG 2050 Revenue Constrained RTP includes construction of managed lanes along I-805 between Market Street and 43rd Street. These improvements are expected to be built by Year 2030. There is some uncertainty related to the actual developments and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and Encanto Neighborhoods CPUs' significant traffic impact to this freeway segment would remain significant unmitigated at the programmatic level.

SR-94, between 17th Street and 25th Street; SR-94, between 25th Street and 28th Street; SR-94, between 28th Street and 30th Street; SR-94, between 30th Street and I-15; SR-94, between I-15 and Home Avenue; and SR-94, between Home Avenue and I-805 – The SANDAG 2050 Revenue Constrained RTP includes construction of managed lanes along SR-94 between 17th Street and I-805. These improvements are expected to be built by Year 2020. There is some uncertainty related to the actual developments and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and Encanto Neighborhoods CPUs' significant traffic impact to this freeway segment would remain significant unmitigated at the programmatic level.

SR-94, between I-805 and 47th Street; SR-94, between 47th Street and Euclid Avenue; SR-94, between Euclid Avenue and Kelton Road; SR-94, between Kelton Road and Federal Boulevard; SR-94, between Federal Boulevard and College Grove Way; and SR-94, between College Grove Way and College Avenue – The SANDAG 2050 Revenue Constrained RTP includes construction of managed lanes along SR-94 between I-805 and College Avenue. These improvements are expected to be built by Year 2040. There is some uncertainty related to the actual developments and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the

funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and Encanto Neighborhoods CPUs' significant traffic impact to this freeway segment would remain significant unmitigated at the programmatic level.

Proposed General Plan Policies that Reduce the Impact

CPU policies for both SESD and Encanto Neighborhoods P-MO-16, P-MO-17, P-MO-18, P-MO-19, P-MO-20, P-MO-21, P-MO-22, P-MO-23, P-MO-24, P-MO-25, P-MO-26, P-MO-27, and P-MO-28 would apply.

Significance after Mitigation

The City shall implement all policies identified in the Mobility Element to reduce the demand for vehicles on the City's transportation system. However, as identified above, even with implementation of these policies, the impacts would remain significant and unavoidable.

Air Quality

Overall, the Higher-Density Alternative would construct more residences than the CPUs, thereby generating more trips when compared to the CPUs. However, the number of trips per household would be reduced through improved walkability and other modes of alternative transportation. As such, the goals of reducing trips and air emissions contained in the City of Villages strategy would be achieved under the Higher-Density Alternative.

Like the CPUs, the Higher-Density Alternative would not be consistent with the adopted community plan land use designations upon which the RAQS and SIP were based; however, the changes in the land uses under both this alternative and the CPUs would result in reduced traffic, and in turn, fewer emissions than under the adopted Community Plan when considered on a per person or per unit basis. Therefore, neither the Higher-Density Alternative nor the CPUs would obstruct or conflict with the implementation of the San Diego RAQS or applicable portions of the SIP, and impacts would be the same for both.

Impacts associated with construction emissions of criteria pollutants would be increased while operational emissions of criteria pollutants would be decreased in the SESD CPU area under the Higher-Density Alternative when compared with those identified for the CPUs. Operational emissions would be increased in the Encanto Neighborhoods CPU area. Therefore, the Higher-Density Alternative would result in total ROG, NOx, CO, SO, PM10, and PM2.5 emissions that would be greater than the emissions under the CPUs.

The Higher-Density Alternative would include a reduced number of non-residential (stationary industrial and commercial) emission sources in the SESD CPU area, truck traffic (diesel emissions) would be reduced, and ADT volume associated with residential development would increase when compared to the CPUs. Therefore, by comparison, the Higher-Density Alternative would result in greater impacts on air quality than the CPUs. With the increase in ADT under this alternative, development would increase relative to residential land uses in the CPUs, and impacts associated with stationary sources would be reduced. Overall, air quality impacts would remain significant and unavoidable with the Higher-Density Alternative.

Noise

Noise impacts resulting from implementation of the Higher-Density Alternative would be greater than those identified for the CPUs relative to stationary noise sources, as non-residential development would be increased in the Encanto Neighborhoods CPU area. However, noise from stationary sources would not be increased in the SESD CPU area; this is because more areas of collocation of residential and non-residential uses would occur under the Higher-Density Alternative in the Encanto Neighborhoods CPU area, and therefore the potential for noise-sensitive land uses to be exposed to excessive noise would be greater than under the CPUs.

Both CPUs contain noise-related policies that aim to reduce exposure of noise-sensitive receptors to noise levels that exceed applicable standards. Because implementation of the Higher-Density Alternative would result in more ADT, it would result in more traffic-related noise than would occur under the CPUs. Therefore, existing sensitive receptors may experience greater noise impacts from transportation-related noise sources under the Higher-Density Alternative and there would be more sensitive receptors. As with the CPUs, stationary and traffic-related noise impacts would remain significant and unavoidable for the Higher-Density Alternative.

Biological Resources

As noted above, the Higher-Density Alternative would have a similar development footprint as the CPUs, and the increase in density would be achieved through greater lot coverage and increased building heights. Therefore, the extent of biological impacts from the Higher-Density Alternative would be similar to that under the CPUs, as the amount of preserved open space and extent of disturbance from future development would be approximately the same. The types of impacts to sensitive resources, habitat, and species also would be similar. As with the CPUs, strict adherence to the Mitigation Framework, which includes the requirement for compliance with the LCD ESL Regulations and MSCP Subarea Plan and Biology Guidelines, would still be required to reduce potential impacts to below a level of significance.

Hydrology and Water Quality

Although the residential densities and industrial use categories for the Higher-Density Alternative differ slightly from the CPUs, the area to be developed is roughly similar. The Higher-Density Alternative would preserve a similar amount of open space as with the CPUs; therefore, this alternative would result in similar impacts associated with hydrology, flooding, and water quality. Future development under both the Higher-Density Alternative and the CPUs would be required to comply with existing local, state, and federal regulations relative to runoff and water quality. Therefore, strict compliance with all applicable local, state, and federal regulations and implementation of the Mitigation Framework would preclude the potential for impacts under both this alternative and the CPUs.

Historical Resources

Impacts to historical resources under the Higher-Density Alternative would be similar to those identified for the CPUs as the extent and areas of disturbance by development would be generally the same, with some variations in land use. As with the CPUs, the alternative would not propose any specific developments, demolition, or alteration of existing resources. However, because the

CPU areas contain known historical and prehistorical resources, it can be assumed that future development has the potential to result in significant direct or indirect impacts. According to the City's Historical Resources Guidelines, any potential impacts to significant cultural resources, including historical resources, religious or sacred uses, and human remains, would be considered significant.

The Higher-Density Alternative would include the same policies as the CPUs that support the Historic Preservation Element by promoting the identification and preservation of historical resources, and educating citizens about the benefits of historic preservation. It would also include proposed CPU policies that provide for the identification and proper handling of potentially sensitive tribal resources such as sacred or religious places or human remains.

As with the CPUs, future development implemented in accordance with the Higher-Density Alternative would be required to comply with all applicable City, federal, state, and local regulations regarding the protection of historical resources, as described in Section 5.7 of this PEIR. Thus, where preservation of historic buildings and structures, components thereof, sacred or religious places, or human remains can be preserved and/or protected through compliance with regulations and/or the Mitigation Framework described in Section 5.7, program-level impacts would be reduced to below a level of significance.

Paleontological Resources

Impacts to paleontological resources associated with development under the Higher-Density Alternative would be slightly greater than those under the CPUs because of the increased density that would be achieved through greater lot coverage and building height, potentially including deeper excavation for subterranean parking. This additional grading into sensitive formations would increase the potential impacts to paleontological resources, however, would be slightly greater under this alternative when compared to the CPUs, strict adherence to the Mitigation Framework contained in Section 5.8, Paleontological Resources, would reduce potential impacts to below a level of significance.

Geology and Seismic Hazards

Impacts from the Higher-Density Alternative would be similar to those of the CPUs. Future development under the alternative has the potential to result in significant impacts from seismic and geologic hazards, an increase in the erosion of soils by wind or water, or instability of geologic units and soils as discussed for the CPUs in Section 5.9. However, potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the California Building Code, the San Diego Municipal Code, and the Seismic Hazards Mapping Act. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading requirements, and, if necessary, NPDES General Construction Storm Water Permit provisions and a prepared site-specific Stormwater Pollution Prevention Plan would ensure that future grading and construction activities would avoid significant soil erosion impacts.

The Higher-Density Alternative would include the same policies as the CPUs to mitigate adverse impacts from geological hazards on future development; reduce the impact any future development may have on soil erosion, including post-construction impacts; and preserve the stability of the city's landforms and prevent the location of structures on an unstable geologic unit or soil. With strict adherence to the Mitigation Framework contained in Section 5.9, potential impacts would be reduced to below a level of significance.

Hazardous Materials

Impacts from the Higher-Density Alternative would be similar to or somewhat greater than the CPUs. Future development under the Higher-Density Alternative has the potential to result in exposure to hazardous materials, wastes, or emissions; airport hazards, and fire hazards. As the Higher-Density alternative would result in a greater population growth than the CPUs, there would be more people exposed to these potential hazards. Federal, state and local regulations that serve to reduce impacts to a less-than-significant level would also cover the Higher-Density alternative. The alternative would also include proposed CPU policies that serve to reduce hazardous materials impacts. Overall, , despite the higher population growth assumed under this alternative when compared to the CPUs, impacts would remain less than significant because of the requirement for strict compliance with Federal, state and local regulations.

Greenhouse Gases

Like the CPUs, the Higher-Density Alternative would introduce higher density residential land use designations to the CPU areas. However, polices contained in the CPUs to reduce VMT would be increased in effectiveness, and GHG emissions associated with the Higher-Density Alternative would be more than those associated with the CPUs and BAU through increased use of alternative modes of transportation and the increased energy efficiency of higher-density development.

Future development proposals would be required to implement GHG emission-reduction measures under both the Higher-Density Alternative and the CPUs, and buildout in either case would result in impacts associated with the contribution of GHG emissions to cumulative statewide emissions. These impacts would remain less than significant with the Higher-Density Alternative as the anticipated reduction of GHG emissions would achieve a percentage reduction over BAU of greater than 28.3 percent.

Energy

Residential development under the Higher-Density Alternative would result in greater energy demand for both electricity and natural gas when compared to the CPUs, because more residential units would be constructed. However, the energy demand for non-residential development would be reduced. Overall the energy demand for the Higher-Density Alternative would be similar to that for the CPUs, and the Higher-Density Alternative would not result in the use of excessive amounts of fuel or other forms of energy during construction. Also, this alternative, like the CPUs, is not anticipated to result in a need for new electrical systems or require substantial alteration of existing utilities, which would create physical impacts.

Based on the program-level analysis of both the CPUs and the Higher-Density Alternative, impacts associated with energy use would be similar—although slightly greater under the Higher-Density Alternative—but would remain less than significant.

Public Services and Facilities

The demand for new or altered public services and facilities would be similar to or slightly greater for the Higher-Density Alternative than for the CPUs as the buildout population for the Higher-Density Alternative is anticipated to be higher. The Higher-Density Alternative would include the same policies as the CPUs to address public services and facilities issues and needs, and which would serve to reduce potential impacts. As with the CPUs, impacts related to construction of new facilities under the Higher-Density Alternative would be considered at the time that project-specific designs are available; therefore, this alternative would not result in a significant impact.

Public Utilities

The demand on public utilities under the Higher-Density Alternative would likely be greater than that anticipated under the CPUs due to the higher buildout population of the alternative. As with the CPUs, the Higher-Density Alternative would not directly require alteration to existing facilities. Any future development within the CPU areas would require project-level evaluations of demand on water, sewer, and solid waste management systems. As discussed in the Hydrology section, this Alternative would have similar impacts to hydrology as the CPUs; thus, impacts to storm water infrastructure would be expected to be similar. As with the CPUs, future projects under this alternative would be required to design and build storm water infrastructure systems to accommodate new development within the CPU areas. Although the specific location and design details for future storm water infrastructure improvements are unknown at this time, all projects would require consistency with the City's Storm Water Standards. Any future construction or alteration of public utilities systems would require compliance with existing regulations and construction standards to avoid or minimize impacts to environmentally sensitive habitat areas and landforms through siting, grading or excavation, and erosion. The Higher-Density Alternative would also include proposed CPU policies to promote resource conservation and waste reduction measures to minimize demands on public utility systems. Thus, impacts resulting from a need for new systems would be less than significant for this alternative.

Demand for water under the Higher-Density Alternative would also likely be greater than that anticipated under the CPUs. The projected net water demands at buildout of the Higher-Density Alternative are 6,048 acre feet per year (afy) in the SESD CPU area and 7,276 afy in the Encanto Neighborhoods CPU area. These projections were made following the same methodology used to create Table 5.14-5 and Table 5.14-6 of this PEIR, which were excerpted from the Water Supply Assessments conducted for the CPU areas (Appendix K). The projection for the Higher-Density Alternative is only slightly higher than the 6,021 afy projected for the CPU in the SESD CPU area, and still less than the 6,395 afy planned for the area in the City of San Diego 2010 UWMP. The projection for the alternative is also higher than the 6,963 afy projected for the CPU in the Encanto Neighborhoods area, and 1,772 afy higher than the 5,503 afy planned in the City of San Diego 2010 UWMP. The 1,772 afy difference would be accounted for through the Accelerated Forecasted Growth demand increment of the San Diego County Water Authority's 2010 UWMP. As projected water demands for the Higher-Density Alternative are consistent with existing water resource planning documents and sufficient water supplies exist to meet projected demands, and

as the alternative would include proposed CPU policies to promote water conservation, impacts related to excessive water uses would be less than significant.

Visual Effects and Neighborhood Character

Potential visual effects and impacts to neighborhood character under the Higher-Density Alternative would be similar to or potentially greater than impacts anticipated under the CPUs. In much of the CPU areas, impacts would be expected to be the same. However, in the proposed Southeastern Village District, the Higher-Density Alternative would designate an SESD CPU would maintain the current industrial designation. This would likely cause a greater impact to the visual character of that corridor under the Higher-Density Alternative compared to the CPUs. However, the Higher-Density Alternative would include proposed CPU policies that reduce the impact of future development on community character, preserve the integrity of the areas' landform, and establish appropriate uses of lighting and encourage lighting design that minimizes light pollution and excess glare. As with the CPUs, the Higher-Density Alternative would not propose any specific developments that would substantially alter existing or planned character or involve the grading or alteration of steep hillsides, and all future development would be required to comply with existing regulations regarding grading activities and lighting design. Therefore, impacts for the Higher-Density Alternative would be less than significant.

ALTERNATIVE 2: LOWER-DENSITY ALTERNATIVE

Land Use

Land use impacts under the Lower-Density Alternative would be similar to those identified for the CPUs, with some differences arising from the proposed density of development. This alternative would include the same policies of the CPUs. Neither the policies nor the land use designations associated with this alternative would conflict with the environmental goals, objectives, or guidelines of the San Diego General Plan or other applicable land use plans, the City's Multiple Species Conservation Program (MSCP), or the San Diego International Airport's Airport Land Use Compatibility Plan (ALUCP). As with the CPUs, implementation of this alternative would replace the existing Community Plan for Southeastern San Diego, thus potential conflicts with the Community Plan are not relevant.

The Lower-Density Alternative would include the same proposed CPU policies that would support and promote the goals and objectives of the General Plan's various elements, as discussed in Section 5.1. As with the CPUs, this alternative would focus on creating walkable mixed-use areas in village areas near transit, though in some cases under the alternative, this mixed-use development would be at a lower density. Thus, by lowering the density of transit-oriented development, it would potentially support the General Plan's City of Villages Strategy and Mobility Element and the Conservation element's air quality goals to a lesser extent than the CPUs.

The alternative would include the same policies as the CPUs to incorporate, complement, or ensure consistency with the San Diego Association of Governments (SANDAG) Regional Comprehensive Plan (RCP), the SANDAG 2050 Regional Transportation Plan, and the Chollas Creek Enhancement Program.

The Lower-Density Alternative would include the same policies as the Encanto Neighborhoods CPU requiring future projects to implement the MSCP Subarea Plan and Biology Guidelines to reduce impacts on biological resources, open space, land form, or other environmentally sensitive areas. As with the CPU, it would designate all Multi-Habitat Planning Areas (MHPAs) as Open Space. As such, this alternative would not conflict with provisions of the MSCP. It would also similarly comply with the City's ESL Regulations and Historical Resources Regulations.

This alternative would also include the same proposed CPU policies for evaluating airport land use compatibility consistency with the ALUCP would be ensured through the development review process. Thus, the alternative would not result in land uses that are incompatible with the ALUCP. As such, land use-related impacts associated with the Higher-Density Alternative would be less than significant.

Transportation

The transportation network under the Lower-Density Alternative would remain the same as those under the CPUs. No additional changes were proposed as a part of the Lower-Density Alternative. As discussed in the Land Use section above, several mixed-use developments would be at a lower density under this alternative. As with the CPUs, implementation of this alternative would replace the currently adopted Community Plan for the Southeastern San Diego and Encanto Neighborhoods communities, thus potential conflicts with the currently adopted Community Plans are not relevant.

The Lower-Density Alternative would include the same proposed CPU policies that would support and promote the goals and objectives of the General Plan's various elements, as discussed in Section 5.2.

The alternative would include the same policies as the CPUs to incorporate, complement, or ensure consistency with the San Diego Association of Governments (SANDAG) 2050 Regional Transportation Plan.

Table 10.3-5 displays the estimated vehicle trip generation by community under Existing Conditions, CPUs, and Lower-Density Alternative for both the Southeastern San Diego and Encanto Neighborhoods communities.

Table 10.3-5: Trip Generation Comparison – CPUs vs. Lower-Density Alternative vs. Existing Condition

	CPUs	*Low-Density Alternative*	*Existing Conditions*
Southeastern San Diego			
Trip Generation	375,546	371,564	316,877
Change in Trip Generation vs. Existing Conditions	58,669	54,687	-
Growth Rate	18.51%	17.26%	-
Encanto Neighborhoods			
Trip Generation	267,505	265,624~~274,328~~	191,218
Change in Trip Generation vs. Existing Conditions	76,287	74,406~~83,110~~	-
Growth Rate	39.90%	38.91%~~43.46%~~	-

Source: Chen Ryan Associates; April 2015

As shown, the Lower-Density Alternative would generate less vehicular trips than the CPUs for both the Southeastern San Diego and Encanto Neighborhoods community~~, and more vehicular trips than the CPUs for the Encanto Neighborhoods community~~. Since the ~~SESD~~ Lower-Density Alternative would have the same transportation network and policies as the CPU, while generating less vehicular trips, transportation related impact associated with the ~~SESD~~ Lower-Density Alternative would be less significant than the CPUs. ~~However, the Encanto Neighborhoods Lower Density Alternative would generate more vehicular trips than the CPU, while retaining the same transportation network and policies, transportation related impact associated with the Encanto Neighborhoods Lower Density Alternative would be greater than the CPU.~~

Air Quality

The Lower-Density Alternative would result in lower residential densities than the CPUs and would generate fewer ADT. Like the CPUs, the Lower-Density Alternative would not be consistent with the adopted community plan land use designations upon which the RAQS and SIP were based; however, the changes in the land uses under this alternative would result in reduced traffic, and in turn, fewer emissions than under the CPUs or the existing adopted Community Plan.

Neither the Lower-Density Alternative nor the CPUs would obstruct or conflict with the implementation of the San Diego RAQS or applicable portions of the SIP. Impacts associated with both construction and operational emissions of criteria pollutants covered under the RAQS for this alternative would be less than those associated with the CPUs for all land uses other than non-residential development within the Encanto Neighborhoods CPU area, which would increase. Overall impacts on air quality would remain significant and unavoidable.

Noise

Noise impacts resulting from implementation of the Lower-Density Alternative would be less than those identified for the CPUs relative to stationary noise sources in the SESD CPU area and

greater than those identified for the CPUs for the Encanto Neighborhoods CPU area. The potential for noise-sensitive land uses to be exposed to excessive noise would likewise be less than those identified for the CPUs relative to stationary noise sources in the SESD CPU area and greater than those identified for the CPUs for the Encanto Neighborhoods CPU area. Noise impacts associated with traffic resulting from implementation of the Lower-Density Alternative would be incrementally less than those identified for the CPUs because of the reduced land use intensity and likely incrementally reduced traffic volumes on the CPU area roadways. However, despite the reduction in the number of sensitive receptors associated with the Lower-Density Alternative when compared to the CPUs, stationary and traffic-related noise impacts would still be significant and unavoidable.

Biological Resources

The Lower-Density Alternative would have a similar development footprint as the CPUs. Therefore, the extent of impacts on biological resources from the Lower-Density Alternative would be similar to that under the CPUs, as the amount of preserved open space and extent of disturbance from future development would be approximately the same. The types of impacts to sensitive resources, habitat, and species also would be similar. As with the CPUs, implementation of the Lower-Density Alternative would result in potentially significant impacts related to biological resources at the program level. Strict adherence to the Mitigation Framework, which includes the requirement for compliance with the LCD ESL Regulations and MSCP Subarea Plan and Biology Guidelines, would still be required to reduce potential impacts to below a level of significance.

Hydrology and Water Quality

Although the residential densities and non-residential use categories for the Lower-Density Alternative differ slightly from the CPUs, the area to be developed is roughly similar. In most instances the development footprint would remain the same. Only the non-residential development area within the Encanto Neighborhoods CPU area would be increased. The Lower-Density Alternative would preserve a similar amount of open space as with the CPUs; therefore, this alternative would result in similar impacts associated with hydrology, flooding, and water quality. Despite a potential for a slight reduction in impacts on hydrology and water quality, future development under both the Lower-Density Alternative and the CPUs would still be required to comply with existing local, state, and federal regulations relative to runoff and water quality. Therefore, strict compliance with all applicable local, state, and federal regulations and implementation of the Mitigation Framework would preclude the potential for impacts under both this alternative and the CPUs.

Historical Resources

Impacts to historical resources under the Lower-Density Alternative would be similar to those identified for the CPUs as the extent and areas of disturbance by development would be generally the same, with some variations in land use. As with the CPUs, the alternative would not propose any specific developments, demolition, or alteration of existing resources. However, because the CPU areas contain known historical and prehistorical resources, it can be assumed that future development has the potential to result in significant direct or indirect impacts. According to the City's Historical Resources Guidelines, any potential impacts to significant cultural resources,

including historical resources, religious or sacred uses, and human remains, would be considered significant.

The Lower-Density Alternative would include the same policies as the CPUs that support the Historic Preservation Element by promoting the identification and preservation of historical resources, and educating citizens about the benefits of historic preservation. It would also include proposed CPU policies that provide for the identification and proper handling of potentially sensitive tribal resources such as sacred or religious places or human remains.

As with the CPUs, future development implemented in accordance with the Lower-Density Alternative would be required to comply with all applicable City, federal, state, and local regulations regarding the protection of historical resources, as described in Section 5.7 of this PEIR. Thus, where preservation of historic buildings and structures, components thereof, sacred or religious places, or human remains can be preserved and/or protected through compliance with regulations and/or the Mitigation Framework described in Section 5.7, program-level impacts would be reduced to below a level of significance.

Paleontological Resources

As with the CPUs, future development has the potential to result in significant direct and/or indirect impacts to paleontological fossil resources for the Lower-Density Alternative. Implementation of any project alternative would require adherence to all applicable guidelines further described in Section 5.8, Paleontological Resources. The extent of impacts to paleontological resources resulting from implementation of the Lower-Density Alternative would be similar to those identified for the CPUs because the extent and areas of disturbance by development would be generally the same, only the land use designation would change. As with the CPUs, implementation of the Lower-Density Alternative would result in potentially significant impacts related to paleontological resources at the program level. Strict adherence to the Mitigation Framework would still be required to reduce potential impacts to below a level of significance.

Geology and Seismic Hazards

Impacts from the Lower-Density Alternative would be similar to those of the CPUs. Future development under the alternative has the potential to result in significant impacts from seismic and geologic hazards, an increase in the erosion of soils by wind or water, or instability of geologic units and soils as discussed for the CPUs in Section 5.9. However, potential impacts related to seismic and geologic hazards, or to the instability of geological units and soils would be avoided or reduced to less than significant through adherence to existing state and local regulations, including the California Building Code, the San Diego Municipal Code, and the Seismic Hazards Mapping Act. Where required, site-specific geotechnical investigations would be conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. Similarly, project-level compliance with City-mandated grading requirements, and, if necessary, NPDES General Construction Storm Water Permit provisions and a prepared site-specific Stormwater Pollution Prevention Plan would ensure that future grading and construction activities would avoid significant soil erosion impacts.

The Lower-Density Alternative would include the same policies as the CPUs to mitigate adverse impacts from geological hazards on future development; reduce the impact any future development may have on soil erosion, including post-construction impacts; and preserve the stability of the city's landforms and prevent the location of structures on an unstable geologic unit or soil. With strict adherence to the Mitigation Framework contained in Section 5.9, potential impacts would be reduced to below a level of significance.

Hazardous Materials

Impacts from the Lower-Density Alternative would be similar to or somewhat less than the CPUs. Future development under the Lower-Density Alternative has the potential to result in exposure to hazardous materials, wastes, or emissions; airport hazards, and fire hazards. As the Lower-Density alternative would result in less population growth than the CPUs, there would be fewer people exposed to these potential hazards. Federal, state and local regulations that serve to reduce impacts to a less-than-significant level would also cover the Lower-Density alternative. The alternative would also include proposed CPU policies that serve to reduce hazardous materials impacts. Overall, despite the lower population growth assumed under this alternative when compared to the CPUs, impacts would remain less than significant because of the requirement for strict compliance with Federal, state and local regulations.

Greenhouse Gases

This alternative would involve lower density residential land use designations than the CPUs in both CPU areas, and lower density non-residential development in the SESD CPU area. Only the non-residential development in the Encanto Neighborhoods CPU area would be increased over the Encanto Neighborhoods CPU. Overall, GHG emissions associated with the Lower-Density Alternative would be less than those associated with the CPUs, because of the reduced intensity of development, fewer residential units, and fewer associated ADT. These impacts would remain less than significant with the Lower-Density Alternative as the anticipated reduction of GHG emissions would be greater than that of the CPUs and would achieve a percentage reduction over BAU greater than 28.3 percent.

Energy

Development under the Lower-Density Alternative would reduce the energy demand from that described for the CPUs. The reduced development intensity in the residential and non-residential areas of all but the non-residential development areas of the Encanto Neighborhoods CPU area would result in a decreased energy demand as there would be a smaller population within the CPU areas.

Similar to the CPUs, the Lower-Density Alternative would not result in the use of excessive amounts of fuel or other forms of energy during construction. Also, this alternative, like the CPUs, is not anticipated to result in a need for new electrical systems or require substantial alteration of existing utilities, which would create physical impacts. Based on the program-level analysis of both the CPUs and the Lower-Density Alternative, impacts associated with energy use would be similar, although slightly less under this alternative, and therefore less than significant.

Public Services and Facilities

The demand for new or altered public services and facilities would be similar to or slightly less for the Lower-Density Alternative than for the CPUs as the buildout population for the Lower-Density Alternative is anticipated to be lower. Thus, the projected student population at buildout would be lower, and the projected usable park acres-to-population ratio would be higher than anticipated under the CPUs. Similarly, the overall demand for public safety services and libraries would also be lower. The Lower-Density Alternative would include the same policies as the CPUs to address public services and facilities issues and needs, and which would serve to reduce potential impacts. As with the CPUs, impacts related to construction of new facilities under the Lower-Density Alternative would be considered at the time that project-specific designs are available; therefore, this alternative would not result in a significant impact.

Public Utilities

The demand on public utilities under the Lower-Density Alternative would likely be less than that anticipated under the CPUs due to the lower buildout population of the alternative. As with the CPUs, the Lower-Density Alternative would not directly require alteration to existing facilities. Any future development within the CPU areas would require project-level evaluations of demand on water, sewer, and solid waste management systems. As discussed in the Hydrology section, impacts to hydrology under this alternative would be similar to or slightly reduced from the CPUs; thus, impacts to storm water infrastructure would be expected to be similar or slightly reduced. As with the CPUs, future projects under this alternative would be required to design and build storm water infrastructure systems to accommodate new development within the CPU areas. Although the specific location and design details for future storm water infrastructure improvements are unknown at this time, all projects would require consistency with the City's Storm Water Standards. Any future construction or alteration of public utilities systems would require compliance with existing regulations and construction standards to avoid or minimize impacts to environmentally sensitive habitat areas and landforms through siting, grading or excavation, and erosion. The Lower-Density Alternative would also include proposed CPU policies to promote resource conservation and waste reduction measures to minimize demands on public utility systems. Thus, impacts resulting from a need for new systems would be less than significant for this alternative.

Demand for water under the Lower-Density Alternative would also likely be lower than that anticipated under the CPUs. As such, the alternative would be consistent with existing water resource planning documents and sufficient water supplies exist to meet projected demands. The Lower-Density Alternative would also include proposed CPU policies to promote water conservation. Thus, impacts related to excessive water uses would be less than significant.

Visual Effects and Neighborhood Character

Potential visual effects and impacts to neighborhood character under the Lower-Density Alternative would be similar to or potentially less than impacts anticipated under the CPUs. Areas designated for developed uses are similar between the alternative and the CPUs. However, because the Lower-Density Alternative would propose lower densities in some locations—particularly in those where existing densities are low or where land is currently vacant—resulting development may have less of a visual impact in terms of height and bulk. The Lower-Density

Alternative would include proposed CPU policies that reduce the impact of future development on community character, preserve the structural and visual integrity of the areas' landform, and establish appropriate uses of lighting and encourage lighting design that minimizes light pollution and excess glare. As with the CPUs, the Lower-Density Alternative would not propose any specific developments that would substantially alter existing or planned character or involve the grading or alteration of steep slopes, and all future development would be required to comply with existing regulations regarding grading activities and lighting design. Therefore, impacts for the Lower-Density Alternative would be less than significant.

10.4 Environmentally Superior Alternative

CEQA Guidelines require 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, than another environmentally superior alternative must be identified.

Based on a comparison of the alternatives' overall environmental impacts and their compatibility with the CPUs' goals and objectives, the No Project Alternative is the environmental superior alternative for this Program EIR, since overall development would be less than any of the other alternatives. However, the No Project Alternative does not meet the purpose and objectives of either CPU, including identifying land use and mobility strategies to cohesively guide growth and development in Southeastern San Diego and Encanto Neighborhoods, foster walkable and transit-oriented communities, and address a range of long-range planning topics. Other key goals include meeting the vision and guiding principles for Southeastern San Diego of a diverse, inclusive, and vibrant place to live and work, and for Encanto Neighborhoods of a scenic, vibrant and healthy community. These purposes and objectives are described in further in Chapter 2 (Project Description) and are supported by specific objectives, CPU land use changes, and CPU policies.

Of the remaining alternatives, the environmentally superior alternative is the Lower-Density Alternative. This alternative would produce the least amount of development, and associated impacts. It's impacts are expected to be similar to those analyzed for the CPUs for most of the environmental impact categories analyzed in this EIR—land use; transportation; air quality; greenhouse gases; noise; paleontological resources; biological resource; historical resources; geology and seismic hazards; hazardous materials; hydrology; public services and facilities; public utilities; and visual effects and neighborhood character. As with the CPUs, the Lower-Density Alternative would have significant and unavoidable impacts in the areas of transportation, air quality, and noise.

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11 Mitigation Monitoring and Reporting Program

Section 21081.6 of the CEQA Guidelines requires that a mitigation, monitoring, and reporting program be adopted upon certification of an EIR to ensure that the mitigation measures are implemented. The mitigation, monitoring, and reporting program specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

The CPUs are described in this PEIR. The PEIR, incorporated herein as referenced, focused on issues determined to be potentially significant by the City. The issues addressed in the PEIR include land use; transportation; air quality; noise; hydrology and water quality; historical resources; paleontological resources; geology and seismic hazards; hazardous materials; greenhouse gases; energy; public services and facilities; public utilities; and visual effects and neighborhood character.

Public Resources Code section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts requiring mitigation were identified for land use; transportation; air quality; noise; biology; hydrology; historical resources; paleontological resources; and geological resources.

The environmental analysis resulted in the identification of a mitigation framework that would reduce potentially significant impacts. In some cases, the mitigation measures would reduce impacts to below a level of significance. For some of the environmental issue areas noted above, the mitigation measures would reduce the impact, but not to below a level of significance. Specifically, mitigation measure for significant impacts related to transportation, air quality, and noise were identified, but impacts remain significant and unavoidable, even with adherence to the mitigation framework.

The mitigation monitoring and reporting program for the CPUs is under the jurisdiction of the City and other agencies as specified in below. The mitigation monitoring and reporting program for the CPUs addresses only the issue areas identified above as significant. The following is an overview of the mitigation monitoring and reporting program to be completed for the CPUs.

11.1 Land Use

REGULATORY CONSISTENCY

Environmentally Sensitive Land Regulations

Impact

The development footprint of the CPU would encroach into sensitive ESL areas. Future public and private development proposals would be required to comply with the ESL Regulations or process a Site Development Permit in order to deviate from the regulations. Additionally, all subsequent discretionary projects would be subject to review in accordance with CEQA. At which time, appropriate site-specific mitigation in accordance with the Mitigation Framework LU-2 and BIO-1 through BIO-3 would be identified for impacts to sensitive biological resources covered under the ESL regulations. For other resource areas covered under the ESL regulations, such as steep hillsides and floodplains, future projects would be designed to ensure compliance with the supplemental regulations and any other regulatory requirements to ensure that no impacts would occur. The CPU also includes several policies which aim to reduce impacts to sensitive and other resources covered under the ESL regulations, as well as the Mitigation Framework described below required for projects which include sensitive biological resources. Future projects would be required to comply with the above regulations, policies, and mitigation. Therefore, at the program-level the CPU would not be in conflict with the purpose and intent of the ESL regulations and potential impacts would be below a level of significance.

Mitigation Framework

MM-LU-1a Future development project types that are consistent with the CPU and base zone regulations, can be processed ministerially and would not be subject to further environmental review under CEQA. Future development proposals subject to discretionary review shall be reviewed in accordance with Mitigation Framework MM-LU-2 and MM-BIO 1-3 in Section 5.5, Biological Resources.

Historic Resources Regulations

Impact

Given the presence of historical resources distributed throughout the CPU area, implementation of the CPU has the potential to result in significant impacts to historical resources. Though the CPUs do not propose specific development, future buildout consistent with the CPUs has the potential to impact significant historical resources at the project level. Direct impacts may include alteration or demolition of historic buildings, as well as impacts to archaeological sites from grading, excavation and other ground-disturbing activities tied to construction. It should be noted, however, that as part of CPU implementation, a Sherman Heights and Grant Hill Park Historic Districts CPIOZ Type A is proposed. The boundaries of the Sherman Heights and Grant Hill Park Historic Districts and the CPIOZ Type A are coterminous. Within the Sherman Heights and Grant Hill Park Historic Districts CPIOZ, the Sherman Heights and Grant Hill Park Historic Districts Design Criteria and Guidelines (Guidelines) will be applied, in addition to the City's Historic Resource Regulations and compliance with the Secretary of the Interior Standards for the Treatment of Historic Properties. Projects consistent with the CPU, base zone regulations, and

the supplementation regulations for CPIOZ Type A for the Sherman Heights and Grant Hill Park Historic Districts can be processed ministerially and would not be subject to further environmental review under CEQA. Development proposals that do not comply with the CPIOZ Type A supplemental regulations would be subject to discretionary review in accordance with the Mitigation Framework for Historical Resources, contained in Section 5.7: Historical Resources. The CPU includes several policies aimed to reduce impacts to historical resources within the CPU area as well as development regulations required for projects within areas covered by CPIOZ Type A which address historical resources. Additionally, incorporation of the mitigation framework for historical resources contained in Section 5.7: Historical Resources would reduce the potential for significant impacts at the project-level.

Mitigation Framework

MM-LU-1b: Future development project types that are consistent with the CPU, base zone regulations, and the supplemental regulations for CPIOZ Type A for the Sherman Heights and Grant Hill Park Historic Districts and can demonstrate that there are no historical resources (Built Environment) present on the project site can be processed ministerially and would not be subject to further environmental review under CEQA. Development proposals that do not comply with the CPIOZ Type A supplemental regulations shall be subject to discretionary review in accordance with the Mitigation Framework MM-HIST-1 in Section 5.7 Historical Resources.

ENVIRONMENTAL PLAN CONSISTENCY

MHPA Land Use Adjacency Guidelines

Impact

Potential indirect impacts would be evaluated at the project-level for consistency with the MHPA Land Use Adjacency Guidelines. Implementation of the CPU would introduce land uses adjacent to MHPA which would potentially result in a significant impact at the program-level.

Mitigation Framework

MHPA adjacency impacts would be addressed at the project-level. Projects adjacent to the MHPA would incorporate features into the project and/or permit conditions that demonstrate compliance with the MHPA Land Use Adjacency Guidelines. To ensure avoidance or reduction of potential MHPA impacts resulting from new development adjacent to the MHPA, the following Mitigation Framework measures shall be required for all future projects as part of the subsequent environmental review and development permit processing:

LU-2: All subsequent development projects implemented in accordance with the CPU that are within or adjacent to designated MHPA areas shall comply with the Land Use Adjacency Guidelines of the MSCP in terms of land use, drainage, access, toxic substances in runoff, lighting, noise, invasive plant species, grading, and brush management requirements. Mitigation measures include, but are not limited to: sufficient buffers and design features, barriers (rocks, boulders, signage, fencing, and appropriate vegetation) where necessary, lighting directed away from the MHPA, and berms or walls adjacent to commercial or

industrial areas and any other use that may introduce construction noise or noise from future development that could impact or interfere with wildlife utilization of the MHPA. The project biologist for each proposed project would identify specific mitigation measures needed to reduce impacts to below a level of significance. Subsequent environmental review would be required to determine the significance of impacts from land use adjacency and compliance with the Land Use Adjacency Guidelines of the MSCP. Prior to approval of any subsequent development project in an area adjacent to a designated MHPA, the City of San Diego shall identify specific conditions of approval in order to avoid or to reduce potential impacts to adjacent the MHPA. Specific requirements shall include:

Specific requirements shall include:

- **Drainage –** All new and proposed parking lots and developed areas in and adjacent to the MHPA shall be designed so they do not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials prior to release by incorporating the use of filtration devices, planted swales and/or planted detention/desiltation basins, or other approved permanent methods that are designed to minimize negative impacts, such as excessive water and toxins into the ecosystems of the MHPA.
- **Toxics/Project Staging Areas/Equipment Storage –** Projects that use chemicals or generate by-products such as pesticides, herbicides, and animal waste, and other substances that are potentially toxic or impactive to native habitats/flora/fauna (including water) shall incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. No trash, oil, parking, or other construction/development-related material/activities shall be allowed outside any approved construction limits. Provide a note in/on the CD's that states: *"All construction related activity that may have potential for leakage or intrusion shall be monitored by the Qualified Biologist/Owners Representative or Resident Engineer to ensure there is no impact to the MHPA."*
- **Lighting –** Lighting within or adjacent to the MHPA shall be directed away/shielded from the MHPA and be subject to City Outdoor Lighting Regulations per LDC Section 142.0740.D. Overhead lighting shall be shielded and either have a fixed downward-aiming position or have a locking feature to fix the light in the downward position. Additionally, overhead lighting adjacent to the MHPA shall be placed on a timer to turn off from 11 pm to sunrise unless determined by t the City of San Diego that overhead lighting is necessary for public safety.
- **Barriers –** New development within or adjacent to the MHPA shall be required to provide barriers (e.g., non-invasive vegetation; rocks/boulders; 6-foot high, vinyl-coated chain link or equivalent fences/walls; and/or signage) along the MHPA boundaries to direct public access to appropriate locations, reduce

domestic animal predation, protect wildlife in the preserve, and provide adequate noise reduction where needed.

- **Invasives –** No invasive non-native plant species shall be introduced into areas within or adjacent to the MHPA.
- **Brush Management –** New development adjacent to the MHPA shall be set back from the MHPA to provide required Brush Management Zone 1 area on the building pad outside of the MHPA. Zone 2 may be located within the MHPA provided the Zone 2 management will be the responsibility of an HOA or other private entity except where narrow wildlife corridors require it to be located outside of the MHPA. Brush management zones will not be greater in size than 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 and vegetation clearing shall be prohibited within native coastal sage scrub and chaparral habitats from March 1 - August 15 except where the City ADD/MMC has documented the thinning would be consist with the City's MSCP Subarea Plan. Existing and approved projects are subject to current requirements of Municipal Code Section 142.0412.
- **Noise** - New development adjacent to the MHPA must follow the protocol established under MM-BIO-1 and MM-BIO-3 with regard to Mitigation for Short-term Impacts on Sensitive Species from Project Construction.

11.2 Transportation

CAPACITY

Roadways

Impact

Assuming the implementation of the proposed roadway diets and widening under the CPUs, the following 67 study area roadway segments are projected to operate at LOS E or F under buildout of the CPUs, including 38 roadway segments located within Southeastern San Diego, 22 roadway segments within Encanto Neighborhoods, three segments within both Southeastern San Diego and Encanto Neighborhoods, and four within the sphere of influence. They are as follows:

Southeastern San Diego

5. Market Street, between 25th Street and 28th Street (LOS E);
6. Market Street, between 28th Street and 32nd Street (LOS F);
10. Market Street, between Boundary Street and I-805 SB Ramps (LOS F);
15. Imperial Avenue, between 17th Street and 19th Street (LOS E);
16. Imperial Avenue, between 19th Street and 25th Street (LOS F);
17. Imperial Avenue, between 25th Street and 28th Street (LOS F);

18. Imperial Avenue, between 28th Street and 30th Street (LOS E);
20. Imperial Avenue, between 32nd Street & 36th Street (LOS F);
21. Imperial Avenue, between 36th Street and 40th Street (LOS F);
37. Ocean View Boulevard, between 28th Street and 30th Street (LOS E);
39. Ocean View Boulevard, between 32nd Street and I-15 SB Ramps (LOS F);
41. Ocean View Boulevard, between I-15 NB Ramps and 36th Street (LOS E);
42. Ocean View Boulevard, between 36th Street and 40th Street (LOS E);
48. National Avenue, between 27th Street and 28th Street (LOS F);
49. National Avenue, between 28th Street and I-5 NB Ramps (LOS F);
50. National Avenue, between I-5 NB Ramps and 32nd Street (LOS F);
51. National Avenue, between 32nd Street and 43rd Street (LOS F);
57. Division Street, between Main Street and Osborn Street (LOS F);
56. Alpha Street, between 38th Street and 43rd Street (LOS E);
66. Cesar Chavez Parkway, between Commercial Street and I-5 NB Ramps (LOS F);
68. 25th Street, between SR-94 WB Off-Ramp and SR-94 EB On-Ramp (LOS F);
69. 25th Street, between SR-94 EB On-Ramp and Market Street (LOS F);
70. 25th Street, between Market Street and Imperial Avenue (LOS F);
72. 28th Street, between SR-94 WB Ramps and SR-94 EB Ramps (LOS F);
73. 28th Street, between SR-94 EB Ramps and Market Street (LOS F);
74. 28th Street, between Market Street and Imperial Avenue (LOS F);
76. 28th Street, between Commercial Street and Ocean View Boulevard (LOS E);
77. 28th Street, between Ocean View Boulevard and National Avenue (LOS F);
79. 30th Street, between E Street and Imperial Avenue (LOS E);
83. 32nd Street, between SR-94 EB On-Ramp/F Street and Market Street (LOS F);
84. 32nd Street, between Market Street and Imperial Avenue (LOS F);
87. 32nd Street, between Ocean View Boulevard and National Avenue (LOS E);
88. 32nd Street, between National Avenue and Boston Avenue (LOS F);
89. 35th / Rigel Street, between Ocean View Boulevard and Main Street (LOS F);
99. 43rd Street, between Logan Avenue and Newton Avenue (LOS E);
100. 43rd Street, between Newton Avenue and Beta Street (LOS F);
101. 43rd Street, between Beta Street and Delta Street (LOS F)
102. 43rd Street / Highland Avenue, between Delta Street and Division Street (LOS E); and

105. Mallard Street, between Federal Boulevard and 69th Street (LOS F).

Encanto Neighborhoods

- 14. Market Street/Atkins Avenue, between Euclid Avenue and 60th Street (LOS F);
- 27. Imperial Avenue, between San Jacinto Drive and Valencia Parkway (LOS F);
- 54. Logan Avenue, between 47th Street and Euclid Avenue (LOS F);
- 62. Division Street, between Harbison Avenue and 58th Street (LOS E);
- 63. Division Street, between 58th Street and Valencia Parkway (LOS E);
- 114. Lisbon Street, between Imperial Avenue and 71st Street (LOS F);
- 117. Skyline Drive, between Valencia Parkway and 61st Street (LOS F);
- 118. Skyline Drive, between 61st Street and Omeara Street (LOS E);
- 121. Olvera Avenue/58th Street, between Euclid Avenue and Skyline Drive (LOS E);
- 123. Plaza Boulevard, between Division Street and Woodman Street (LOS E);
- 124. 47th Street, between SR-94 EB On-Ramp and Market Street (LOS F);
- 125. 47th Street, between Market Street and Imperial Avenue (LOS F);
- 126. 47th Street, between Imperial Avenue and Logan Avenue (LOS F);
- 127. 47th Street, between Logan Avenue and I-805 NB Ramps (LOS F);
- 137. Bayview Heights Way, between SR-94 WB Ramps and SR-94 EB Ramps (LOS F);
- 138. Kelton Road, between SR-94 EB Ramps and Alvin Street (LOS F);
- 139. Alvin Street, between Kelton Road and Pitta Street (LOS F);
- 140. Pitta Street, between Alvin Street and Market Street (LOS F);
- 146. 60th Street, between Federal Boulevard and Imperial Avenue (LOS F);
- 147. 61st Street, between Imperial Avenue and Division Street (LOS E); and
- 152. Woodman Street, between Imperial Avenue and Skyline Drive (LOS F).

Southeastern San Diego & Encanto Neighborhoods

- 11. Market Street, between I-805 SB Ramps & I-805 NB Ramps (LOS F);
- 43. Ocean View Boulevard, between 40th Street and 47th Street (LOS F); and
- 53. Logan Avenue, 45th Street and 47th Street (LOS E).

Sphere of Influence

- 31. Commercial Street, between 17th Street and 19th Street (LOS E);
- 45. National Avenue, between Beardsley Street and SR-75 Off-Ramp (LOS F);
- 47. National Avenue, between 26th Street and 27th Street (LOS F); and

- 78. 28th Street, between National Avenue and Boston Avenue (LOS F).

Based on the criteria documented previously, the CPUs would have a significant impact to all sixty-eight (67) roadway segments listed above, with the exception of Division Street, between Harbison Avenue and 58th Street.

Mitigation Measures

At the program-level, impacts shall be reduced through the classifications of roadways and identification of necessary roadway, intersection and freeway improvements. Mitigation or construction of these improvements shall be carried out at the project-level via the Infrastructure Fee Study (IFS), capital improvement projects, and future development projects. Funding shall be through construction by individual development projects, collection of development impact fees (DIFs), fair share contributions to be determined at the project-level, and potentially other sources.

There was no feasible mitigation identified for this impact. However, the CPU includes the following physical roadway improvements that would reduce the impact, though not to below a level of significance:

Roadway Widening/Restriping

- Market Street, between I-805 and Pitta Street;
- Euclid Avenue, between SR-94 and Market Street; and
- Division Street, between Harbison Avenue and 58th Street, and between Valencia Parkway and 61st Street.

Road/Lane Diet:

- Market Street, between 19th Street and I-805;
- Imperial Avenue, between I-5 and I-15; and
- National Avenue/Logan Avenue, between I-5 and the I-805 overpass.
- Imperial Avenue, between I-805 to Community Boundary;
- Logan Avenue, between the 47th Street and Euclid Avenue;
- 47th Street, between SR-94 and Logan Avenue;
- Euclid Avenue, between Imperial Avenue and Community Boundary;
- Skyline Drive, between 61st Street and Henson Street;
- Woodman Street, between Skyline Drive and Community Boundary.

Intersections

Impact

Ten study area intersections would operating at LOS E or F during the AM and/or PM peak hour, including five intersections located within Southeastern San Diego, three within Encanto Neighborhoods, and three within the sphere of influence area. They are as follows:

Southeastern San Diego

- 23. 28th Street / National Avenue – (AM: LOS E);
- 38. I-15 NB Ramps / Ocean View Boulevard (AM: LOS E);
- 49. 40th Street / Imperial Avenue – (PM: LOS E); and
- 63. 47th Street / I-805 SB Ramps (PM: LOS E).

Encanto Neighborhoods

- 68. Euclid Avenue / Imperial Avenue (PM: LOS E);
- 69. Euclid Avenue / Olvera Avenue (AM: LOS E, PM: LOS E); and
- 79. Woodman Street / Skyline Drive (AM: LOS E).

Sphere of Influence

- 7. I-5 SB Off-Ramp / Beardsley Street / Logan Avenue – (PM: LOS E);
- 40. I-15 Ramps / Main Street – (PM: LOS E); and
- 43. I-5 SB Off-Ramp/Yama Street/Main Street – (PM: LOS F).

Based on the significant impact criteria previously, the CPU would have a significant impact to all 10 intersections.

Southeastern San Diego

Impacts at the following four (4) intersections would remain significant and unmitigated at the programmatic level:

- 23. 28th Street / National Avenue;
- 38. I-15 NB Ramps / Ocean View Boulevard;
- 49. 40th Street / Imperial Avenue; and
- 63. 47th Street / I-805 SB Ramps.

Encanto Neighborhoods

Impacts at the following three (3) intersections would remain significant and unmitigated at the programmatic level:

- 68. Euclid Avenue / Imperial Avenue;

- 69. Euclid Avenue / Olvera Avenue; and
- 79. Woodman Street / Skyline Drive.

Sphere of Influence

Impacts at the following three (3) intersections would remain significant and unmitigated at the programmatic level:

- 7. I-5 SB Off-Ramp / Beardsley Street / Logan Avenue;
- 40. I-15 Ramps / Main Street; and
- 43. I-5 SB Off-Ramp/Yama Street/Main Street.

Mitigation Framework

There was no feasible mitigation identified for this impact. At the project-level, partial mitigation may be possible in the form of transportation demand management measures that encourage carpooling and other alternate modes of transportation. At the time future subsequent development projects are proposed, project-specific traffic analyses would contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact.

FREEWAY TRAFFIC

Impact

Under buildout of the CPU, the following twenty-four (24) freeway segments within the project study area are anticipated to operate at less than desirable LOS E or F:

- I-5, between 17th Street and SR-94 – (SB: LOS F);
- I-5, between SR-94 and Imperial Avenue – (NB: LOS F / SB: LOS E);
- I-5, between Imperial Avenue and SR-75 – (NB: LOS E);
- I-5, between SR-75 and 28th Street – (NB: LOS E);
- I-5, between 28th Street and I-15 – (NB: LOS F / SB: LOS E);
- I-5, between I-15 and Main Street – (NB: LOS F / SB: LOS F);
- I-15, between I-805 and SR-94 – (SB: LOS E);
- I-15, between Market Street and Ocean View Boulevard – (NB: LOS E / SB: LOS F);
- I-805, between Home Avenue and SR-94 – (NB: LOS E / SB: LOS E);
- I-805, between SR-94 and Market Street – (NB: LOS E / SB: LOS E);
- I-805, between Market Street and Imperial Avenue – (NB: LOS E / SB: LOS E);
- I-805, between Imperial Avenue and 43rd Street – (NB: LOS E / SB: LOS F);
- SR-94, between 17th Street and 25th Street – (EB: LOS E / WB: LOS E);
- SR-94, between 25th Street and 28th Street – (EB: LOS F / WB: LOS E);

- SR-94, between 28th Street and 30th Street – (EB: LOS F / WB: LOS F);
- SR-94, between 30th Street and I-15 – (EB: LOS E / WB: LOS E);
- SR-94, between I-15 and Home Avenue – (WB: LOS E);
- SR-94, between Home Avenue and I-805 – (WB: LOS E);
- SR-94, between I-805 and 47th Street – (EB: LOS F / WB: LOS E);
- SR-94, between 47th Street and Euclid Avenue (EB: LOS E / WB: LOS F);
- SR-94, between Euclid Avenue and Kelton Road (EB: LOS F / WB: LOS E);
- SR-94, between Kelton Road and Federal Boulevard – (EB: LOS F / WB: LOS E);
- SR-94, between Federal Boulevard and College Grove Way – (EB: LOS F / WB: LOS E); and
- SR-94, between College Grove Way and College Avenue – (EB: LOS F / WB: LOS F).

Based on the criteria documented previously, the CPU would have a significant impact to all freeway segments listed above with the following exceptions:

- I-805, between Home Avenue and SR-94; and
- I-805, between SR-94 and Market Street.

Mitigation Measures

I-5, between 17th Street and SR-94; **I-5, between SR-94 and Imperial Avenue; I-5, between Imperial Avenue and SR-75; I-5, between SR-75 and 28th Street; I-5, between 28th Street and I-15; and I-5, between I-15 and Main Street** – The SANDAG 2050 Revenue Constrained RTP includes operational improvements along I-5 between 17th Street and Main Street. These improvements are expected to be built by Year 2050. There is some uncertainty related to the actual developments and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and Encanto Neighborhoods CPUs' significant traffic impact to this freeway segment would remain significant unmitigated at the programmatic level.

I-15, between I-805 and SR-94; I-15, between Market Street and Ocean View Boulevard - The SANDAG 2050 Revenue Constrained RTP includes construction of managed lanes along I-15 between I-805 and Ocean View Boulevard. These improvements are expected to be built by Year 2035. There is some uncertainty related to the actual developments and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and

Encanto Neighborhoods CPUs significant traffic impact to this freeway segment would remain significant unmitigated at the programmatic level.

I-805, between Market Street and Imperial Avenue; and I-805, between Imperial Avenue and 43rd Street – The SANDAG 2050 Revenue Constrained RTP includes construction of managed lanes along I-805 between Market Street and 43rd Street. These improvements are expected to be built by Year 2030. There is some uncertainty related to the actual developments and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and Encanto Neighborhoods CPUs significant traffic impact to this freeway segment would remain significant unmitigated at the programmatic level.

SR-94, between 17th Street and 25th Street; SR-94, between 25th Street and 28th Street; SR-94, between 28th Street and 30th Street; SR-94, between 30th Street and I-15; SR-94, between I-15 and Home Avenue; and SR-94, between Home Avenue and I-805 – The SANDAG 2050 Revenue Constrained RTP includes construction of managed lanes along SR-94 between 17th Street and I-805. These improvements are expected to be built by Year 2020. There is some uncertainty related to the actual developments and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and Encanto Neighborhoods CPUs significant traffic impact to this freeway segment would remain significant unmitigated at the programmatic level.

SR-94, between I-805 and 47th Street; SR-94, between 47th Street and Euclid Avenue; SR-94, between Euclid Avenue and Kelton Road; SR-94, between Kelton Road and Federal Boulevard; SR-94, between Federal Boulevard and College Grove Way; and SR-94, between College Grove Way and College Avenue – The SANDAG 2050 Revenue Constrained RTP includes construction of managed lanes along SR-94 between I-805 and College Avenue. These improvements are expected to be built by Year 2040. There is some uncertainty related to the actual developments and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding planned by SANDAG and other funding sources consistent with SANDAG Revenue Constrained RTP. The SESD and Encanto Neighborhoods CPUs significant traffic impact to this freeway segment would remain significant unmitigated at the programmatic level.

11.3 Air Quality

AIR QUALITY PLAN

Impact

Total emissions under the CPUs are projected to be greater than total emissions under the Adopted Community Plan for ROG. Thus, emissions of ROG would be greater than what is accounted for in adopted regional air quality improvement plans. Therefore, the CPUs would conflict with implementation of the RAQS and would have a potentially significant impact on regional air quality.

Mitigation Framework

Because the significant air impact stems from an inconsistency between the CPUs and the adopted land use plans upon which the RAQS was based, the only measure that can lessen this effect is the revision of the RAQS and SIP based on the revised CPUs. This effort is the responsibility of SANDAG and the SDAPCD and is outside the jurisdiction of the City. As such, no mitigation is available to the City. Impacts remain significant and unavoidable.

OZONE

Impact

The SDAB is not in attainment for O_3, PM_{10}, and $PM_{2.5}$. Construction under the CPUs could potentially contribute to localized violations, and operational emissions could potentially contribute to regional violations.

The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan. In general, implementation of the policies in the CPUs and General Plan would preclude or reduce air quality impacts. However, it is possible that for certain projects, adherence to the regulations may not adequately protect air quality, and such projects would require additional measures to avoid or reduce significant air quality impacts. Therefore, construction activities under the CPUs would have a potentially significant impact on local air quality without mitigation. Mitigation Framework measure MM-AQ-1 below pertains to construction emissions.

Additionally, operational emissions of land uses proposed under the SESD CPU could potentially contribute to regional violations. The RAQS outlines additional strategies necessary to achieve compliance with NAAQS and CAAQS in the SDAB. As discussed under Impact 5.3-1, total ROG emissions under the CPUs would conflict with implementation of the RAQS. Therefore, the CPU would contribute substantially to an existing air quality violation and would have a potentially significant impact on regional air quality without mitigation. Mitigation Framework measure MM-AQ-2 below pertains to operational emissions.

Mitigation Framework

The goals, policies, and recommendations of the City combined with the federal, state, and local regulations provide a framework for developing project-level air quality protection measures for future discretionary projects. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan and CPUs. In general, implementation of the policies in the CPUs and General Plan would preclude or reduce air quality impacts. Compliance with the standards is required of all projects and is not considered to be mitigation. However, it is possible that for certain projects, adherence to the regulations would not adequately protect air quality, and such projects would require additional measures to avoid or reduce significant air quality impacts. These additional measures would be considered mitigation.

Where mitigation is determined to be necessary and feasible, these measures shall be included in a Mitigation Monitoring and Reporting Program for the project.

Mitigation Framework measures MM-AQ-1 and MM-AQ-2 shall be implemented to reduce project-level impacts. These measures shall be updated, expanded and refined when applied to specific future projects based on project-specific design and changes in existing conditions, and local, state, and federal laws.

MM-AQ-1 Future projects that would exceed daily construction emissions thresholds established by the City of San Diego shall incorporate best available control measures/technology to reduce construction emissions to below daily emission standards established by the City of San Diego. Best available control measures/technology shall include:

A. Minimizing simultaneous operation of multiple pieces of construction equipment;

B. Use of more efficient, or low pollutant emitting, equipment, e.g., Tier III or IV rated equipment;

C. Use of alternative fueled construction equipment;

D. Minimizing idling time by construction vehicles;

E. Haul trucks shall be covered when loaded with soil;

F. Paved streets shall be swept at least once per day where there is evidence of dirt that has been carried on to the roadway;

G. Active disturbed areas shall have water applied to them two times daily;

H. Inactive disturbed areas shall be revegetated to prevent soil erosion;

I. For disturbed surfaces to be left inactive for 4 or more days and that will not be revegetated, a chemical stabilizer shall be applied per manufacturer's instruction;

J. Vehicle speed on unpaved roads shall be limited to 15 miles per hour (mph);

K. For open storage piles that will remain on-site for 2 or more days, water shall be applied once per hour, or coverings shall be used;

L. For paved road track-out, all haul vehicles shall be covered, or shall comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for all public and private roads;

M. During high wind conditions (sustained wind speeds in excess of 25 mph), all earthmoving activities shall cease or water shall be applied to soil not more than 15 minutes prior to disturbing such soil.

MM-AQ-2 Development that would significantly impact air quality, either individually or cumulatively, shall receive entitlement only if it is conditioned with all reasonable mitigation to avoid, minimize, or offset the impact. As a part of this process, future projects shall be required to buffer sensitive receptors from air pollution sources through the use of landscaping, open space, and other separation techniques.

SENSITIVE RECEPTORS

Stationary Sources

Impact

The SESD CPU includes light industrial uses which could generate air pollutants. Without appropriate controls, air emissions associated with planned industrial uses would represent a significant adverse air quality impact. Stationary sources also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources of air pollution are regulated by the local air pollution control or management district, in this case the SDAPCD.

Mitigation Framework

MM-AQ-3 Prior to the issuance of building permits for any new facility that would have the potential to emit toxic air contaminants, in accordance with AB 2588, an emissions inventory and health risk assessment shall be prepared. If adverse health impacts exceeding public notification levels (cancer risk equal to or greater than 10 in 1,000,000) are identified, the facility shall provide public notice to residents located within the public notification area and submit a risk reduction audit and plan to the APCD that demonstrates how the facility would reduce health risks to less than significant levels within five years of the date the plan.

Collocation

Impact

The SESD CPU contains several areas where residential and other sensitive uses would be placed adjacent to light industrial or commercial uses. It is possible that industries that generate air pollutants would be developed at these locations. Land uses conflicting with Table 5.3-3 may result in exposure of sensitive receptors to substantial pollutant concentrations. Project-level information, including air emission risk assessments, is used by the SDAPCD in the evaluation and permitting of stationary sources. Where risks exceed acceptable levels, the SDAPCD requires the incorporation of best available control technologies to reduce health impacts on surrounding residents. However, the reduction of risk and health impacts does not mean that they are completely eliminated. Therefore, at the program level, impacts would be potentially significant.

Mitigation Framework

MM-AQ-4 Prior to the issuance of building permits for any project containing a facility identified in Table 5.3-3, or locating air quality sensitive receptors closer than the recommended buffer distances, future projects implemented in accordance with the CPUs shall be required to prepare a health risk assessment (HRA) with a Tier I analysis in accordance with APCD HRA Guidelines and the Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics "Hot Spots" Program Risk Assessment Guidelines (APCD 2006; OEHHA 2003).

All HRAs shall include:

1. The estimated maximum 70-year lifetime cancer risk,

2. The estimated maximum non-cancer chronic health hazard index (HHI), and

3. The estimated maximum non-cancer acute health hazard index (HHI).

Risk estimates shall each be made for the off-site point of maximum health impact (PMI), the maximally exposed individual resident (MEIR), and the maximally exposed individual worker (MEIW). The location of each of these receptors shall be specified. The lifetime cancer risk, non-cancer chronic and acute health hazard indexes for nearby sensitive receptors shall also be reported. Cancer and non-cancer chronic risk estimates shall be based on inhalation risks. HRAs shall include estimates of population exposure, including cancer burden, as well as cancer and noncancer chronic and acute risk isopleths (contours). The HRA shall identify best available control technology (BACT) required to reduce risk to less than 10 in 1,000,000.

11.4 Noise

TRANSPORTATION NOISE LEVELS

Impact

Traffic levels are forecasted to increase over time, thus, future noise levels would increase with or without adoption of the CPU. This increase in noise levels may cause existing and proposed noise sensitive receptors to be exposed to noise levels in excess of applicable standards. Thus, without mitigation, implementation of the CPUs may result in significant impacts by allowing sensitive receivers to be located in areas where exterior noise levels exceed the compatibility standards established by the General Plan.

Mitigation Framework

MM-NOS-1 Site-specific exterior noise analyses demonstrating that the project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility standards of the City's General Plan shall be required as part of the environmental and discretionary review of future development proposals. Effective noise reduction measures may include, but are not limited to, building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

MM-NOS-2 When building plans are available and prior to the issuance of building permits, site-specific interior noise analyses demonstrating compliance with the interior noise compatibility standards of the City's General Plan and other applicable regulations shall be prepared for noise sensitive receptors located in areas where exterior noise levels exceed the noise compatibility standards of the City's General Plan. Noise control measures including but not limited to, increasing roof, wall, window, and door sound attenuation ratings, placing heating, ventilation, and air conditioning (HVAC) units in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

AMBIENT NOISE LEVELS

Vehicular Traffic Noise

Impact

Vehicular traffic on roadways in the CPU areas would increase due to two factors: continued buildout of the CPUs, and increases in pass-through traffic on I-5, I-805, I-15, SR-94. Roadway noise is measured in CNEL at 50 feet from the roadway centerline.

As shown, a potentially significant impact would occur along 14 roadway segments in the SESD CPU area and 10 roadway segments in the Encanto Neighborhoods CPU area. There are existing sensitive uses located adjacent to these roadway segments, and there could be also future sensitive uses located adjacent to them. Possible noise-reduction measures would include retrofitting older homes with new window and door components with higher STC ratings. However, for existing uses, it cannot be determined whether the existing structures contain adequate attenuation to reduce interior noise to the 45 CNEL standard nor what measures would be required to retrofit these structures. In addition, there is no mechanism in place for implementing such a retrofit program in areas. Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Thus, impacts to existing sensitive land uses due to the increase in ambient noise levels associated with buildout of the CPUs would remain significant and unmitigated.

A mitigation framework exists for new development in areas exposed to high levels of ambient noise. Policies in the CPUs and General Plan, procedures in the Municipal Code, and regulations (Title 24) would reduce traffic noise exposure, because they set standards for the siting of sensitive land uses. Site-specific noise analyses that demonstrate that the project would not place sensitive receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility standards of the City's General Plan would be required for multi-family development proposals. With this framework, noise impacts to new multi-family development would be less than significant. This would also be the case for other discretionary projects, as the mitigation framework can be required as conditions of future permit approvals. Additionally, for ministerial projects, during the application process, the City evaluates the project location in relation to noise contours provided in community plans. Projects located in areas that exceed the applicable land use and noise compatibility level would be required to demonstrate that noise levels would not exceed the General Plan noise compatibility guidelines for the subject land use. Compliance with the standards is required of all projects and is not considered to be mitigation. However, it is possible that for certain projects, adherence to the regulations may not adequately reduce noise levels, and such projects would require additional measures to comply with applicable standards. Thus, without mitigation, implementation of the CPUs would result in a significant impact from traffic noise, because the CPUs would potentially allow sensitive receptors to be located in areas where exterior noise levels exceed the compatibility standards established by the General Plan. Adherence to the Mitigation Framework detailed in MM-NOS-1 and MM-NOS-2, which requires regulatory compliance as noted above, would ensure that impacts related to exterior and interior noise are reduced; however, even with strict adherence to the Mitigation Framework, these impacts cannot be reduced to below a level of significance. Therefore, the impacts would remain significant and unavoidable at the program level.

For all other roadway segments in the CPU areas not included in the above lists, the increase in ambient noise would be less than significant. The Encanto Neighborhoods CPU would not significantly worsen the noise exposure (i.e., future noise increase would be less than 3 dB(A) in areas already exposed to noise levels in excess of compatibility guidelines, or future noise increase would be less than 5 dB(A) in areas currently exposed to noise levels lower than compatibility guidelines), and impacts due to the increase in ambient noise would be less than significant.

Mitigation Framework

Mitigation measures MM-NOS-1, MM-NOS-2 and MM-NOS-3 would apply to vehicular traffic noise for both CPU areas.

NOISE ABATEMENT AND CONTROL ORDINANCE

Stationary Noise

Impact

The proposed land uses, which include mixed-use and future development near residential areas, would result in potentially significant noise impacts. While the applicable regulations and policies would reduce direct and indirect impacts associated with the generation of noise levels in excess of standards established in the General Plan or Noise Abatement and Control Ordinance, no project-level site plans or implementation programs have been considered as part of the environmental review of the CPUs. However, without detailed operational data, it cannot be verified that future projects implemented in accordance with the CPUs would be capable of reducing noise levels to comply with City standards. As the degree of success of regulations cannot be adequately known for each specific project at this program-level analysis, impacts would be significant. Additional mitigation would be required to provide verification that City standards have been met.

Mitigation Framework

MM-NOS-3 Prior to the issuance of a building permit, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's Noise Abatement and Control Ordinance. Noise reduction measures shall include building noise-attenuating walls, reducing noise at the source by requiring quieter machinery or limiting the hours of operation, or other attenuation measures. Additionally, future projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site specific noise analyses.

Construction Noise

Impact

Construction activities related to implementation of the CPUs would potentially generate short-term noise levels in excess of 75 dBA L_{eq} at adjacent properties and would therefore be potentially significant. The City regulates noise associated with construction equipment and activities through enforcement of noise ordinance standards (e.g., days of the week and hours of operation) and imposition of conditions of approval for building or grading permits. However, as the degree of success of these measures cannot be adequately known for each specific project at this program-level analysis, mitigation would be required.

Mitigation Framework

MM-NOS-4 For projects that exceed daily construction noise thresholds established by the City of San Diego, best construction management practices shall be used to reduce construction noise levels to comply with standards established by the Municipal Code in Chapter 5, Article 9.5, Noise Abatement and Control. Project applicant shall prepare and implement a Construction Noise Management Plan. Appropriate management practices shall be determined on a project-by-project basis, and are specific to the location. Control measures shall include:

A. Minimizing simultaneous operation of multiple construction equipment units;

B. Locating stationary equipment as far as reasonable from sensitive receptors;

C. Requiring all internal combustion-engine-driven equipment to be equipped with mufflers that are in good operating condition and appropriate for the equipment; and

D. Construction of temporary noise barriers around construction sites that block the line-of-sight to surrounding receptors.

11.5 Biology

SENSITIVE SPECIES

Impact

Implementation of the CPUs has the potential to result in the loss of sensitive vegetation communities (see Figures 5.5-9 through 5.5-12) in the CPU areas and, in turn, has the potential to directly impact sensitive plant and animal species. Indirect impacts on sensitive plant and animal species may also result from placement of development adjacent to the MHPA.

Potential direct and indirect impacts on federal or state listed species, MSCP covered species, and plant species with a CNPS Rare Plant Ranking would be significant and require mitigation. Impacts on sensitive species could be mitigated at the project level in accordance with ESL Regulations and the City's Biology Guidelines.

Impacts on common wildlife species are considered less than significant, as they are not classified as sensitive by the City of San Diego (City of San Diego 2012). However, direct and indirect impacts on (e.g., reduction in number of) unique, rare, endangered, sensitive, or fully protected species of wildlife, as well as active nests of raptors and migratory bird species, may occur, would be considered significant, and would require mitigation. Impacts on sensitive species could be mitigated at the project level in accordance with ESL Regulations and the City's Biology Guidelines.

Mitigation Framework

All impacts on sensitive biological resources shall be avoided to the maximum extent feasible and minimized when avoidance is not possible. Where impacts are not avoidable or cannot be minimized, mitigation shall be required to reduce significant impacts to levels that are less than significant. Mitigation measures typically employed include resource avoidance, restoration, or creation of habitat, dedication, or acquisition of habitat, or payment into the City of San Diego's Habitat Acquisition Fund or other City-approved mitigation bank. Adherence to the CPU policies and Mitigation Framework, as well as regulatory compliance, is anticipated to minimize impacts on sensitive biological resources to below a level of significance.

MM-BIO-1 Prior to issuance of any discretionary permit for a future development project implemented in accordance with the CPUs, all projects which could have potentially significant impacts resulting in a reduction in the number of unique, rare, endangered, sensitive, or fully protected species of plants or animals shall be analyzed in accordance with the CEQA Significance Thresholds, which require that site-specific biological resources surveys be conducted in accordance with City of San Diego Biology Guidelines (2012) and MSCP Subarea Plan. Where sensitive biological resources are known or suspected on or adjacent to a proposed project site, a biological assessment shall be performed for that project. Based on available habitat within the CPU areas, focused presence/absence surveys shall be conducted in accordance with the Biology Guidelines and applicable resource agency survey protocols. Engineering design specifications based on project-level grading and site plans shall be incorporated into the design of future projects to minimize or eliminate direct impacts on sensitive plant and wildlife species consistent with the FESA, MBTA, CESA, MSCP Subarea Plan, and ESL Regulations.

Mitigation for Impacts on Sensitive Upland Habitats

Future projects implemented in accordance with the CPUs resulting in impacts on sensitive upland Tier I, II, IIIA, or IIIB habitats shall implement avoidance and minimization measures consistent with the City Biology Guidelines and MSCP Subarea Plan and provide suitable mitigation in accordance with Table 3 in the City's Biology Guidelines (see Table 11.5-1, reproduced from Table 5.5-4 in Chapter 5) and MSCP Subarea Plan. Future project-level grading and site plans shall incorporate project design features to minimize direct impacts on sensitive vegetation communities including but not limited to riparian habitats, wetlands, maritime succulent scrub, coastal sage scrub, and grasslands consistent with federal, state, and City guidelines. Any required mitigation for impacts on sensitive vegetation communities shall be outlined in a conceptual mitigation plan following the outline provided in the City Biology Guidelines.

Mitigation for impacts on sensitive vegetation communities shall be implemented at the time future development projects are proposed. Project-level analysis shall determine whether the impacts are within or outside the MHPA. Any MHPA

boundary adjustments shall be processed by the individual project applicants through the City and Wildlife Agencies during the early project planning stage.

Mitigation for impacts on sensitive upland habitats shall occur in accordance with the MSCP mitigation ratios as specified within the City's Biology Guidelines (City of San Diego 2012). These mitigation ratios are based on the tier level of the vegetation community, the location of the impact, and the location of the mitigation site(s). For example, impacts on lands inside the MHPA and mitigated outside the MHPA would have the highest mitigation ratio, whereas impacts on lands outside the MHPA and mitigated inside the MHPA would have the lowest mitigation ratio.

Mitigation for Impacts to Wetlands

Please refer to Mitigation Framework MM-BIO-2 under Impact 5.5-2.

Mitigation for Short-term Impacts on Sensitive Species from Project Construction

Within the Encanto Neighborhoods CPU area, for proposed development adjacent to or within the MHPA, construction noise that exceeds the maximum levels allowed shall be avoided during the breeding seasons for protected avian species such as: coastal California gnatcatcher (March 1-August 15); least Bell's vireo (March 15-September 15); and coastal cactus wren (February 15-August 15). If construction is proposed during the breeding season for these species, USFWS protocol surveys shall be required in order to determine species presence/absence. When applicable, adequate noise reduction measures shall be incorporated.

Additional specific measures necessary for reducing potential indirect impacts on sensitive bird species, including coastal California gnatcatcher. least Bell's vireo, and coastal cactus wren, are further detailed in Mitigation Framework MM-LU-2 and MM-BIO-3.

Table 11.5-1: Mitigation Ratios for Impacts on Upland Vegetation Communities and Land Cover Types

Tier	*Habitat Type*	*Mitigation Ratios*			
TIER I (rare uplands)	Southern Foredunes Torrey Pines Forest Coastal Bluff Scrub Maritime Succulent Scrub Maritime Chaparral Scrub Oak Chaparral Native Grassland Oak Woodlands			Location of Preservation Inside 2:1 1:1	 Outside 3:1 2:1
TIER II (uncommon uplands)	Diegan Coastal Sage Scrub (CSS) CSS/Chaparral			Location of Preservation Inside	 Outside
		Location of Impact	Inside* Outside	1:1 1:1	2:1 1.5:1
TIER IIIA (common uplands)	Chamise Chaparral Southern Mixed Chaparral			Location of Preservation Inside	 Outside
		Location of Impact	Inside* Outside	~~2~~1:1 ~~1~~0.5:1	~~3~~1.5:1 ~~2~~1:1
TIER IIIB (common uplands)	Non-native Grassland			Location of Preservation Inside	 Outside
		Location of Impact	Inside* Outside	1:1 0.5:1	1.5:1 1:1

Notes:

For all Tier I impacts, the mitigation could (1) occur within the MHPA portion of Tier I or (2) occur outside of the MHPA within the affected habitat type (in-kind).

For impacts on Tier II, IIIA, and IIIB habitats, the mitigation could (1) occur within the MHPA portion of Tiers I – III (out-of-kind) or (2) occur outside of the MHPA within the affected habitat type (in-kind). Project-specific mitigation will be subject to applicable mitigation ratios at the time of project submittal.

WETLANDS

Impact

Mitigation Framework

Future projects implemented in accordance with the CPUs which cannot demonstrate avoidance of impacts on wetlands/jurisdictional resources shall be required to implement the following Mitigation Framework:

MM-BIO-2 To reduce potential direct impacts on City, state, and federally regulated wetlands, all subsequent projects developed in accordance with the CPUs shall be required to comply with ACOE CWA Section 404 requirements and special

conditions, RWQCB in accordance with Section 401 of the CWA, CDFW Section 1602 Streambed Alteration Agreement requirements and special conditions, and the City of San Diego ESL Regulations for minimizing impacts on wetlands. Achieving consistency with these regulations for impacts on wetlands and special aquatic sites would reduce potential impacts on regulated wetlands and provide compensatory mitigation (as required) to ensure no net loss of wetland habitats. In addition, if federal listed species are present on a project site, the USFWS would be included in the consultation initiated by the ACOE during the 404 permit process in accordance with Section 7 of the FESA. If there is no federal nexus to jurisdictional waters, then a Section 10(A) authorization from USFWS would be required to cover any potential effects on federal listed species.

Prior to obtaining discretionary permits for future actions implemented in accordance with the CPUs that are subject to ESL, and/or where the CEQA review has determined that there may be a significant impact on other biological resources considered sensitive under CEQA, a site-specific biological resources survey shall be completed in accordance with City of San Diego Biology Guidelines. In addition, a preliminary or final jurisdictional waters/wetlands delineation of the project site shall be completed following the methods outlined in the ACOE's 1987 *Wetlands Delineation Manual*, the 2008 *Regional Supplement to the Corps of Engineers Delineation Manual for the Arid West Region*, and any required updated or additional standards. A determination of the presence/absence and boundaries of any waters of the U.S. and waters of the state shall also be completed following the appropriate ACOE guidance documents for determining the OHWM boundaries. The limits of any riparian habitats on-site under the sole jurisdiction of CDFW shall also be delineated, as well as any special aquatic sites (excluding vernal pools) that may not meet federal jurisdictional criteria but are regulated by the RWQCB. Engineering design specifications based on project-level grading and site plans shall be incorporated into the project design to minimize direct impacts to wetlands, jurisdictional waters, riparian habitats, and vernal pools consistent with federal, state, and City guidelines. Any required mitigation for proposed impacts shall be outlined in a conceptual wetland mitigation plan prepared in accordance with the City's Biology Guidelines (2012).

Additionally, any impacts on wetlands in the City of San Diego would require a deviation from the ESL wetland regulations. Under the wetland deviation process, development proposals that have wetland impacts shall be considered only pursuant to one of three options: Essential Public Project, Economic Viability Option, or Biologically Superior Option. ESL Regulations require that impacts on wetlands be avoided. Unavoidable impacts on wetlands shall be minimized to the maximum extent practicable and mitigated as follows:

- As part of the project-specific environmental review pursuant to CEQA, all unavoidable wetland impacts shall be analyzed, and mitigation shall be required in accordance with ratios shown in Tables 11.5-2a and 11.5-2b below. Mitigation shall be based on the impacted type of wetland and

project design. Mitigation shall prevent any net loss of wetland functions and values of the impacted wetland.

- For the Biologically Superior Option, the project shall include avoidance, minimization, and compensatory measures, which would result in a biologically superior net gain in overall function and values of (a) the type of wetland resource being impacted and/or (b) the biological resources to be conserved. The Biologically Superior Option mitigation shall include either (1) standard mitigation per Table 11.5-2a, including wetland creation or restoration of the same type of wetland resource that is being impacted that results in high quality wetlands; and a biologically superior project design whose avoided area(s) (i) is in a configuration or alignment that optimizes the potential long-term biological viability of the on-site sensitive biological resources, and/or (ii) conserves the rarest and highest quality on-site biological resources; or (2) for a project not considered consistent with "1" above, extraordinary mitigation per Table 11.5-2b is required.

Table 11.5-2a: City of San Diego Wetland Mitigation Ratios (With Biologically Superior Design)

Vegetation Community	*Mitigation Ratio*
Riparian	2:1 to 3:1
Vernal pool[1]	2:1 to 4:1
Basin with fairy shrimp[1]	2:1 to 4:1
Freshwater marsh	2:1

Notes:

[1]The City does not have "take" authority for vernal pool species. A draft vernal pool HCP is currently being prepared by the City in coordination with the Wildlife Agencies. If adopted, the City would have "take" authority for the vernal pool species occurring within the vernal pool HCP areas.

Table 11.5-2b: City of San Diego Wetland Mitigation Ratios (Without Biologically Superior Design Outside the Coastal Zone)

Vegetation Community	*Mitigation Ratio*
Riparian	4:1 to 6:1
Vernal pool[1]	4:1 to 8:1
Basin with fairy shrimp[1]	4:1 to 8:1
Freshwater marsh	4:1

Notes:

[1]The City does not have "take" authority for vernal pool species. A draft vernal pool HCP is currently being prepared by the City in coordination with the Wildlife Agencies. If adopted, the City would have "take" authority for the vernal pool species occurring within the vernal pool HCP areas.

As part of any future project-specific environmental review pursuant to CEQA, all unavoidable wetlands impacts (both temporary and permanent) shall be analyzed and mitigation required in accordance with the City Biology Guidelines; mitigation shall be based on the impacted type of wetland habitat. Mitigation shall prevent any net loss of wetland functions and values of the impacted wetland. Operational definitions of the four types of activities that constitute wetland mitigation under the ESL Regulations are as follows:

- **Wetland creation** is an activity that results in the formation of new wetlands in an upland area. An example is excavation of uplands adjacent to existing wetlands and the establishment of native wetland vegetation.
- **Wetland restoration** is an activity that re-establishes the habitat functions of a former wetland. An example is the excavation of agricultural fill from historic wetlands and the re-establishment of native wetland vegetation.
- **Wetland enhancement** is an activity that improves the self-sustaining habitat functions of an existing wetland. An example is removal of exotic species from existing riparian habitat.
- **Wetland acquisition** may be considered in combination with any of the three mitigation activities above.

Wetland enhancement and wetland acquisition focus on the preservation or the improvement of existing wetland habitat and function and do not result in an increase in wetland area; therefore, a net loss of wetland may result. As such, acquisition and/or enhancement of existing wetlands shall be considered as partial mitigation only for any balance of the remaining mitigation requirement after restoration or creation if wetland acreage is provided at a minimum of a 1:1 ratio.

For permanent wetland impacts that are unavoidable and minimized to the maximum extent feasible, mitigation shall consist of creation of new in-kind habitat to the fullest extent possible and at the appropriate ratios. If on-site mitigation is not feasible, then at least a portion of the mitigation must occur within the same watershed. The City's Biology Guidelines and MSCP Subarea Plan require that impacts on wetlands, including vernal pools, shall be avoided, and that a sufficient wetland buffer shall be maintained, as appropriate, to protect resource functions/values. The project specific biology report shall include an analysis of on-site wetlands (including City, state, and federal jurisdiction analysis) and, if present, include project alternatives that fully/substantially avoid wetland impacts. Detailed evidence supporting why there is no feasible less environmentally damaging location or alternative to avoid any impacts must be provided for City staff review, as well as a mitigation plan that specifically identifies how the project is to compensate for any unavoidable impacts. A conceptual wetland mitigation plan (which includes identification of the mitigation site) shall be approved by City staff prior to the release of the draft

environmental document. Avoidance shall be the first requirement; mitigation shall only be used for impacts clearly demonstrated to be unavoidable.

Prior to the commencement of any construction-related activities on-site for projects impacting wetland habitat (including earthwork and fencing), the applicant shall provide evidence of the following to the Mayor-appointed Environmental Designee prior to any construction activity:

- Compliance with ACOE Section 404 nationwide permit;
- Compliance with the RWQCB Section 401 Water Quality Certification; and
- Compliance with the CDFW Section 1601/1603 Streambed Alteration Agreement.

MIGRATORY WILDLIFE

Impact

The CPUs envision subsequent development projects leading to buildout of the CPU areas. These subsequent development projects have the potential to interfere with wildlife nesting within riparian habitats and upland habitats. Therefore, impacts would be significant and require mitigation.

However, with the existing MHPA, conserved lands and open space, as well as the proposed open space and CPU policies calling for protection of natural areas and creeks, no significant impacts are anticipated to occur on wildlife movement corridors within the Encanto Neighborhoods CPU area.

Mitigation Framework

MM-BIO-3 Mitigation for future projects to reduce potentially significant impacts that would interfere with the nesting, foraging, or movement of wildlife species within the CPU areas shall be identified in site-specific biological resources report prepared in accordance with City of San Diego Biology Guidelines, as further detailed in MM-BIO-1 during the discretionary review process. The biology report shall include results of protocol surveys and recommendations for additional measures to be implemented during construction-related activities; shall identify the limits of any identified local-scale wildlife corridors or habitat linkages and analyze potential impacts in relation to local fauna, and the effects of conversion of vegetation communities to minimize direct impacts on sensitive wildlife species and to provide for continued wildlife movement through the corridor.

Measures that shall be incorporated into project-level construction documents to minimize direct impacts on wildlife movement, nesting, or foraging activities shall be addressed in the biology report and shall include recommendations for preconstruction protocol surveys to be conducted during established breeding seasons, construction noise monitoring and implementation of any species-

specific mitigation plans in order to comply with the FESA, MBTA, State Fish and Game Code, and/or the ESL Regulations.

MULTIPLE SPECIES CONSERVATION PROGRAM (MSCP)

Impact

Adoption of the CPUs will likely lead to subsequent projects that would have the potential to result in temporary and permanent impacts on sensitive vegetation communities as identified by the MSCP. These habitats include wetlands, Diegan coastal sage scrub and non-native grassland (SESD CPU), and wetlands, maritime succulent scrub, Diegan coastal sage scrub, valley and foothill grassland, and non-native grassland (Encanto Neighborhoods CPU; see Table 5.5-3 and Figures 5.5-9 through 5.5-14). The SESD CPU area does not contain any MHPA lands. Therefore, buildout of that community would not result in a conflict with the MSCP. The MHPA is mapped within the Encanto Neighborhoods CPU area. Future development could have a potential indirect effect on the MHPA. These impacts are discussed further in Section 5.1, Land Use. Impacts on wetlands are discussed under Impact 5.5-2.

Mitigation Framework

Implementation of MM-BIO-1 and MM-LU-2 shall apply.

MULTI-HABITAT PLANNING AREA (MHPA)

Impact

Subsequent projects implemented in accordance with the CPUs could result in indirect impacts on the MHPA and introduce land uses adjacent to MHPA within the Encanto Neighborhoods CPU area. This is considered a potentially significant impact at the program level, and mitigation is required.

Mitigation Framework

MHPA adjacency impacts would be addressed at the project-level. Please refer to the Mitigation Framework under MM-LU-2.

11.6 Hydrology

WATER QUALITY

Impact

Heightened development potential for reuse or intensification over the next 20 years is targeted specifically along major transit corridors within each community. Land use changes have the potential to alter the proportion of rainfall that becomes runoff because residential, commercial, and industrial development typically increases the impervious area above pre-project conditions. With increases in impervious cover such as roofs, parking lots, streets, alleys, and driveways, more water runs off the land and less water infiltrates into the soil or becomes evapotranspiration.

While some redevelopment projects may decrease the impervious areas above pre-project conditions, most development projects will increase the impervious areas above pre-project conditions due to the anticipated increase in development densities in some areas. Examples of projects which may increase impervious areas include development of vacant lots, or redevelopment projects which will increase lot coverage above pre-project conditions. Because the amount and rate of runoff is dependent upon future project design, implementation of the CPUs could potentially result in significant impacts from increased runoff from impervious surfaces.

Mitigation Framework

MM-HYD/WQ-1 Prior to approval of development projects implemented in accordance with the CPUs, the applicant shall demonstrate to the satisfaction of the City Engineer, based on the project application, that future projects are sited and designed to minimize impacts on absorption rates, drainage patterns, and surface runoff rates and floodwaters in accordance with current City and San Diego RWQCB regulations identified below. Future design of projects shall incorporate all applicable and practicable measures as further outlined below in accordance with the RWQCB, the City Storm Water Runoff and Drainage Regulations (Chapter 14, Article 2, Division 2 of the LDC), and the LDC, and shall be based on the recommendations of a detailed water quality and hydraulic analysis.

A. San Diego RWQCB

1. Comply with all NPDES permit(s) requirements, including the development of a SWPPP if the disturbed soil area is one acre or more, or a Water Quality Control Plan if less than one acre, in accordance with the City's Storm Water Standards.

2. If a future project includes in-water work, it shall require acquiring and adhering to a 404 Permit (from USACE) and a Streambed Alteration Agreement (from CDFW).

3. Comply with the San Diego RWQCB water quality objectives and bacteria TMDL.

B. City of San Diego

To prevent flooding, future projects implemented in accordance with the CPUs shall be designed to incorporate any applicable measures from the City of San Diego Land Development Code. Flood control measures that shall be incorporated into future projects within an SFHA, or within a 100-year floodway, include but are not limited to the following:

1. Prior to issuance of building permits or approval of any project within or in the vicinity of a floodway or SFHA, all proposed development within a SFHA shall be subject to the following requirements and all other applicable requirements and regulations

of FEMA and those provided in Chapter 14, Article 3, Division 1 of the LDC.

2. In all floodways, any encroachment, including fill, new construction, significant modifications, and other development, is prohibited unless certification by a registered professional engineer is provided demonstrating that encroachments shall not result in any increase in flood levels during the occurrence of the base flood discharge except as allowed under Code of Federal Regulations Title 44, Chapter 1, Part 60.3(c) (13).

3. If the engineering analysis shows that development will alter the floodway or floodplain boundaries of the SFHA, the developer shall obtain a Conditional Letter of Map Revision from FEMA.

4. Fill placed in the SFHA for the purpose of creating a building pad shall be compacted to 95 percent of the maximum density obtainable with the Standard Proctor Test Fill method issued by the American Society for Testing and Materials (ASTM). Granular fill slopes shall have adequate protection for a minimum flood water velocity of five feet per second.

5. Improvement plans shall note "Subject to Inundation" for all areas lower than the base elevation plus two feet.

6. If structures will be elevated on fill such that the lowest adjacent grade is at or above the base flood elevation, a Letter of Map Revision based on Fill (LOMR-F) shall be obtained prior to occupancy. The developer or applicant shall provide all documentation, engineering calculations, and fees required by FEMA to process and approve the LOMR-F.

7. In accordance with Chapter 14, Article 3, Division 1 of the LDC channelization or other substantial alteration of rivers or streams shall be limited to essential public service projects, flood control projects, or projects where the primary function is the improvement of fish and wildlife habitat. The channel shall be designed to ensure that the following occur:

    a. Stream scour is minimized.

    b. Erosion protection is provided.

    c. Water flow velocities are maintained as specified by the City Engineer.

    d. There are no significant increases or contributions to downstream bank erosion and sedimentation of sensitive biological resources; acceptable techniques to control stream

sediment shall include planting riparian vegetation in and near the stream and detention or retention basins.

e. Wildlife habitat and corridors are maintained.

f. Groundwater recharge capability is maintained or improved.

8. Within the flood fringe of an SFHA or floodway, permanent structures and fill for permanent structures, roads, and other development shall be allowed only if the following conditions are met:

   a. The development or fill shall not significantly adversely affect existing sensitive biological resources on-site or off site.

   b. The development is capable of withstanding flooding and does not require or cause the construction of off-site flood protective works including artificial flood channels, revetments, and levees nor shall it cause adverse impacts related to flooding of properties located upstream or downstream, nor shall it increase or expand a FIRM Zone A.

   c. Grading and filling shall be limited to the minimum amount necessary to accommodate the proposed development; harm to the environmental values of the floodplain shall be minimized including peak flow storage capacity; and wetlands hydrology shall be maintained.

   d. The development shall not significantly increase or contribute to downstream bank erosion and sedimentation nor cause an increase in flood flow velocities or volume.

   e. There shall be no significant adverse water quality impacts to downstream wetlands, lagoons, or other sensitive biological resources, and the development shall be in compliance with the requirements and regulations of the NPDES as implemented by the City of San Diego.

RUNOFF

Impact

Despite the requirement that future projects comply with the City Storm Water Standards, including City requirements and obligations under the Municipal Storm Water Permit, buildout in accordance with the CPUs has the potential to result in a substantial change to stream flow velocities and drainage patterns on downstream properties. Therefore, implementation of the

CPUs has the potential to result in significant direct and indirect impacts to the natural drainage system.

Mitigation Framework

Implementation of MM-HYD/WQ-1 would apply.

POLLUTANT DISCHARGES

Impact

Current land development regulations require significant enhancements to water quality for new development and redevelopment. As previously detailed in the Regulatory Setting, the Regional MS4 Permit requires all development and redevelopment projects to implement storm water source control and site design practices to minimize the generation of pollutants. Additionally, the Permit requires new development and significant redevelopment projects that exceed certain size thresholds to implement Structural Storm Water Best Management Practices (Structural BMPs) to reduce pollutant loads in storm water runoff and control runoff volume. These mitigation efforts would reduce the impacts to the pollutant load to downstream receiving waters for the future buildout, but cannot guarantee that all future project-level impacts would be avoided or mitigated to below a level of significance. Therefore, impacts associated with water quality would be significant at the program-level.

Mitigation Framework

MM-HYD/WQ-2 ~~Implementation of subsequent projects implemented in accordance with the CPUs shall identify site-specific measures that reduce significant project-level impacts to less than significant levels, or the project-level impact would remain significant and unavoidable when no feasible mitigation exists. Where mitigation is determined to be necessary and feasible, measures shall be included in an MMRP for the project.~~

~~The discussion below summarizes general measures that would be implemented for future projects. These measures may be updated, expanded, or refined when applied to specific future projects based on project-specific design and changes in existing conditions, as well as changes to local, state, and federal laws.~~

Future projects implemented in accordance with the CPUs shall be sited and designed to minimize impacts on receiving waters, in particular the discharge of identified pollutants to an already impaired water body. Prior to approval of any entitlements for any future project, the applicant shall demonstrate to the satisfaction of the City Engineer that ~~City shall require~~ measures to ensure that impacts to receiving waters are fully mitigated in accordance with the requirements of the City's Storm Water Runoff and Drainage Regulations (Chapter 14, Article 2, Division 2 of the LDC) and other appropriate agencies (e.g., San Diego RWQCB). To prevent erosion, siltation, and transport of urban pollutants, all future projects shall be designed to incorporate any applicable storm water improvement, both off- and on-site, in accordance

with the City of San Diego Storm Water Standards Manual. ~~The discussion below summarizes general measures that would be implemented for future projects.~~ These measures may be updated, expanded, or refined when applied to specific future projects based on project-specific design and changes in existing conditions; as well as changes to local, state, and federal laws.

Storm water improvements and water quality protection measures that shall be required for future projects include:

a. Increasing on-site filtration;

b. Preserving, restoring, or incorporating natural drainage systems into site design;

c. Directing concentrated flows away from MHPA (Encanto Neighborhoods CPU area only) and open space areas. If not possible, drainage shall be directed into sediment basins, grassy swales, or mechanical trapping devices prior to draining into the MHPA (Encanto Neighborhoods CPU area only) or open space areas;

d. Reducing the amount of impervious surfaces through selection of materials, site planning, and narrowing of street widths where possible;

e. Increasing the use of vegetation in drainage design;

f. Maintaining landscape design standards that minimize the use of pesticides and herbicides; and

g. To the extent practicable, avoiding development of areas particularly susceptible to erosion and sediment loss.

San Diego RWQCB and Municipal Code Compliance

a. The requirements of the San Diego RWQCB for storm water quality are addressed by the City in accordance with the City NPDES requirements and the participation in the regional permit with the San Diego RWQCB.
b. Prior to permit approval, the City shall ensure any impacts on receiving waters are precluded or mitigated in accordance with the City of San Diego Storm Water Regulations.
c. In accordance with the City of San Diego Storm Water Standards Manual, development shall be designed to incorporate on-site storm water improvements satisfactory to the City Engineer and shall be based on the adequacy of downstream storm water conveyance.

11.7 Historical Resources

PREHISTORIC OR HISTORIC BUILDING, STRUCTURE, OBJECT, OR SITES

Impact

Though the CPUs do not propose specific development, future buildout consistent with the CPUs has the potential to impact significant historical resources at the project level. Direct impacts may include substantial alteration, relocation, or demolition of historic buildings, structures, objects, landscapes, and sites, as well as impacts to archaeological sites from grading, excavation, or other ground-disturbing activities. 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, or increasing the potential for vandalism or destruction of an archaeological resource or traditional cultural property.

Mitigation Framework

The City of San Diego's General Plan, combined with federal, state, and local regulations, provide a regulatory framework for developing project-level historical resources mitigation measures for future discretionary projects. All development projects with the potential to affect historical resources—such as designated historical resources; historical buildings, districts, landscapes, objects, and structures; important archaeological sites; and traditional cultural properties—are subject to site-specific review in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines, through the discretionary process. The following Mitigation Framework measures (MM-HIST-1 and MM-HIST-2) would be required of all future development projects with the potential to impact significant historical resources which address archaeological resources and historic buildings, structures, and objects, respectively. This Mitigation Framework, combined with the Sherman Heights and Grant Hill Park Historic Districts CPIOZ (as described in MM-LU-1b) and CPU policies promoting the identification and preservation of historical resources in the CPU areas, reduces the program-level impact related to prehistoric or historical archaeological sites and historic resources of the built environment to below a level of significance.

MM-HIST-1 Archaeological Resources

Prior to issuance of any permit for a future development project implemented in accordance with the CPU area that could directly affect an archaeological resource, the City shall require 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, 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 conducting a site visit. If there is any evidence that the site contains archaeological resources, then a historic evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

Step 1:

Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeology Center and any tribal repositories or museums.

In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archeological research in similar areas, models that predict site distribution, and archeological, 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 must be performed by a qualified archaeologist.

Step 2:

Once a historical resource has been identified, a significance determination must be made. It should be noted that tribal representatives and/or Native American

monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required which includes 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.

The results from the testing program shall be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. At this time, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

Step 3:

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. 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 draft CEQA document distribution. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions are outlined in the Mitigation Monitoring and Reporting Program (MMRP) included in the environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

Step 4:

Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental Analysis Section 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 traditional cultural properties containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

Step 5:

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 and California Native American Graves Protection and Repatriation Act of 2001) and federal (i.e., Native American Graves Protection and Repatriation Act) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36 Code of Federal Regulations 79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.

MM-HIST-2 Historic Buildings, Structures, and Objects

Prior to issuance of any permit for a future development project implemented in accordance with the CPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location,

context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

- Preparing a historic resource management plan;
- Adding new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
- Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- Screening incompatible new construction from view through the use of berms, walls and landscaping in keeping with the historic period and character of the resource;
- Shielding historic properties from noise generators through the use of sound walls, double glazing and air conditioning; and
- Removing industrial pollution at the source of production.
- Specific types of historical resource reports, outlined in Section III of the HRG, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance. If required, mitigation programs can also be included in the report.

RELIGIOUS OR SACRED USES AND HUMAN REMAINS

Impact

Avoiding impacts on religious or sacred places or human remains may be unavoidable in certain circumstances when resources are discovered during construction. Although there are no known religious or sacred uses within the CPU areas, there is potential for these to be encountered during future construction activities associated with implementation of the CPUs, particularly given the high cultural sensitivity of areas such as the ethnographic village of Las Choyas, found in both of the CPU areas, which has been previously identified as an area of concern to the local Native American community, and areas along waterways, where prehistoric resources are most likely to be found. Similarly, there are no known human remains interred outside of formal cemeteries. However, there are many areas within the city where previously unknown prehistoric

human remains and prehistoric sites have been uncovered during both archaeological investigations and grading activities. Therefore, the potential for encountering human remains during construction activities is also possible. Thus, significant impacts on religious or sacred uses or human remains may occur as a result of future development taking place in accordance with the CPUs.

Mitigation Framework

While it is not expected that religious or sacred places or human remains would be disturbed as a result of buildout of the CPUs, there is potential for these resources to be present. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken.

Mitigation Measure MM-HIST-1 would apply.

11.8 Paleontological Resources

Impact

It can be assumed that future projects proposed in conformance with the CPUs will result in a certain amount of disturbance to the native bedrock within the study area. That disturbance has the potential to impact fossils preserved in high or moderate resource potential geological formations. The potential impacts associated with implementation of the CPUs would be evaluated at a project level when detailed project plans and grading quantities are known. As the specific impacts are not known at this time, impacts would be considered significant and mitigation is required.

Mitigation Framework

If subsurface disturbance activities occur, the recommended course of action is to minimize potential impacts through development of project-specific paleontological monitoring and a discovery treatment plan. If no subsurface disturbance is planned, then the paleontological resources would not be impacted and development of project-specific paleontological monitoring and discovery treatment plan would not be necessary. The following Mitigation Framework measure would be required to mitigate for Impact 5.8-1, when a project would result in excavation of over 1,000 cubic yards in high sensitivity or over 2,000 cubic yards in moderate sensitivity, with depth of cut at or greater than 10 feet.

MM-PALEO-1 Prior to the approval of subsequent development projects implemented in accordance with the CPUs, the City shall determine the potential for impacts to paleontological resources based on review of the project application submitted, and recommendations of a project-level analysis completed in accordance with the steps presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities

shall be implemented at the project-level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.

I. Prior to Project Approval

A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:

- Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resource potential geologic deposit/formation/rock unit.

- Require over 2,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.

- Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.

B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.

- Monitoring is always required when grading on a fossil recovery site or a known fossil location.

- Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).

- Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.

- Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating a Paleontological MMRP shall be implemented during construction grading activities.

11.9 Geological Resources

GEOLOGIC HAZARDS

Impact

The CPU areas contain geologic conditions which would pose significant risks for future development if not properly addressed at the project-level. Unstable conditions relating to compressible soils, landslides, seismicity (faults), and expansive soils represent a potentially significant impact for future development, and mitigation is required.

Mitigation Framework

MM-GEO-1 Impacts associated with geologic hazards shall be mitigated at the project-level through adherence to the City's Seismic Safety Study and recommendations of a site-specific geotechnical report prepared in accordance with the City's Geotechnical Report Guidelines. Impacts shall also be avoided or reduced through engineering design that meets or exceeds adherence to the City's Municipal Code and the California Building Code.

More specifically, compressible soils impacts shall be mitigated through the removal of undocumented fill, colluvium/topsoil, and alluvium to firm the ground. Future development shall also be required to clean up deleterious material and properly moisture, condition, and compact the soil in order to provide suitable foundation support.

Regarding impacts related to expansive soils, future development shall be required to implement typical remediation measures, which shall include placing a minimum 5-foot cap of low expansive (Expansion Index [EI] of 50 or less) over the clays; or design of foundations and surface improvements to account for expansive soil movement.

EROSION

Impact

Based on the steep nature of many of the hillsides and the generally poorly consolidated nature of the sedimentary materials and soils found throughout the CPU area, erosion would represent a potentially significant impact, particularly in conjunction with some portions of the San Diego Formation and in drainages and stream valleys, and mitigation is required.

Mitigation Framework

MM-GEO-2 As part of the future development permitting process, the City shall require individual projects to adhere to the Grading Regulation and NPDES permit requirements. All subsequent projects developed in accordance with the CPUs shall also adhere to the California Building Code to avoid or reduce geologic hazards to the satisfaction of the City Engineer.

Submittal, review, and approval of site specific geotechnical investigations shall be completed in accordance with the City's Municipal Code requirements. Engineering design specifications based on future project-level grading and site plans shall be incorporated into all future projects implemented in accordance with the CPUs to minimize hazards associated with site-level geologic and seismic conditions satisfactory to the City Engineer and shall include the following measures to control erosion during and after grading or construction:

- Desilting basins, improved surface drainage, or planting of ground covers installed early in the improvement process in areas that have been stripped of native vegetation or areas of fill material;
- Short-term measures, such as sandbag placement and temporary detention basins;
- Restrictions on grading during the rainy season (November through March), depending on the size of the grading operation, and on grading in proximity to sensitive wildlife habitat; and
- Immediate post-grading slope revegetation or hydroseeding with erosion-resistant species to ensure coverage of the slopes prior to the next rainy season.

Conformance to mandated City grading requirements shall ensure that future 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, shall be subject to NPDES General Construction Storm Water Permit provisions. Additionally, any development of this significant size within the City shall be required to prepare and comply with an approved Stormwater Pollution Prevention Plan (SWPPP) that shall consider the full range of erosion control BMPs such as, but not limited to, including any additional site-specific and seasonal conditions. Project compliance with NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development.

Prior to obtaining grading permits for future actions a site-specific geotechnical investigation shall be completed as necessary in accordance with the City of San Diego Guidelines for Preparing Geotechnical Reports. Engineering design specifications based on project-level grading and site plans shall be incorporated into the project design to minimize hazards associated with site-level geologic and seismic conditions satisfactory to the City Engineer. Measures designed to reduce erosion at the project-level shall include the following:

- Control erosion by minimizing the area of slope disturbance and coordinate the timing of grading, resurfacing, and landscaping where disturbance does occur.
- On sites for industrial activities require reclamation plans that control erosion, where feasible, in accordance with the LDC.
- Control erosion caused by storm runoff and other water sources.
- Preserve as open space those hillsides characterized by steep slopes or geological instability in order to control urban form, insure public safety, provide aesthetic enjoyment, and protect biological resources.
- Replant with native, drought-resistant plants to restore natural appearance and prevent erosion.
- Practice erosion control techniques when grading or preparing building sites.
- Utilize ground cover vegetation when landscaping a development in a drainage area to help control runoff.
- Incorporate sedimentation ponds as part of any flood control or runoff control facility.
- During construction, take measures to control runoff from construction sites. Filter fabric fences, heavy plastic earth covers, gravel berms, or lines of straw bales are a few of the techniques to consider.
- Phase grading so that prompt revegetation or construction can control erosion. Only disturb those areas that will later be resurfaced, landscaped, or built on. Resurface parking lots and roadways as soon as possible, without waiting until completion of construction.
- Promptly revegetate graded slopes with groundcover or a combination of groundcover, shrubs, and trees. Hydroseeding may substitute for container plantings. Groundcovers shall have moderate to high erosion control qualities.
- Where necessary, design drainage facilities to ensure adequate protection for the community while minimizing erosion and other adverse effects of storm runoff to the natural topography and open space areas.
- Ensure that the timing and method of slope preparation protects natural areas from disturbance due to erosion or trampling. The final surface shall be compacted and spillovers into natural areas shall be avoided.
- Plant and maintain natural groundcover on all created slopes.

When required, the geologic technical report shall consist of a preliminary study, a geologic reconnaissance, or an in-depth geologic investigation report that includes field work and analysis. The geologic reconnaissance report and the geologic investigation report shall include all pertinent requirements as established by the Building Official.

In addition, the Building Official shall require a geologic reconnaissance report or a geologic investigation report for any site if the Building Official has reason to believe that a geologic hazard may exist at the site.

Section 145.1803 of the San Diego Municipal Code discusses in more detail the requirements related to the geotechnical report outlined in the SDSSS (City of San Diego 2009).

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13 Individuals and Agencies Consulted

Agencies and individuals contacted during preparation of the PEIR include the following:

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14 Certification

This document has been completed by the City's Environmental and Resources Analysis Division under the direction of the Planning Department and is based on independent analysis and determinations made pursuant to the San Diego Land Development Code Section 128.0103.

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