



THE CITY OF SAN DIEGO

SUBSEQUENT MITIGATED NEGATIVE DECLARATION

Project No. 697307
SCH No. 2019060003

SUBJECT: **Clairemont Village:** A NEIGHBORHOOD DEVELOPMENT PERMIT (NDP), SITE DEVELOPMENT PERMIT (SDP), and EASEMENT VACATION to allow for the construction of 224 multi-family residential units within five floors over two levels of parking. The residential component of the building would be 262,624 square feet (SF) and the parking component would be 124,449 SF. The project would include demolition of approximately 3,770 SF of retail commercial space, for the provision of a fire access lane around the proposed building, leaving 120,313 SF of existing community retail. The project would also include a club area, two lounges, and a fitness center. Additionally, two outdoor courtyards would be provided, one of which would include a lap pool, on the third level of the building. Of the 224 total residential units, 23 would be affordable units. The parking component, occupying levels one (partially below grade) and two (at grade), would provide 342 parking spaces. In addition, there are 43 retail parking spaces that would be shared with residents and their guests between the hours of 6:00 p.m. and 9:00 a.m. The project would also provide 23 motorcycle parking spaces and 102 bicycle parking spaces. As part of the NDP, the project is requesting a deviation to San Diego Municipal Code (SDMC) Section 131.0531 to the 45-foot height limit for the CC-1-3 zone. Under the SDP, the project is requesting an exception to the 30-foot height limit per the Clairemont Mesa Height Limit Overlay Zone. The easement vacation would entail a partial easement vacation of a 10-foot public utility easement that runs east-west within the 2.67-acre project area I. The project is located within a 2.67-acre portion of the 12.96-acre Clairemont Village Shopping Center at 3001 through 3089 Clairemont Drive (Assessor's Parcel Numbers [APNs] 425-680-09 and 425-680-10) in the Clairemont Mesa community of the City of San Diego. The project site has a General Plan land use designation of Commercial Employment, Retail, and Services and a Clairemont Mesa Community Plan land use designation of Commercial and zoned CC-1-3. Additionally, the site is within the Airport Land Use Compatibility Overlay Zone (Montgomery Field), Airport Influence Area – Review Area 2 (Montgomery Field), Federal Aviation Administration (FAA) Part 77 Noticing Area, Clairemont Mesa Height Limitation Overlay Zone, Community Plan Implementation Overlay Zone (CPIOZ) – Type B, and Very High Fire Hazard Severity Zone. (LEGAL DESCRIPTION: Parcel 1 of Map No. 13891 in the City of San Diego). APPLICANT: Clairemont Village Quad, LLC.

I. PROJECT DESCRIPTION:

See attached Subsequent Initial Study.

II. ENVIRONMENTAL SETTING:

See attached Subsequent Initial Study.

III. DOCUMENTATION:

The attached Subsequent Initial Study documents the reasons to support the Determination.

IV. MITIGATION, MONITORING AND REPORTING PROGRAM:

A. GENERAL REQUIREMENTS – PART I

Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice To Proceed (NTP) for any construction permits, such as Demolition, Grading, or Building, or beginning any construction related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve Construction Documents (CD) (plans, specification, details, etc.) to ensure the applicable MMRP requirements are incorporated into the design.
2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, **"ENVIRONMENTAL/MITIGATION REQUIREMENTS."**
3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website:
<http://www.sandiego.gov/development-services/industry/standtemp.shtml>
4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/Mitigation Requirements" notes are provided.
5. **SURETY AND COST RECOVERY** – The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

B. GENERAL REQUIREMENTS – PART II

Post Plan Check (After permit issuance/Prior to start of construction)

1. **PRECONSTRUCTION MEETING IS REQUIRED TEN (10) WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The PERMIT HOLDER/OWNER is responsible to arrange and perform this meeting by contacting the CITY RESIDENT ENGINEER (RE) of the Field Engineering Division and City staff from MITIGATION MONITORING

COORDINATION (MMC). Attendees must also include the Permit holder's Representative(s), Job Site Superintendent and the following consultants:

**Qualified Archaeologist
Qualified Native American Monitor**

Note: Failure of all responsible Permit Holder's representatives and consultants to attend shall require an additional meeting with all parties present.

CONTACT INFORMATION:

- a. The PRIMARY POINT OF CONTACT is the RE at the Field Engineering Division – 858-627-3200
- b. For Clarification of ENVIRONMENTAL REQUIREMENTS, it is also required to call **RE and MMC at 858-627-3360**

2. **MMRP COMPLIANCE:** This project, Project Tracking System (PTS) No. 697307 and /or Environmental Document No. 697307, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e., to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.

Note: Permit Holder's Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.

3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency. ***Not Applicable***
4. **MONITORING EXHIBITS:** All consultants are required to submit to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.

Note: Surety and Cost Recovery – When deemed necessary by the Development Services Director or City Manager, additional surety instruments or bonds

from the private Permit Holder may be required to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

5. OTHER SUBMITTALS AND INSPECTIONS:

The Permit Holder/Owner’s representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

Document Submittal/Inspection Checklist		
Issue Area	Document Submittal	Associated Inspection/Approvals/Notes
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
General	Consultant Construction Monitoring Exhibits	Prior to or at Preconstruction Meeting
Archaeology	Archaeology Reports	Archaeology/Historic Site Observation
Tribal Cultural Resources	Archaeology Reports	Archaeology/Historic Site Observation
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

TRIBAL CULTURAL RESOURCES

I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must

have completed the 40-hour HAZWOPER training with certification documentation.

2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG.
3. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site-specific records search (1/4-mile radius) has been completed. Verification includes but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
3. The PI may submit a detailed letter to MMC requesting a reduction to the ¼ mile radius.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Identify Areas to be Monitored
 - a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying

the areas to be monitored including the delineation of grading/excavation limits.

- b. The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

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

III. During Construction

A. Monitor(s) Shall be Present During Grading/Excavation/Trenching

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

B. Discovery Notification Process

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

C. Determination of Significance

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

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the

human remains; and the following procedures as set forth in CEQA Section 15064.5I, the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

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

B. Isolate discovery site

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

C. If Human Remains ARE determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, **ONLY** the Medical Examiner can make this call.
2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes.
4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.
5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if:

- a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being granted access to the site; OR;
- b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, the landowner shall reinter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface distribution THEN,
- c. In order to protect these sites, the Landowner shall do one or more of the following:
 - (1) Record the site with the NAHC;
 - (2) Record an open space or conservation easement on the site;
 - (3) Record a document with the County. The document shall be titled "Notice of Reinterment of Native American Remains" and shall include a legal description of the property, the name of the property owner, and the owner's acknowledged signature, in addition to any other information required by PRC 5097.98. The document shall be indexed as a notice under the name of the owner.
- d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and items associated and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.

D. If Human Remains are NOT Native American

- 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.
- 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).
- 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.

V. Night and/or Weekend Work

- A. If night and/or weekend work is included in the contract
 - 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
 - 2. The following procedures shall be followed.
 - a. **No Discoveries:** In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax by 8AM of the next business day.
 - b. **Discoveries:** All discoveries shall be processed and documented using the existing procedures detailed in Sections I-I - During Construction, and IV - Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.
 - c. **Potentially Significant Discoveries:** If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section I-I - During Construction and IV-Discovery of Human Remains shall be followed.
 - d. The PI shall immediately contact MMC, or by 8AM of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night and/or weekend work becomes necessary during the course of construction
 - 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
 - 2. The RE, or BI, as appropriate, shall notify MMC immediately.
- C. All other procedures described above shall apply, as appropriate.

VI. Post Construction

- A. Preparation and Submittal of Draft Monitoring Report
 - 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. **It should be noted that if the II is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be**

submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.

- a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report
 - b. Recording Sites with State of California Department of Parks and Recreation: The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.
2. MMC shall return the Draft Monitoring Report to the PI for revision or for preparation of the Final Report.
 3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
 4. MMC shall provide written verification to the PI of the approved report.
 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.
- B. Handling of Artifacts
1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued.
 2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
 3. The cost for curation is the responsibility of the property owner.
- C. Curation of artifacts: Accession Agreement and Acceptance Verification
1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.
 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
 3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources

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

D. Final Monitoring Report(s)

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

TRANSPORTATION/CIRCULATION

MM TR-1 Prior to issuance of building permits for any new on-site buildings, the project shall demonstrate the payment of the required Active Transportation In Lieu Fee for the market rate units in accordance with Mobility Choices Regulations (San Diego Municipal Code Chapter 14, Article 3, Division 11), Appendix T Mobility Choices Regulations: Implementation Guidelines. Implementation of this fee would minimize VMT impacts to the extent feasible.

V. PUBLIC REVIEW DISTRIBUTION:

Draft copies or notice of this Subsequent Mitigated Negative Declaration were distributed to:

State

Department of Toxic Substance Control (39)
State Clearinghouse (46)
California Native American Heritage Commission (56)

City

Mayor's Office (91)
Councilmember Kent Lee, District 6 (MS10A)
Mitigation, Monitoring, and Coordination (MS 1102B (77A)
City Attorney's Office

Development Services:

Development Project Manager
LDR Engineering
LDR Environmental
LDR Geology
LDR Landscaping
LDR Planning Review
LDR Transportation

Environmental Services Department
PUD Water and Sewer
Planning Department:
 Plan-Long Range
Fire-Rescue Department
San Diego Police Department
Transportation Development - DSD (78)
Development Coordination (78A)
Fire and Life Safety Services (79)
San Diego Fire – Rescue Department Logistics (80)
Clairemont Branch Library (81H)
Public Notice Journal (144)

Other Interested Organizations, Groups, and Individuals

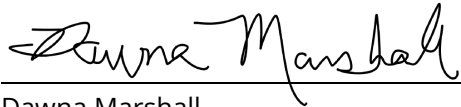
Historical Resources Board (87)
Carmen Lucas (206)
South Coastal Information Center (210)
San Diego Archaeological Center (212)
Save Our Heritage Organization (214)
Ron Christman (215)
Clint Linton (215B)
Frank Brown – Inter-Tribal Cultural Resources Council (216)
Campo Band of Mission Indians (217)
San Diego County Archaeological Society, Inc. (218)
Kumeyaay Cultural Heritage Preservation (223)
Kumeyaay Cultural Repatriation Committee (225)
Native American Distribution (225 A-S)
San Diego Unified School District (132)
Balboa Avenue Citizens Advisory Committee (246)
Clairemont Mesa Planning Committee (248)
San Diego Mesa College (250)
University of San Diego (251)
Clairemont Senior Citizens Club (252)
Deron Bear Chairperson (253)
Tecolote Canyon Citizens Advisory Committee (254)
Friends of Tecolote Canyon (255)
Joe Marciano (256)
Clairemont Town Council (257)
Clint Linton, Iipay Nation of Santa Ysabel
Lisa Cumper, Jamul Indian Village
Angelina Gutierrez, San Pasqual Band of Mission Indians
John Stump
Richard Drury, Lozeau Drury LLP
Molly Greene, Lozeau Drury LLP
Kevin Johnston
Lozeau Drury LLP
David Hansen

Dr. Jefferson Tucker Edmonds
Gayle J Kayne
Kimberly Dodson
Bruce Seamont
David Hoppe
Jeff Smyser

VI. RESULTS OF PUBLIC REVIEW:

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

Copies of the subsequent environmental document and associated project-specific technical appendices, if any, may be accessed on the City of San Diego's California Environmental Quality Act (CEQA) webpage at <https://www.sandiego.gov/ceqa>.



Dawna Marshall
Senior Planner
Development Services Department

April 19, 2024

Date of Draft Report

Date of Final Report

Analyst: M. Dresser

Attachments:

- Initial Study
- List of Acronyms
- Figure 1: Regional Location
- Figure 2: Project Vicinity
- Figure 3: Site Plan
- Figure 4: Modeled Noise Receiver Locations
- Figure 5: Visual Simulations

Subsequent Initial Study Checklist

1. INTRODUCTION

1.1 Subsequent Initial Study

Pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.), an Initial Study is a preliminary environmental analysis that is used by the lead agency as a basis for determining whether an Environmental Impact Report (EIR), a Subsequent Mitigated Negative Declaration, or a Negative Declaration is required for a project. The CEQA Guidelines require that an Initial Study contain a project description, description of environmental setting, identification of environmental effects by checklist or other similar form, explanation of environmental effects, discussion of mitigation for significant environmental effects, evaluation of the project's consistency with existing, applicable land use controls, and the name of persons who prepared the study.

1.2 Tiering Process

This environmental analysis is a Subsequent Initial Study for the proposed Clairemont Village project (referred to as the "proposed project" or "project" throughout this document). This environmental analysis is tiered from the *Complete Communities: Housing Solutions and Mobility Choices Program EIR* in accordance with Sections 15152 and 15168 of the CEQA Guidelines and Public Resources Code Section 21094. The *Complete Communities: Housing Solutions and Mobility Choices Program EIR* was prepared pursuant to Section 15168 of the CEQA Guidelines.

The Complete Communities Mobility Choices (Mobility Choices Program) amended the San Diego Municipal Code (SDMC Chapter 14, Article 3, Division 11) and Land Development Manual to adopt a new CEQA significance threshold for transportation that implements Senate Bill (SB) 743, and a program to mitigate vehicle miles traveled (VMT) impacts from new development. The Mobility Choices Program ensures that new development mitigates transportation impacts to the extent feasible.

The CEQA concept of "tiering" refers to the evaluation of general environmental matters in a broad program-level EIR, with subsequent focused environmental documents for individual projects that implement the program. This environmental document incorporates by reference the discussions in the *Complete Communities: Housing Solutions and Mobility Choices Program EIR* and concentrates on project-specific issues. CEQA and the CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately addressed in the Program EIR and by incorporating those analyses by reference.

Section 15168(d) of the state CEQA Guidelines provides for simplifying the preparation of environmental documents on individual parts of the program by incorporating by reference analyses and discussions that apply to the program as a whole. Where an EIR has been prepared or certified for a program or plan, the environmental review for a later activity consistent with the program or plan should be limited to effects that were not analyzed as significant in the prior EIR or that are susceptible to substantial reduction or avoidance (CEQA Guidelines Section 15152[d]).

1.3 Appropriateness of a Subsequent Initial Study

The proposed project would be consistent with the scope of the program as described in the *Complete Communities: Housing Solutions and Mobility Choices Program EIR*. Accordingly, pursuant to Section 15152 of the state CEQA Guidelines, it is appropriate to tier this Initial Study from the *Complete Communities: Housing Solutions and Mobility Choices Program EIR*. This Subsequent Initial Study evaluates whether the environmental effects of the proposed project were adequately addressed in the *Complete: Housing Solutions and Mobility Choices Program EIR*. For impacts that were adequately addressed, the Subsequent Initial Study provides a cross reference to the relevant discussion in the *Complete Communities: Housing Solutions and Mobility Choices Program EIR*. project-specific impacts that were not addressed in the *Complete Communities: Housing Solutions and Mobility Choices Program EIR*, are evaluated in detail in this document. project specific mitigation has been identified where required.

2. PROJECT INFORMATION

2.1 Project title/Project number:

Clairemont Village/697307

2.2 Lead agency name and address:

City of San Diego, 1222 First Avenue, MS-501, San Diego, California 92101

2.3 Contact person and phone number:

Morgan Dresser / 619-687-5904

2.4 Project location:

3001 through 3089 Clairemont Drive (Assessor's Parcel Numbers [APN] 425-680-09 and 425-680-10) in the Clairemont Mesa community of the City of San Diego

2.5 Project Applicant/Sponsor's name and address:

Clairemont Village Quad, LLC, c/o Kleege Enterprises, 12625 High Bluff Drive, Suite 310, San Diego, CA 92130

2.6 General/Community Plan designation:

General Plan land use designation: Commercial Employment, Retail, and Services;
Clairemont Mesa Community Plan land use designation: Commercial

2.7 Zoning:

CC-1-3

2.8 Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

N/A

3. PROJECT DESCRIPTION

3.1 Environmental setting and surrounding land uses:

The 12.96-acre project site is located within the existing Clairemont Village Shopping Center at 3001 through 3089 Clairemont Drive (APN 425-680-09 and 425-680-10) in the Clairemont Mesa community of the City of San Diego (City; refer to Figure 1, *Regional Location*). The site is bounded by multi-family residences to the north, Cowley Way and multi-family residences

to the east, Field Street and single-family residences to the south, Burgener Boulevard to the southwest, and Clairemont Drive to the northwest. The proposed project improvements would occur in the eastern portion of the shopping center, at the northwest corner of Field Street and Cowley Way, within a 2.67-acre area identified as the area of impact (refer to Figure 2, *Aerial Photograph*). The project site has a General Plan land use designation of Commercial Employment, Retail, and Services and a Clairemont Mesa Community Plan land use designation of Commercial and is zoned CC-1-3. Additionally, the site is within the Airport Land Use Compatibility Overlay Zone (Montgomery Field), Airport Influence Area – Review Area 2 (Montgomery Field), Federal Aviation Administration (FAA) Part 77 Noticing Area, Clairemont Mesa Height Limitation Overlay Zone, Community Plan Implementation Overlay Zone (CPIOZ) – Type B, and Very High Fire Hazard Severity Zone.

The proposed 2.67-acre area of impact is currently developed with a paved parking lot and a small portion of existing commercial uses. It is surrounded by existing commercial uses within the Clairemont Village Shopping Center to the west, multi-family residential uses to the north, multi-family residential uses to the east across Cowley Way, and single-family residential uses to the south across Field Street.

- 3.2 Description of project (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation.):

A NEIGHBORHOOD DEVELOPMENT PERMIT (NDP), SITE DEVELOPMENT PERMIT (SDP) , and EASEMENT VACATION to allow for the construction of 224 multi-family residential units within five floors over two levels of parking within a 2.67-acre portion of the existing 12.96-acre Clairemont Village Shopping Center (refer to Figure 3, *Site Plan*). The residential component of the building would be 262,624 SF and the parking component would be 124,449 SF. The project would also include demolition of approximately 3,770 SF of retail commercial space, for the provision of a fire access lane around the proposed building, leaving 120,313 SF of existing community retail.

The residential component, occupying building levels three through seven, would be comprised of 28 studio units, 103 one-bedroom units, 85 two-bedroom units, and 8 three-bedroom units, as well as a club area, two lounges, and a fitness center. Two outdoor courtyards, one of which would include a lap pool, would be provided on the third level of the building. Of the 224 proposed residential units, 23 units would be set aside for households with an income at or below 60 percent area median income. The unit mix would include 3 studio units, 10 one-bedroom units, 9 two-bedroom units, and 1 three-bedroom unit.

The parking component, occupying levels one (partially below grade) and two (at grade), would provide 342 parking spaces. In addition, there are 43 retail parking spaces that would be shared with residents and their guests between the hours of 6:00 p.m. and 9:00 a.m. Therefore, 385 parking spaces would be provided for residential use. Of the 385 parking spaces, 155 stalls would be EV supportive (137 inside the parking structure and 18 outside) and, in accordance with 2022 Green Building Code standards, 37 stalls would be EV capable, 97 stalls would be EV ready with low power level 2 receptacles, and 21 would be installed with level 2 EV supply equipment. The project would also provide 23 motorcycle parking

spaces and 102 bicycle parking spaces. Vehicle access would be provided via two points of entry, one from Field Street and one from Cowley Way (refer to Figure 3).

The NDP would allow a deviation to the 45-foot height limit for the CC-1-3 zone per SDMC Section 131.0531. The SDP would allow an exception to the 30-foot height limit per the Clairemont Mesa Height Limit Overlay Zone. The building would range in height from approximately 65 feet to approximately 79 feet to top of parapet (depending on building elevation) with a height of approximately 75 feet to top of stair tower/elevator shafts.

In association with the proposed development, a partial easement vacation for a 10-foot public utility easement that runs east-west on the area of impact would be required. The project would trench and place PVC lines for the utility companies, which would then run their own lines and reestablish service connections. There would be no disruption to services in the area as a result of the easement vacation.

Electricity and gas service would be provided by existing SDG&E facilities at the site. Water and fire service laterals would be provided to connect to an existing City water main located in Cowley Way. Similarly, a sewer lateral would be provided to connect to an existing City sewer main located in Field Street. A curb inlet and modular wetland system would be provided on the west side of the building to collect stormwater runoff, which would then be routed to a new storm trap storage system located at the northwestern corner of the site.

Project construction would involve the demolition of approximately 3,770 SF of existing commercial retail space for provision of a fire access lane around the proposed building. Additionally, project construction would involve soil movement (cut and fill) during grading and excavation for the proposed structure, as well as utilities undergrounding, building construction, and paving. The project is anticipated to require 29,000 cubic yards of cut and 3,000 cubic yards of fill for a net export of 26,000 cubic yards. Total project construction is estimated to last for approximately 31 months.

- 3.3 Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

In accordance with the requirements of PRC Section 21080.3.1, Assembly Bill (AB) 52, the City distributed notification letters on September 13, 2022 to the local Kumeyaay Native American Tribes that are traditionally and culturally affiliated with the project area. The representative from the Lipay Nation of Santa Ysabel identified no monitoring was needed and concluded consultation on September 13, 2022. The representative from the Jamul Indian Village did not request consultation. The representative from the San Pasqual Tribe requested consultation on September 13, 2022. The City completed a consultation meeting with the San Pasqual Tribe on October 5, 2022. In the meeting, the San Pasqual Tribe requested tribal monitoring during grading to address concerns regarding Tribal Cultural Resources (TCRs).

4. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Land Use | <input type="checkbox"/> Air Quality | <input type="checkbox"/> Biological Resources |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Geology, Soils, and Seismicity | <input type="checkbox"/> Greenhouse Gas Emissions |
| <input type="checkbox"/> Health and Safety | <input checked="" type="checkbox"/> Historical, Archaeological, and Tribal Cultural Resources | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Paleontological Resources | <input type="checkbox"/> Public Services and Facilities |
| <input type="checkbox"/> Public Utilities and Infrastructure | <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Visual Effects and Neighborhood Character | <input type="checkbox"/> Mandatory Findings of Significance | |

5. DETERMINATION (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- The proposed project COULD NOT have a significant effect on the environment, and a SUBSEQUENT NEGATIVE DECLARATION will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A SUBSEQUENT MITIGATED NEGATIVE DECLARATION will be prepared.
- The proposed project MAY have a significant effect on the environment, and a (SUBSEQUENT/SUPPLEMENTAL) ENVIRONMENTAL IMPACT REPORT is required.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. A (SUBSEQUENT/SUPPLEMENTAL) ENVIRONMENTAL IMPACT REPORT is required but must analyze only the effects that remain to be addressed.

6. Evaluation of Environmental Impacts

The City of San Diego has defined the column headings in the Tiered Initial Study Checklist as follows:

1. "Potentially Significant Impact" is appropriate if there is substantial evidence that the project's effect may be significant. If there is one or more "Potentially Significant Impact" entries a Project EIR will be prepared.
2. "Project Impact Adequately Addressed in PEIR" applies where the potential impacts of the proposed project were adequately addressed in the *Complete Communities: Housing Solutions and Mobility Choices Program EIR*, as specified in the analysis, and will mitigate any impacts of the proposed project to the extent feasible. *Complete Communities: Housing Solutions and Mobility Choices Program EIR* mitigation measures may be incorporated into the project. The impact analysis in this document summarizes and cross references (including section/page numbers) the relevant analysis in the *Complete Communities: Housing Solutions and Mobility Choices Program EIR*.
3. "Less Than Significant with Project-level Mitigation Incorporated" applies where the incorporation of project-specific mitigation measures will reduce an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." All project-specific mitigation measures must be described, including a brief explanation of how the measures reduce the effect to a less than significant level.
4. "Less Than Significant Impact" applies where the project will not result in any significant effects. The effects may or may not have been discussed in the *Complete Communities: Housing Solutions and Mobility Choices Program EIR*. The project impact is less than significant without the incorporation of *Complete Communities: Housing Solutions and Mobility Choices Program EIR* mitigation measures or project-specific mitigation.
5. "No Impact" applies where a project would not result in any impact in the category in question or the category simply does not apply. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
6. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
7. The discussion in each issue should include the following:
 - Discussion of *Complete Communities: Housing Solutions and Mobility Choices Program EIR* impact (direct and cumulative) conclusions
 - Discussion of potential project impacts
 - Applicable *Complete Communities: Housing Solutions and Mobility Choices Program EIR* mitigation measures assumed in the project
 - Significance determination after *Complete Communities: Housing Solutions and Mobility Choices Program EIR* mitigation measures
 - Additional project-level mitigation measures
 - Significance determination after all mitigation
8. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
9. Supporting Information Sources: A source list should be attached, and other sources utilized, or individuals contacted should be cited in the discussion.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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6.1 LAND USE - Would the project:

Issue 1: Cause a significant environmental impact due to a conflict with any land use plan, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project site has a General Plan land use designation of Commercial Employment, Retail, and Services and a Clairemont Mesa Community Plan land use designation of Commercial. Commercial Employment, Retail, and Services (Community Commercial) land uses provide 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 multi-family residential uses could be added to enhance the viability of existing commercial uses. Residential developments within Community Commercial land uses are permitted at densities between zero and 74 units per acre. The proposed project would be part of an existing commercial shopping center, which is located along a major transit corridor (Clairemont Drive). The proposed project would enhance the viability of the existing commercial uses in the area.

The Clairemont Mesa Community Plan identifies the project site as within "Clairemont Village" and designates the total 12.96-acre site as Community Center and within the CPIOZ - Type B. The Clairemont Mesa Community Plan provides greater specificity of land use than the General Plan. Although the community plan does not specify a recommended residential range, it does not preclude residential development at the project site like it does specifically for other identified commercial areas in the community plan where the vision is to retain those sites as purely commercial centers. Developers are instructed to refer to the existing zoning for allowable residential density. Currently, the existing zoning does allow for mixed-use development. The project would introduce residential development resulting in "horizontal" mixed-uses at the Clairemont Village site and would not materially affect the retention of existing commercial uses. The project does not require a General Plan Amendment or a Community Plan Amendment and is therefore considered consistent with the allowable land use of the site. In addition, the property is zoned CC-1-3, which permits residential development at a density of one unit per 1,500 SF of lot area (San Diego Municipal Code Section 131.0531 Table 131 05E). This would allow for up to 376 units on the 12.96-acre property. Therefore, the project's development of 224 units would be within the allowable development density, and the project would be consistent with the zoning designation.

The project includes a NDP to allow a deviation to the 45-foot CC-1-3 height limit per SDMC Section 131.0531 and an SDP to allow an exception to the 30-foot Clairemont Height Overlay limit per the Clairemont Mesa Height Limit Overlay Zone. This deviation and exception would not cause a significant environmental impact. Specifically, as detailed in Section 6.16, the project would not result in significant impacts related to visual effects and neighborhood character from the height of the proposed structure. As such, the project would not cause a significant environmental impact due to a conflict with a land use plan, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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Issue 2: Lead to the development of conversion of General Plan or community designated open space or prime farmland to a more intensive land use, resulting in a physical division of the community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would occur within a commercial center that has been previously developed. The project site has a General Plan land use designation of Commercial Employment, Retail, and Services and a Clairemont Mesa Community Plan land use designation of Commercial. The property is zoned CC-1-3, which permits residential development at a density of one unit per 1,500 SF of lot area (San Diego Municipal Code Section 131.0531 Table 131 05E). This would allow for up to 376 units on the 12.96-acre property. The project site is not designated for open space or prime farmland. The project would not physically divide an established community. No impact would occur.

Issue 3: Result in land uses which are not compatible with an adopted airport land use compatibility plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site is within Airport Influence Area (AIA) Review Area 2 of the Montgomery Field Airport Land Use Compatibility Plan (ALUCP). It is not within a mapped Noise Exposure Range, Safety Zone, Part 77 Airspace Surface, Airport Overflight Notification Area, or Avigation Easement Area. Therefore, the project would not require San Diego Airport Land Use Commission (ALUC) review (ALUC 2010). While the project is within the Federal Aviation Administration (FAA) Height Notification Area (ALUC 2010), it does not exceed the applicable notification surface elevation and therefore does not require FAA notification. As such, the project would be consistent with the Montgomery Field ALUCP, and impacts would be less than significant.

6.2 AIR QUALITY - Would the project:

Issue 1: Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The discussion below is based on the Air Quality Technical Report prepared by HELIX Environmental Planning, Inc. (HELIX) for the proposed project (HELIX 2024a).

The project site is located within the San Diego Air Basin (SDAB), which is governed by the San Diego County Air Pollution Control District (SDAPCD). The SDAPCD develops and administers local regulations for stationary air pollutant sources within the SDAB, and develops plans and programs to meet attainment requirements for both federal and state ambient air quality standards (National Ambient Air Quality Standards [NAAQS] and California Ambient Air Quality Standards [CAAQS], respectively). The current regional air quality plan for the NAAQS is SDAPCD's *2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County* (Attainment Plan; SDAPCD 2020) and the current regional air quality plans for the CAAQS is SDAPCD's *2016 Revision to the Regional Air Quality Strategy for San Diego County* (RAQS; SDAPCD 2016). These plans accommodate emissions from a variety of sources, including natural sources, through implementation of control measures, where feasible, on stationary sources to attain the standards. Mobile sources are

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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regulated by the U.S. Environmental Protection Agency (USEPA) and California Air Resources Board (CARB), and the emissions and reduction strategies related to mobile sources are considered in the Attainment Plan and RAQS.

The SDAPCD is required, pursuant to the federal Clean Air Act (CAA), to reduce emissions of criteria pollutants for which the SDAB is in nonattainment. Strategies to achieve these emissions reductions are developed in the Attainment Plan and RAQS, prepared by the SDAPCD for the region. Criteria pollutants of primary concern include ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), particulate matter (including both respirable particulate matter 10 microns or less in diameter [PM₁₀] and fine particulate matter 2.5 microns or less in diameter [PM_{2.5}]), sulfur dioxide (SO₂), and lead. The SDAB is currently designated as a nonattainment area for the 8-hour NAAQS for ozone. The SDAB is designated as being in attainment for all other applicable criteria pollutants under the NAAQS. The SDAB is currently classified as a nonattainment area under the CAAQS for ozone, PM₁₀, and PM_{2.5}. It is in attainment for CO, NO₂, SO₂, and lead relative to state air standards.

Both the Attainment Plan and RAQS rely on information from CARB and the San Diego Association of Governments (SANDAG), including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County as part of the development of their respective general plans. As such, projects that are consistent with the growth assumptions used in the Attainment Plan and RAQS, do not conflict with the control measures in the Attainment Plan and RAQS, and that do not result in criteria pollutant and precursor emissions in excess of the thresholds adopted by the City, would not hinder the goal of the Attainment Plan or RAQS to bring the SDAB into compliance with the NAAQS and CAAQS for the protection of public health.

The project site has a General Plan land use designation of Commercial Employment, Retail, and Services and a Community Plan land use designation of Commercial. The Community Plan provides greater specificity of land use than the General Plan and does not identify a specific residential density for mixed-use development at the project site, nor does it preclude residential development. The project does not require a General Plan Amendment or a Community Plan Amendment and is therefore considered consistent with the allowable land use of the site. In addition, the property is zoned CC-1-3, which permits residential development at a density of one unit per 1,500 SF of lot area (San Diego Municipal Code Section 131.0531 Table 131-05E). This would allow for up to 376 units on the 12.96-acre property. The project would provide 224 units and would therefore be within the allowable development intensity of the site. Since the project is consistent with the City's planned land use for the site, and since this local jurisdiction information is the information used by SANDAG to estimate projected growth for the region which is in turn incorporated into the assumptions used in Attainment Plan and RAQS, the project would not conflict with the Attainment Plan and RAQS (HELIX 2024a). Additionally, as discussed under Section 6.2, Issue 2 below, project construction and operation would not generate emissions more than the applicable screening level thresholds for criteria pollutants. The project would also comply with existing and new rules and regulations as they are implemented by the SDAPCD, CARB, and/or USEPA related to emissions generated during

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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construction. Therefore, the project would not obstruct or conflict with implementation of the Attainment Plan or RAQS, and impacts would be less than significant.

Issue 2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

As discussed above in Section 6.2, Issue 1, the SDAB is classified as a nonattainment area under the NAAQS for 8-hour ozone and as a nonattainment area under the CAAQS for 1-hour ozone, 8-hour ozone, PM₁₀, and PM_{2.5}. The SDAB is an attainment area for all other criteria pollutants. Ozone is not emitted directly but is a result of atmospheric activity on precursors. Nitrogen oxides (NO_x) and Reactive Organic Gases (ROG), otherwise known as Volatile Organic Compounds (VOCs), are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone. PM_{2.5} includes fine particles that are found in smoke and haze and are emitted from all types of combustion activities (motor vehicles, power plants, wood burning, etc.) and certain industrial processes. PM₁₀ includes both fine and coarse dust particles, and sources include crushing or grinding operations and dust from paved or unpaved roads. To determine whether a project would (a) result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation, (b) result in a cumulatively considerable net increase of PM₁₀, PM₁₀, or exceed quantitative thresholds for ozone precursors (NO_x and VOCs), or (c) have an adverse effect on human health, project emissions may be evaluated based on the quantitative emission thresholds established by the SDAPCD. As part of its air quality permitting process, the SDAPCD has established thresholds in Rules 20.2 and 20.3 for the preparation of Air Quality Impact Assessments (AQIAs). In the absence of a SDAPCD adopted thresholds for PM_{2.5}, the SCAQMD's screening threshold of 55 pounds per day or 10 tons per year is used.

The project would generate criteria pollutants and ozone precursors in the short-term during construction and in the long-term during operation. Construction and operation air emissions were calculated using California Emissions Estimator Model (CalEEMod) 2022.1 (California Air Pollution Control Officers Association [CAPCOA] 2022). The CalEEMod program is a tool used to estimate air emissions resulting from land development projects based on California-specific emission factors. The model estimates mass emissions from two basic sources: construction sources and operational sources (i.e., area, energy, and mobile sources).

Construction Emissions

Project construction would involve the demolition of a portion of an existing structure totaling 3,770 SF, clearing and grubbing, grading, underground utility installation, excavation for the proposed structure, building construction, and paving. These construction-related activities would result in temporary, short-term air pollutant emissions. Sources of construction-related air emissions from these activities would include the following:

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Fugitive dust from soil movement activities (e.g., grading and excavation);
- Construction equipment exhaust;
- Construction vehicle exhaust related to trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust. Standard dust control measures would be implemented as a part of project construction in accordance with SDAPCD Rule 55. This would involve watering two times daily during grading, ensuring that all exposed surfaces maintain a minimum soil moisture of 12 percent, and limiting vehicle speeds on unpaved roads to 15 mph. The project would also exceed the requirements of SDAPCD Rule 67 by using low-VOC coatings.

The results of the calculations for the various phases of project construction are shown in Table 1, *Maximum Daily Construction Emissions*. The data are presented as the maximum anticipated daily emissions for comparison with the SDAPCD thresholds.

**Table 1
MAXIMUM DAILY CONSTRUCTION EMISSIONS**

Year	Pollutant Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition - 2025	2	18	17	<0.5	3	1
Clearing and Grubbing - 2025	1	11	11	<0.5	1	1
Grading - 2025	2	14	15	<0.5	3	2
Underground Utilities - 2025	<0.5	4	7	<0.5	<0.5	<0.5
Excavation - 2025	2	24	19	<0.5	6	3
Building Construction - 2025	2	13	23	<0.5	3	1
Building Construction - 2026	2	12	22	<0.5	3	1
Building Construction - 2027	2	12	21	<0.5	3	1
Paving - 2027	1	6	9	<0.5	<0.5	<0.5
Maximum Daily Emissions¹	3	28	30	<0.5	6	3
<i>SDAPCD Thresholds</i>	75	250	550	250	100	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod (output data is provided in HELIX 2024a)

¹ Maximum daily emissions of VOC occur when underground utility installation and building construction overlap in 2025. Maximum daily emissions of all other pollutants occur when underground utility installation and excavation overlap in 2025.

VOC = volatile organic compound; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides;

PM₁₀ = particulate matter 10 microns or less in diameter; PM_{2.5} = particulate matter 2.5 microns or less in diameter

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with	Less Than Significant Impact	No Impact
			Project-Level Mitigation Incorporated		

For assessing the significance of the air quality emissions resulting from construction of the project, the construction emissions were compared to the screening thresholds shown in Table 1. As shown in Table 1, maximum daily construction emissions associated with the project are projected to be less than the applicable thresholds for all criteria pollutants. Therefore, project construction would not result in a cumulatively considerable net increase of nonattainment criteria pollutants, and impacts would be less than significant.

Operational Emissions

Operational sources of emissions include area, energy, and transportation sources. Operational emissions from area sources include engine emissions from landscape maintenance equipment and VOC emissions from repainting of buildings. As described above, the project would exceed the requirements of SDAPCD Rule 67 by using no-VOC coatings. Energy source emissions include the combustion of natural gas for heating and hot water. The project’s assumed natural gas usage was based on model defaults.

Operational emissions from mobile sources are associated with project-related vehicle trip generation. Based on the Local Mobility Analysis (LMA) prepared for the project (Urban Systems Associates, Inc. 2023a), the project would generate 1,792 average daily trips (ADT). CalEEMod default vehicle speeds, trip purpose, and trip distances were applied to the trip types as analyzed in the LMA.

Table 2, *Maximum Daily Operational Emissions*, provides a summary of the operational emissions generated by the project. As shown in Table 2, project-generated operational emissions are projected to be less than the screening level thresholds for all criteria pollutants. Therefore, project operations would not result in a cumulatively considerable net increase of nonattainment criteria pollutants, and impacts would be less than significant.

**Table 2
MAXIMUM DAILY OPERATIONAL EMISSIONS**

Category	Pollutant Emissions (pounds per day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	7	<0.5	19	<0.5	<0.5	<0.5
Energy	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
Mobile	6	4	40	<0.5	9	2
Total Daily Emissions	13	4	59	<0.5	9	2
<i>SDAPCD Thresholds</i>	75	250	550	250	100	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod (output data is provided in HELIX 2024a)

Note: The total presented is the sum of the unrounded values.

VOC = volatile organic compound; NO_x = nitrogen oxides; CO = carbon monoxide; SO₂ = sulfur dioxide;

PM₁₀ = particulate matter 10 microns or less in diameter; PM_{2.5} = particulate matter 2.5 microns or less in diameter

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
Issue 3: Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sensitive receptors (i.e., children, senior citizens, and acutely or chronically ill people) are more susceptible to the effects of air pollution than are the general population. Sensitive land uses include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. The nearest sensitive receptors are the multi-family residential uses located immediately north of the project site and the senior multi-family residential uses located to the east of the project site across Cowley Way. Impacts to sensitive receptors are typically analyzed for operational period CO hotspots and exposure to toxic air contaminants (TACs). An analysis of the project’s potential to expose sensitive receptors to these pollutants is provided below.

Carbon Monoxide Hotspots

Localized air quality effects can occur when emissions from vehicular traffic increase in local areas. The primary mobile source pollutant of local concern is CO, which is a direct function of vehicle idling time and, thus, traffic flow conditions. CO transport is extremely limited – it disperses rapidly with distance from the source under normal meteorological conditions. However, under certain extreme meteorological conditions, CO concentrations proximate to a congested intersection may reach unhealthful levels affecting local sensitive receptors (residents, school children, the elderly, hospital patients, etc.). Generally, high CO concentrations are associated with intersections operating at unacceptable levels of service with extremely high traffic volumes and high levels of vehicle delay (idling). If a project generates vehicular traffic that increases average delay at signalized intersections operating at Level of Service (LOS) E or F or causes an intersection that would operate at LOS D or better without the project to operate at LOS E or F with the project, the project could result in significant CO hotspot-related effects to sensitive receptors.

According to the LMA prepared for the project (Urban Systems Associates, Inc. 2023a), all analyzed intersections, including the Clairemont Drive/Burgener Boulevard, Field Street/Burgener Boulevard, Mt. Acadia Boulevard/Cowley Way, Iroquois Avenue/Clairemont Drive, Iroquois Avenue/Cowley Way, project Driveway/Field Street, and project Driveway/Cowley Way intersections, would operate at LOS D or better with project implementation. The project would not increase average delay at signalized intersections operating at LOS E or F or cause an intersection that would operate at LOS D or better without the project to operate at LOS E or F with the project. In addition, various air quality agencies in California have developed other conservative screening methods for CO hotspot analyses. For example, the Sacramento Air Quality Management District states that a project would not result in a significant impact to local CO concentrations if the affected intersection carries less than 31,600 vehicles per hour, given that the intersection is not located in a tunnel, urban canyon, or similar area that would limit the mixing of air and the vehicle mix is not substantially different than the county average. The highest hourly intersection traffic volume of the intersections considered in the LMA is 2,778 vehicles per hour at the intersection of Clairemont Drive and Burgener Boulevard during PM peak hour (Urban Systems Associates, Inc. 2023a). This is substantially fewer vehicles than 31,600 vehicles per hour. Intersections near the project site also are not located in a tunnel, urban canyon, or similar area that would limit the mixing of air, nor is the vehicle mix anticipated to be substantially

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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different than the San Diego County average. Therefore, the project would not have the potential to result in a CO hotspot, and impacts would be less than significant.

Toxic Air Contaminants

Construction

Diesel engines emit a complex mixture of air pollutants, including gaseous material and Diesel Particulate Matter (DPM). DPM emissions would be released from operation of the on-site construction equipment used for project construction. CARB has declared that DPM from diesel engine exhaust is a TAC. Additionally, the Office of Environmental Health Hazard Assessment has determined that chronic exposure to DPM can cause carcinogenic and non-carcinogenic health effects. For this reason, although other pollutants would be generated, DPM would be the primary pollutant of concern.

The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Thus, the risks estimated for a maximally exposed individual (MEI) are higher if a fixed exposure occurs over a longer time period. According to the Office of Environmental Health Hazard Assessment, health risk assessments (HRAs), which determine the exposure of sensitive receptors to TAC emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with a project.

In comparison with the 30-year exposure period, the construction period for the project would be relatively short (estimated to be approximately 2.5 years). In addition, as shown above in Table 1, the highest daily emission of PM₁₀ (which includes equipment emissions of DPM) during construction is estimated to be approximately six pounds per day, which would be well below the 100 pounds per day significance level threshold (HELIX 2024a). As discussed above, these significance level thresholds were developed with the purpose of attaining the NAAQS and CAAQS, which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. Combined with the highly dispersive properties of diesel PM, construction-related emissions would not expose sensitive receptors to substantial emissions of TACs. Impacts from construction emissions would be less than significant.

Operations

Once operational, the project would not be a source of substantial amounts of TACs. CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* identifies potential sources of substantial pollutant emissions and provides siting recommendations (CARB 2005). The sources of emissions include the following:

- Freeways and high-traffic roads (urban roads with 100,000 vehicles per day or rural roads with 50,000 vehicles per day)

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- Distribution centers (that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week)
- Rail yards
- Ports
- Refineries
- Chrome platers
- Dry cleaners using perchloroethylene
- Gasoline dispensing facilities (with a throughput of 3.6 million gallons per year or greater)

The project, as a residential development, does not include these types of sources and would not represent a substantial source of TACs that could affect off-site sensitive receptors. In addition, the project would not site the proposed residential use within these distances to an existing source of TACs. The closest potential source of TACs to the proposed residential building is the historic dry cleaner at 3043 and 3045 Clairemont Drive and the existing local dry cleaner (not a dry-cleaning plant) located at 3089 Clairemont Drive 550 feet to the northwest (within the Clairemont Village Shopping Center). The CARB-recommends 300-foot siting distance from dry cleaners (HELIX 2024a). The historic dry cleaner, which would be demolished as part of the project, is a Cleanup Program Site (Local Case #DEH2022-LSAM-000709) and has a County of San Diego Department of Environmental Health and Quality (DEHQ) Voluntary Assistance Program (VAP) remedial action agreement (dated August 7, 2022) to address soil vapor air quality concerns (refer to Section 6.7, Issue 4 for additional information). The soil vapor air quality concerns are related to the VOCs tetrachloroethylene (PCE) and trichloroethylene (TCE), common dry-cleaning chemicals, that were detected in samples in and near the project site at concentrations exceeding applicable Environmental Screening Levels (ESLs; Geocon 2022). The project would site the proposed residential uses in proximity to the vapor source and would have the potential to expose contaminated soils during demolition, grading, and excavation activities. However, the project would comply with regulatory requirements set forth under the VAP. Compliance measures could include soil characterization to delineate the extent of the contamination, vapor sampling during project grading and excavation, preparation of a Soil Management Plan, which would include a Community Health and Safety Plan, to handle potentially contaminated soils during project construction, and, if necessary, targeted soil excavation and removal and implementation of vapor attenuation measures to meet specific numerical thresholds for the post-construction condition (EnviroApplications, Inc. 2023). Therefore, through compliance with regulatory requirements set forth under the VAP the project would not expose sensitive receptors to substantial pollutant concentrations or TACs, and impacts would be less than significant.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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Issue 4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project could produce odors during proposed construction activities from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; however, standard construction practices, such as limiting the use of equipment, application of asphalt, and application of architectural coatings to that necessary for the project, would minimize the odor emissions and their associated impacts. Furthermore, odors emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction. Accordingly, the proposed project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

During project operation, the temporary storage of refuse could be a potential source of odor; however, project-generated refuse is required to be stored in covered containers and removed at regular intervals in compliance with the City's Refuse, Organic Waste, and Recyclable Materials Storage Regulations (Chapter 14, Article 2, Division 8 of the City's Municipal Code [City 2022a]), thereby precluding significant odor impacts. Furthermore, the proposed project would be required to comply with SDAPCD Rule 51 which prohibits the discharge of odorous emissions that would create a public nuisance. As such, long-term operation of the proposed project would not create objectionable odors affecting a substantial number of people. Impacts would be less than significant.

6.3 BIOLOGICAL RESOURCES – Would the project:

Issue 1: Result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the Multiple Species Conservation Program or other local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is developed and consists of 124,083 SF of commercial buildings, asphalt concrete parking areas, and ornamental landscaping. It does not contain environmentally sensitive land (ESL) where sensitive species may be present and is not adjacent to Multi-Habitat Planning Area (MHPA). The closest MHPA is located 350 feet east of the project site and is separated from the project site by development, including roadways, parking lots, and multi-family residential structures.

Consequently, the project site does not possess native vegetation that would serve as habitat area species identified as candidate, sensitive, or special status. Therefore, no direct or indirect impacts to sensitive species would occur.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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Issue 2: Result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The project site is currently developed and consists of 124,083 SF of commercial buildings, asphalt concrete parking areas, and ornamental landscaping. According to the City's Biology Guidelines (City 2018), developed land has not been assigned a tier and is not considered to have significant habitat value. Similarly, impacts to developed land are not considered significant by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Vegetation removal would be limited to ornamental trees. Therefore, the project would not result in a substantial adverse impact on any sensitive habitats. No impact would occur.

Issue 3: Result in a substantial adverse effect on federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The project site is currently developed and consists of 124,083 SF of commercial buildings, asphalt concrete parking areas, and ornamental landscaping. The project site does not contain wetlands as defined by Section 404 of the Clean Water Act. Therefore, the project would not result in a substantial adverse effect on federally protected wetlands. No impact would occur.

Issue 4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Wildlife movement 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. The project site and immediate surrounding areas are currently developed and do not serve or have potential to serve as a wildlife corridor. Furthermore, the project site is not designated as a Multiple Species Conservation Program (MSCP) regional wildlife corridor as it does not provide a throughway for wildlife species by connecting with major areas of off-site habitat. The project would be required to comply with federal, state, and City regulations, including avoidance of impacts to nesting bird species. Therefore, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. No impact would occur.

Issue 5: Result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, either within the Multiple Species Conservation Program (MSCP) plan area or in the surrounding region?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not located within or adjacent to MHPA within the City's Multiple Species Conservation Program Subarea. Furthermore, the project site is currently developed and does not possess native habitat. As described in Section 6.3, Issue 4 above, the project would be required to comply with federal, state, and City regulations. Therefore, the project would not result in a conflict with the provisions of an adopted Habitat Conservation Plan. No impact would occur.

Issue 6: Result in a conflict with the provisions of any local policies or ordinances protecting biological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is developed and is not within or adjacent to MHPA. Vegetation removal would be limited to ornamental trees that are not considered protected, rare, or endangered species. No impact would occur.

6.4 ENERGY – Would the project:

Issue 1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Energy used for construction would primarily consist of fuels in the form of diesel and gasoline. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction and would include off-road equipment as well as on-road vehicles for the transportation of construction materials and construction worker commutes. Heavy-duty construction equipment associated with construction activities, haul trucks involved in the removal of construction and demolition materials, and smaller support equipment (such as lighting, air compressors, and pumps) would consume petroleum-based fuel. Construction workers would travel to and from the project site throughout the duration of construction, presumably in gasoline-powered vehicles. While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. In addition, energy usage would be limited to that necessary to construct the project. As such, construction energy usage would not be wasteful, inefficient, or unnecessary.

Once operational, the project would require energy in the form of natural gas and electricity to power various appliances and equipment, including, but not limited to, HVAC systems, water

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heaters, and lighting. Electricity and natural gas would be provided to the project by SDG&E. According to the CalEEMod run performed for the project (HELIX 2024a), the project’s electricity use is estimated to be 1,155,202 kilowatts per hour (kWh) per year and the project’s natural gas use is estimated to be 1,585,570 thousand British Thermal Units (kBTU) per year. Buildout of the project would result in an increase in operational electricity and natural gas usage when compared to the existing condition; however, the project would be required to meet the mandatory energy conservation requirements of the 2022 California Building Energy Efficiency Standards (California Energy Code; Title 24, Part 6) and California Green Building Standards Code (CALGreen; Title 24, Part 11) and would benefit from the efficiencies associated with these regulations as they relate to building HVAC, systems, water heaters, and lighting. In addition, the project would implement applicable greenhouse gas (GHG) reduction measures related to energy efficiency and clean energy as required by the City’s Climate Action Plan (CAP; see Section 6.6 below). Therefore, the project would not result in excessive amounts of energy usage or result in the wasteful, inefficient, or unnecessary consumption of energy resources during project operations. Impacts would be less than significant.

Issue 2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The applicable state plans that address renewable energy and energy efficiency are the California Energy Code and CALGreen, and the applicable local plan is the City’s CAP. As discussed above in Section 6.4, Issue 1, the project would be required to meet the requirements of the 2022 California Energy Code and CALGreen (DGS 2022). Further, as detailed below in Section 6.6, Issue 1, the project would be consistent with the CAP. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

6.5 GEOLOGY/SOILS/SEISMICITY – Would the project:

Issue 1: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?

The discussion below is based on the Geologic Reconnaissance and Fault Rupture Hazard Investigation prepared by Geocon Incorporated (Geocon; 2021a and 2021b).

The City of San Diego Seismic Safety Study, Geologic Hazards and Faults, Sheet 25 defines the northern portion of the site within *Hazard Category 51: Level mesas, underlain by terrace deposits and bedrock, nominal risk*. The southern portion of the site is defined as *Hazard Category 53: Level or sloping terrain, unfavorable geologic structure, low to moderate risk*. A fault is mapped immediately southeast of the site and is labeled as *Hazard Category 12: potentially active, inactive, presumed inactive, or activity unknown* (Geocon 2021a).

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Seismically induced surface or ground rupture occurs when movement on a fault deep within the earth breaks through to the surface because of seismic activity. Fault rupture almost always follows preexisting faults, which are zones of weakness. Sudden displacements are more damaging to structures because they are accompanied by shaking. While the City of San Diego Seismic Safety Study maps a fault immediately southeast of the site, it was determined in the Geologic Reconnaissance (Geocon 2021a) and Fault Rupture Hazard Investigation (Geocon 2021b) that active or potentially active faults do not cross the project site. The site is also not located within state of California Earthquake Fault Zone. Therefore, the risk associated with fault rupture is considered to be negligible.

The County and Southern California region is seismically active, and the project site could therefore be subject to strong seismic shaking. However, the project would be required to comply with the recommendations presented in the Geologic Reconnaissance (Geocon 2021a) and Fault Rupture Hazard Investigation (Geocon 2021b). Additionally, the project would be required to comply with seismic requirements of the California Building Code and utilize proper engineering design and standard construction practices (to be verified at the building permit stage) to ensure that potential impacts to people or structures would be reduced to an acceptable level of risk.

Liquefaction typically occurs when a site meets the following four criteria: it is located in a zone with seismic activity, on-site soils are cohesionless or silt/clay with low plasticity, groundwater is encountered, and soil relative densities are less than approximately 70 percent. If the four previous criteria are met, a seismic event could result in a rapid pore-water pressure increase from the earthquake-generated ground accelerations. Seismically induced settlement may occur whether the potential for liquefaction exists or not. Due to the lack of a near surface groundwater table and the dense nature of the existing fill soils and the formational units, the potential for liquefaction and seismically induced settlement occurring at the site is considered negligible (Geocon 2021b).

According to the Geologic Reconnaissance report, landslides are not present on or adjacent to the project site, based examination of aerial photographs and published geologic mapping. Therefore, landslides would not be a concern for the project (Geocon 2021a). As such, the project would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides, and impacts would be less than significant.

Issue 2: Result in substantial soil erosion or the loss of topsoil?

Soil exposed by construction activities, such as grading, could be subject to erosion if exposed to heavy rain, winds, or other storm events. Grading activities within the site would be required to comply with the City Grading Ordinance and Storm Water Standards, which ensure soil erosion and topsoil loss is minimized through the issuance of a Grading Permit. Grading permits typically require projects to implement measures to prevent surface waters from damaging the face of any excavation or fill, ensuring erosion is minimized. Additionally, the project would employ best management practices (BMPs) to control erosion and prevent topsoil from exiting the site.

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Therefore, the project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

Issue 3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

The project site is underlain by shallow undocumented fill (placed during the previous grading for the development) overlying formational materials of Very Old Paralic Deposits (formerly called the Lindavista Formation). This geologic unit consists of very dense, damp to moist, silty, fine to very coarse-grained sandstone, and was moderately to very well cemented. As discussed in Section 6.5, Issue 1 above, the potential for liquefaction and seismically induced settlement occurring at the site is considered negligible, and landslides would not be a concern for the project. Additionally, the potential for ground rupture at the project site is considered to be negligible due to the absence of active faults at the subject site. However, the existing fill soil is undocumented and is considered unsuitable for supporting new structures and pavements; therefore, remedial grading would be required in areas to receive structural fill or improvements. The project would be required to comply with seismic requirements of the California Building Code and utilize proper engineering design and standard construction practices (to be verified at the building permit stage) to ensure that potential impacts to people or structures would be reduced to an acceptable level of risk. Compliance with a final geotechnical report prepared in accordance with the City's Guidelines for Geotechnical Reports would be required as a condition of approval. The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and impacts would be less than significant.

Issue 4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Based on previously conducted soil sampling and testing, the fill soils across the site generally have a "very low" to "low" expansion potential (expansion index of 50 or less; Geocon 2021a). Therefore, the project would not be located on expansive soil and would not create substantial direct or indirect risks to life or property, and impacts would be less than significant.

6.6 GREENHOUSE GAS EMISSIONS - Would the project:

Issue 1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The CAP Consistency Checklist is utilized to ensure project-by-project consistency with the underlying assumptions in the 2015 CAP and to ensure that the City would achieve its emission reduction targets identified in the CAP. The CAP Consistency Checklist includes a three-step process

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to determine if a project would result in a GHG impact. Step 1 consists of an evaluation to determine the project's consistency with existing General Plan, Community Plan, and zoning designations for the site. Step 2 consists of an evaluation of the project's design features compliance with the CAP strategies. Step 3 is only applicable if a project is not consistent with the land use and/or zone, but is also in a transit priority area to allow for more intensive development than assumed in the CAP.

The City recently adopted its 2022 CAP which builds upon the 2015 CAP, establishing more aggressive goals to reduce GHG emissions. The 2022 CAP establishes a community-wide goal of net zero energy by 2035, thereby committing the City to an accelerated strategy to achieve GHG reductions while also requiring equity, accountability, and transparency in doing so. Further, the City recently adopted its CAP Consistency Regulations in April 2022 (SMDC Chapter 14, Article 3, Division 14, Climate Action Plan Consistency Regulations) which apply to ministerial and discretionary projects to ensure that such projects comply with the goals and objectives of the updated CAP. The City's prior GHG Significance Determination threshold allowed for project-level environmental analysis to demonstrate consistency with the CAP through use of the CAP Consistency Checklist. The recently adopted CAP Consistency Regulations replaced the City's CAP Consistency Checklist as the list of measures that can be implemented on a project-by-project basis to collectively achieve a specified emissions level as required by CEQA Guidelines Section 15183.5b(1)(D). However, the proposed project was deemed complete prior to the CAP Consistency Regulations effective date of October 23, 2022, and therefore, per the CAP Consistency Regulations, the previous CAP Consistency Checklist and GHG 2020 significance determination guidelines were applied in evaluating potential project effects on climate change (as analyzed herein in this Initial Study).

As detailed in the project-specific CAP Consistency Checklist (HWL Planning and Engineering [HWL] 2022a) Step 1 (Land Use Consistency), the project site has a General Plan land use designation of Commercial Employment, Retail, and Services (Community Commercial), and a Community Plan land use designation of Commercial. The site is zoned CC-1-3. Commercial Employment, Retail, and Services (Community Commercial) land uses provide 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 multi-family residential uses could be added to enhance the viability of existing commercial uses. Residential developments are permitted at densities between zero and 74 unit per acre. The proposed project site is part of a commercial shopping center, which is located along a major transit corridor (Clairemont Drive). The proposed project would enhance the viability of the existing commercial uses in the area. The Clairemont Mesa Community Plan identifies the project site as "Clairemont Village" and designates the total 12.96-acre site as Community Center and within the CPIOZ - Type B. The Community Plan does not identify a specific residential density for mixed-use development, nor does it preclude residential development. As proposed, the project would introduce residential development resulting in "horizontal" mixed-use fashion at the Clairemont Village site and would not affect the retention of existing commercial uses as the community center. The property is zoned CC-1-3 which permits residential development at a density of 1 unit per 1,500 SF (29 units/acre) of lot area (SDMC Section 131.0531 Table 131-05E). This would allow for up to 376 units on the 12.96-acre property, or 29 units per acre. The proposed project would total 224 units, or 1 unit per 2,520 SF of lot area (17 units per acre). Therefore, the proposed project is consistent with the existing General Plan and Community Plan land use and zoning designations (HWL 2022a).

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Completion of Step 2 of the CAP Consistency Checklist demonstrates that the project would be consistent with applicable strategies and actions for reducing GHG emissions. This includes project features consistent with the energy and water efficient buildings strategy, as well as bicycling, walking, transit, and land use strategy. The project would include roofing materials with a minimum 3-year aged solar reflection and thermal emittance per CALGreen Regulations (California Department of General Services [DGS] 2022). The project would include plumbing fixtures with restricted maximum flow rates to save water. Additionally, the project would provide 385 parking spaces for residential use. Of those, 155 stalls would be EV supportive. In accordance with 2022 CALGreen standards, approximately 37 stalls will be EV capable, 97 stalls will be EV ready with Low Power Level 2 Receptacles, and 21 will be installed with Level 2 EV Supply Equipment. The project would also include approximately 36 designated parking spaces for use by low-emitting, fuel-efficient, and/or carpool/vanpool vehicles. It was determined that 100 bicycle spaces would be a requirement of the development. The proposed project includes provisions for 102 bicycle parking spaces. All bicycle parking spaces would be long term. No short-term bicycle parking is required or proposed. The proposed project would include the development of a residential building on a 2.67-acre portion of a larger commercial center. Therefore, a Transportation Demand Management Program is not applicable (HWL 2022a).

Based on the project's consistency with existing land use and zoning designations and implementation of the Step 2 strategies and actions for reducing GHG emissions, the project would be consistent with the City's CAP Consistency Checklist and CAP assumptions, and the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Therefore, the project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment, and impacts would be less than significant.

Issue 2: Conflict with City's Climate Action Plan or another applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As described in Section 6.6, Issue 1 above, the project would be consistent with the City's CAP Consistency Checklist, and the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable (HWL 2022a). Therefore, the project would not conflict with City's CAP or another applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG, and impacts would be less than significant.

6.7 HEALTH AND SAFETY - Would the project:

Issue 1: Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?

Project construction may involve the use of small amounts of solvents, cleaners, paint, oils, and fuel for equipment. However, these materials are not acutely hazardous, and use of these common hazardous materials in small quantities would not represent a significant hazard to the public or

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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environment. The use of such hazardous materials and substances during construction would be subject to federal, state, and local health and safety requirements for handling, storage, and disposal, including the California Occupational Safety and Health Administration and the California Department of Environmental Health Hazardous Materials Division. Therefore, project construction would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

Operation of the residential development and associated parking structure would not involve the routine transport, use, or disposal of significant hazardous materials. Operations of the project may involve the use of small amounts of solvents and cleaners that are not acutely hazardous. Such materials are ubiquitous and product labeling identifies appropriate handling and use of these materials. Therefore, operation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

Issue 2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

As described in Section 6.7, Issue 1 above, project construction would be required to be undertaken in compliance with applicable federal, state, and local regulations pertaining to the proper use of common hazardous materials. The operation of the project would not involve the routine transport, use, or disposal of significant hazardous materials. Therefore, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.

Issue 3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There are no schools located within one-quarter mile of the project site. The closest school is the Whittier School, located approximately 0.6 mile northwest of the project site. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school. No impact would occur.

Issue 4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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The discussion below is based on the Phase I Environmental Site Assessment (ESA) and Additional Site Investigation Report prepared by Geocon Incorporated (Geocon 2016 and 2022).

Review of the California Department of Toxic Substances Control (DTSC) EnviroStor Database (DTSC 2023) and State Water Resources Control Board (SWRCB) GeoTracker database (SWRCB 2023) determined that one listed hazardous materials site is present at the project site. The listed site is associated with a former dry-cleaning facility located at 3043 and 3045 Clairemont Drive, which are listed on the Environmental Data Resources, Inc. (EDR) US Historical Cleaners database and are considered recognized environmental conditions (RECs) at the site (Geocon 2016). The structures at 3043 and 3045 would be demolished as part of the project and a new fire access lane would be provided with new residential uses beyond. As such, air and soil vapor surveys were performed to assess the potential presence of dry-cleaning chemicals in air and soil vapor within and near the facilities located at 3043 and 3045 Clairemont Drive. The VOCs PCE and TCE, common dry-cleaning chemicals, were detected in samples at concentrations exceeding applicable ESLs (Geocon 2022). As such, the project has been entered into the County of San Diego DEHQ VAP, which provides staff consultation, project oversight, and technical and environmental report evaluation on projects pertaining to properties contaminated with hazardous substances to facilitate the rapid and cost-effective resolution of soil and groundwater contamination. The project would comply with regulatory requirements set forth under the VAP. Compliance measures could include soil characterization to delineate the extent of the contamination, vapor sampling during project grading and excavation, preparation of a Soil Management Plan, which would include a Community Health and Safety Plan, to handle potentially contaminated soils during project construction, and, if necessary, targeted soil excavation and removal and implementation of vapor attenuation measures to meet specific numerical thresholds for the post-construction condition (EnviroApplications, Inc. 2023). Compliance with regulatory requirements set forth under the VAP would result in project impacts related to the listed hazardous materials site being less than significant.

Issue 5: Result in a safety hazard for people residing or working within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport?

The project site is not within two miles of a public airport or public use airport. The site is within Airport Influence Area (AIA) Review Area 2 of the Montgomery Field Airport Land Use Compatibility Plan (ALUCP). However, the site is not within a Safety Zone mapped in the Montgomery Field ALUCP. Therefore, the project would not result in a safety hazard for people residing or working at the project site, and no impact would occur.

Issue 6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The project site is in a developed area with access to major roadways that would allow for emergency evacuation. The project would utilize the existing connections with Field Street and Cowley Way and would not modify the existing roadway network. project-related traffic would not

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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cause a significant increase in congestion (Urban Systems Associates 2023a). During construction of the project, heavy construction vehicles could interfere with emergency response to the site or emergency evacuation procedures in the event of an emergency (e.g., vehicles traveling behind the slow-moving truck). However, such trips would be infrequent and temporary. Therefore, the project would not impair or interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

6.8 HISTORICAL/ARCHAEOLOGICAL/TRIBAL CULTURAL RESOURCES – Would the project:

Issue 1: Result in an alteration, including the adverse physical or aesthetic effects and/or destruction of a historic building (including architecturally significant building) structure, object, or site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The purpose and intent of the Historical Resources Regulations of the Land Development Code (Chapter 14, Division 3, and Article 2) is to protect, preserve and, where damaged, restore the historical resources of San Diego. The regulations apply to all proposed development within the City when historical resources are present on the premises. Before approving discretionary projects, CEQA requires the Lead Agency to Identify and examine the significant adverse environmental effects which may result from that project. A project that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (Sections 15064.5(b) and 21084.1). A substantial adverse change is defined as demolition, destruction, relocation, or alteration activities, which would impair historical significance (Sections 15064.5(b)(1)). Any historical resource listed in, or eligible to be listed in the California Register of Historical Resources, including archaeological resources, is considered to be historically or culturally significant.

The project site is located within a low sensitivity area on the City’s Historic Resources Sensitivity Map. No historic resources were identified within or adjacent to the site during a records search of the California Historic Resources Information System (CHRIS) digital database.

The City of San Diego criteria for determination of historic significance, pursuant to CEQA, is evaluated based upon age (over 45 years), location, context, association with an important event, uniqueness, or structural integrity of the building. projects requiring the demolition and/or modification of structures that are 45 years or older can result in potential impacts to a historical resource. Structures proposed for demolition are not 45 years old and do not qualify as historic resources under the City’s Historic Resource Guidelines. Therefore, the project would not result in an alteration, including the adverse physical or aesthetic effects and/or destruction of a historic building (including architecturally significant building) structure, object, or site. Impacts would be less than significant.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
Issue 2: Result in a substantial adverse change in the significance of a prehistoric or historic archaeological resource, a religious or sacred site, or the disturbance of any human remains those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As mentioned above in Section 6.8, Issue 1, the project site is located within a low sensitivity area on the City's Historic Resources Sensitivity Map. No historic resources were identified within or adjacent to the site during a records search of the CHRIS digital database. The project site was subject to prior grading and disturbance to allow for the existing development. Due to the disturbed soil conditions, the site is not likely to yield inadvertent discoveries of archaeological resources. There are no known dedicated cemeteries or recorded burials within the project footprint or surrounding vicinity. In the unlikely event that unknown human burials are encountered during project grading and construction, they would be handled in accordance with procedures of the Public Resources Code Section 5097.98, the California Government Code Section 27491, and the Health and Safety Code Section 7050.5. These regulations detail specific procedures to follow in the event of the discovery of human remains. Therefore, the project would not result in a substantial adverse change in the significance of a prehistoric or historic archaeological resource, a religious or sacred site, or the disturbance of any human remains. Impacts would be less than significant.

Issue 3: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As mentioned above in Section 6.8, Issue 1, the project site is located within a low sensitivity area on the City's Historic Resources Sensitivity Map. No historic resources were identified within or adjacent to the site during a records search of the CHRIS digital database. Therefore, the project would not cause a substantial adverse effect to a Tribal Cultural Resource (TCR) that is listed or eligible for listing in the CHRIS, or in a local register of historical resources as defined by the Public Resources Code. Impacts would be less than significant.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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TCRs include sites, features, places, cultural landscapes, and sacred places or objects that have cultural value or significance to a Native American Tribe. TCRs include "non-unique archaeological resources" that, instead of being important for "scientific" value as a resource, can also be significant because of the sacred and/or cultural tribal value of the resource. Tribal representatives are considered experts appropriate for providing substantial evidence regarding the locations, types, and significance of tribal cultural resources within their traditionally and culturally affiliated geographic area (PRC Section 21080.3.1 (a)).

In accordance with the requirements of PRC Section 21080.3.1, Assembly Bill (AB) 52, the City distributed notification letters on September 13, 2022 to the local Native American Tribes that are traditionally and culturally affiliated with the project area. The representative from the Lipay Nation of Santa Ysabel identified no monitoring was needed and concluded consultation on September 13, 2022. The representative from the Jamul Indian Village did not request consultation within 30 days from notification. The representative from the San Pasqual Tribe requested consultation on September 13, 2022. The City completed a consultation meeting with the San Pasqual Tribe on October 5, 2022. In the meeting, the San Pasqual Tribe requested tribal monitoring during grading to address concerns regarding TCRs. The City, as Lead Agency, has considered the significance of the resource to the San Pasqual Tribe and concluded that a potential TCR impact may occur. A Mitigation, Monitoring, and Reporting Program as detailed in Section IV. of the Mitigated Negative Declaration would be required. With implementation of the monitoring program, potential impacts on TCRs would be reduced to below a level of significance.

6.9 HYDROLOGY/WATER QUALITY – Would the project:

Issue 1: Result in flooding due to an increase in impervious surfaces or changes in absorption rates, drainage patterns, or the rate of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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A site-specific drainage study was prepared for the proposed project by Mellor Landy (Mellor Landy 2022) that evaluates the existing and proposed drainage patterns at the site. The project site is currently developed as a parking lot and covered by impervious concrete and asphalt surfaces. Surface runoff generally flows towards the center of the site and is collected into a series of existing surface level drainage inlets that run north to south through the site. The entire tributary drainage area flows in a southern direction to an existing curb inlet located at the southern corner of the

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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existing asphalt/concrete paved parking lot, at the intersection of Field Street and Cowley Way. Flows are routed to this existing curb inlet via surface drainage as well as existing underground storm drain piping. This existing curb inlet location acts as the point of confluence for the project site.

Upon post-development conditions, the amount of impervious surface would not be greater than the existing condition, since the existing site is currently developed as a parking lot and covered by impervious concrete and asphalt surfaces, as mentioned above. Runoff would be collected on the rooftops of the proposed structure and would be diverted and routed into a series of biofiltration planters located along the sides of the building. These planters would treat the runoff and discharge the stormwater in a northern direction via a proposed discharge pipe. This pipe would route the stormwater captured from the structure footprint into a hydromodification storage vault located beneath the asphalt/concrete surface at the northwestern corner of the site. Runoff in the western portion of the site would be accommodated by surface level drainage inlets and then be routed to the curb inlet at the intersection of Field Street and Cowley Way via a proposed storm drain.

Runoff along the fire access road adjacent to the structure would be routed to the north along a proposed curb. This runoff would empty into a proposed drainage inlet connected to a proposed modular wetland system. The modular wetland system would treat the runoff and then discharge the runoff to the same hydromodification storage vault located at the northwestern corner of the site. Once runoff is detained in the storage vault, it would be discharged at controlled rates via a proposed 18-inch storm drain outlet pipe that would route to the southwest, parallel to the other proposed storm drain that is accommodating the runoff from the western portion of the site. These two proposed storm drains would tie together at a proposed inlet and the combined flow would route into one more reach of proposed 18-inch pipe, which would eventually flow to the ultimate discharge point/point of confluence located at the existing curb inlet at the southerly corner of the project site. Due to the increase in overall stormwater flow length to the point of compliance as discussed above, there would be minor changes in the overall drainage patterns of the site. However, the general overall drainage pattern will be preserved under post development conditions.

The hydraulic analysis conducted for the drainage study determined that the project would have no increase in peak flows in the 100-year storm condition. Specifically, peak flows in the 100-year storm condition with the project would slightly decrease from 18.27 cubic feet per second (cfs) in the existing condition to 18.24 cfs in the project condition. On-site biofiltration planters, a modular wetland system, and an underground storage vault would further detain runoff on site to adhere to water quality and hydromodification requirements. Therefore, the project would not result in flooding due to an increase in impervious surfaces or changes in absorption rates, drainage patterns, or the rate of surface runoff, and impacts would be less than significant.

Issue 2: Result in a substantial increase in pollutant discharge to receiving waters and increase of identified pollutants to an already impaired water body?

The proposed project would be subject to California’s statewide General National Pollutant Discharge Elimination System (NPDES) permit for Stormwater Discharges Associated with

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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Construction Activities, also known as the State Construction General Permit (CGP), and therefore a Stormwater Pollution prevention plan (SWPPP) would be prepared prior to construction of the project and implemented during construction. The SWPPP would contain BMPs for storm water pollutant control during construction. In addition, due to potential soil contamination at and near the project site associated with a former dry-cleaning facility located at 3043 and 3045 Clairemont Drive (refer to Section 6.7, Issue 4), the project would comply with regulatory requirements set forth under the VAP related to soil handling during project grading and excavation. Compliance measures could include soil characterization to delineate the extent of the contamination, vapor sampling during project grading and excavation, preparation of a Soil Management Plan, which would include a Community Health and Safety Plan, to handle potentially contaminated soils during project construction, and, if necessary, targeted soil excavation and removal (EnviroApplications, Inc. 2023). Compliance with such measures would ensure that contaminated soils are properly handled, and pollutants are not discharged to receiving waters during project construction.

The Storm Water Quality Management Plan (SWQMP) prepared by NOVA Engineering ([NOVA] 2022) contains additional BMPs to protect stormwater runoff during operations, which include the installation of biofiltration planters and modular wetland systems described above as part of the site drainage. Therefore, the project would not result in a substantial increase in pollutant discharge to receiving waters or result in a substantial increase of identified pollutants to an already impaired water body, and impacts would be less than significant.

Issue 3: Deplete groundwater supplies, degrade groundwater quality, or interfere with groundwater recharge?

The project would retain the existing public water service connections and would not use groundwater. The project site is currently impervious and does not allow for groundwater recharge. Upon implementation of the project, water would be filtered through proposed stormwater BMPs that provide pollutant control, ensuring pollutants are removed from infiltrated groundwater. Therefore, the project would not deplete groundwater supplies, degrade groundwater quality, or interfere with groundwater recharge. No impact would occur.

6.10 NOISE - Would the project:

Issue 1: Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The discussion below is based on the Acoustical Analysis Report prepared by HELIX (HELIX 2024b).

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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On-site Construction Noise Generation

Project construction would require demolition, clearing and grubbing, grading, underground utilities installation, building construction, and paving. These construction activities would generate elevated noise levels that could be audible to the residential noise sensitive land uses (NSLUs) (i.e., residences) located to the north, east, and south of the project site. The magnitude of the impact would depend on the type of construction activity, equipment used, duration of each construction phase, distance between the noise source and receiver(s), and any intervening structures. Construction equipment would not all operate at the same time or location. Furthermore, construction equipment would not be in constant use during the 8-hour operating day.

Demolition would be required for a small portion of one existing structure totaling 3,770 SF to the west of the proposed project structure location, at an approximate distance of 180 feet from the nearest off-site residential property line to the north. Development of the proposed project structure would involve clearing and grubbing, grading, underground utilities installation, building construction, and paving. Work for structure development would occur throughout the structure site area and equipment would be mobile throughout the site area; therefore, for noise analysis purposes, grading and construction equipment is considered at the center of the structure site area, at an approximate distance of 140 feet from the closest residential property line to the east across Cowley Way. This distance represents the assumed average distance to the property line that construction equipment would be operating over the course of a workday.

The loudest combination of equipment anticipated to be used simultaneously for each of these construction activities and the resultant noise levels at the applicable distances are shown in Table 3, *Construction Noise Levels*.

**Table 3
CONSTRUCTION NOISE LEVELS**

Phase	Simultaneous Construction Equipment	Average Distance to Nearest NSLU (feet)	Noise Levels (dBA L _{EQ})
Demolition	Concrete Saw	180	71.5
	Rubber Tired Dozer, Tractor/Loader/Backhoe	180	70.2
Clearing and Grubbing	Grader	140	72.1
	Scraper	140	70.7
Grading	Rubber Tired Dozer, Tractor/Loader/Backhoe	140	70.2
	Grader	140	72.1
Underground Utilities	Excavator, Tractor/Loader/Backhoe	140	69.5
Excavation	Rubber Tired Dozer, Tractor/Loader/Backhoe	140	70.2
	Grader	140	72.1

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
Phase	Simultaneous Construction Equipment		Average Distance to Nearest NSLU (feet)	Noise Levels (dBA L_{EQ})	
Building Construction	Crane, Forklift, Tractor/Loader/Backhoe		140	67.8	
Paving	Paver, Roller, Tractor/Loader/Backhoe		140	69.5	

Source: Roadway Construction Noise Model (U.S. Department of Transportation 2008)
 NSLU= Noise Sensitive Land Uses; dBA L_{EQ} =A-weighted decibels time-averaged noise level

As shown in Table 3, noise levels at nearby NSLUs are estimated to be as high as 72.1 A-weighted decibels (dBA) time-averaged noise level (L_{EQ}) (12 hour), which would occur during the grading, clearing and grubbing, and excavation phases, and would not exceed the applicable 75-dBA L_{EQ} (12 hour) construction noise limit set forth in the City's Municipal Code or result in a substantial (10 dBA or more) increase over ambient conditions. Although project construction activities would result in increased noise levels at adjacent commercial uses within the Clairemont Village Shopping Center, the noise generation would be occurring on the back side of these businesses and would not be disruptive to the existing grocery store, restaurants and personal services. Therefore, temporary project construction noise would not substantially interfere with normal business communication at these uses. Further, the noise levels present a conservative analysis that assumes that the equipment listed in the Noise Analysis (HELIX 2024b) would be operating simultaneously at a single given location. In actuality, the pieces of equipment would be located at different areas of the site and would not necessarily generate combined noise at a given receptor location. As such, impacts from project construction would be less than significant.

Off-site Construction Traffic Noise Generation

Project construction would involve the demolition of a portion of an existing structure totaling 3,770 SF and soil movement (cut and fill) during grading. The export of demolition materials, the export of cut soil, and/or the import of fill soil would require the use of on-road haul trucks that would generate noise. According to the Waste Management Plan (WMP) prepared for the project (HWL 2022b), approximately 2,990 tons of waste is expected to be generated during demolition. For excavation, the project would require 29,000 cubic yards of cut and 3,000 cubic yards of fill for a net export of 26,000 cubic yards (HWL 2022b). Assuming the use of standard 16-cubic yard haul trucks, the export of demolition materials would involve 277 one-way haul truck trips and the export of excavated earth material would involve 3,250 one-way haul trucks. Demolition is expected to occur over 20 days and excavation is expected to occur over 31 days (HELIX 2024a); thus, the project would include approximately 14 one-way trucks trips per day during demolition, resulting in approximately two trips per hour over the course of an eight hour workday, and approximately 105 one-way truck trips per workday during excavation, resulting in approximately 13 trips per hour over the course of an eight-hour workday. These daily traffic levels are anticipated to be the highest daily traffic levels associated with project construction.

It is expected that haul trucks would exit the project site to the south and travel along Field Street, Burgener Boulevard, and Clairemont Drive in route to Interstate 5, thus having the potential to expose residences along Field Street and Clairemont Drive to elevated noise levels. These hourly

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truck trip volumes were input into the Traffic Noise Model (TNM) with trucks assumed to travel 30 miles per hour along Field Street and 35 miles per hour along Clairemont Drive, in accordance with posted speed limits. Noise levels were considered at residences located as close as 40 feet from the roadway centerline along Field Street, the Clairmont Branch Library located 40 feet from the roadway centerline along Burgener Boulevard, and residences located 50 feet from the roadway centerline along Clairemont Drive. Noise levels from haul trucks at residences along Field Street and the Clairemont Branch Library were calculated to be as high as 57.8 dBA L_{EQ} and noise levels from haul trucks at residences along Clairemont Drive were calculated to be as high as 57.2 dBA L_{EQ} . Noise levels would be below the 75-dBA L_{EQ} construction noise limit and impacts would therefore be less than significant.

On-Site Operational Noise Generation

The project would include rooftop-mounted HVAC units, which would represent the most prominent on-site operational noise source. It was assumed that typical to larger sized residential HVAC units would be used with one unit included for each residential unit, as well as one each for the lounge room, club room, fitness center, and leasing office. A single unit typically generates a noise level of 56 dBA at a distance of seven feet. The units would be surrounded by an approximately four-foot-tall parapet. The HVAC units would have the potential to generate increased noise levels at adjacent receiving property lines to the north, east, and south, and at the existing commercial buildings to the west, as well as at elevated balconies associated with the off-site multi-family residential developments to the north (Mission Bay Ridge) and east (Sorrento Tower). Noise generated by the HVAC units is subject to property line limits set forth in the City's Municipal Code. The limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts. The 12.96-acre project site is zoned CC-1-3, the parcel to the north is zoned CC-1-3, parcels to the east (across Cowley Way) are zoned RM-3-7, and parcels to the south (across Field Street) are zoned RS-1-7. The Noise Analysis focuses on nighttime limits, as those are the most restrictive and HVAC units would operate during nighttime hours. Thus, the applicable limits considered in this analysis are 60 dBA L_{EQ} at the northern property line, 52.5 dBA L_{EQ} at the eastern property line, 50 dBA L_{EQ} at the southern property line, and 60 dBA L_{EQ} to the west at the boundary of the area of impact (i.e., at the existing commercial uses).

Noise levels at the modeled receiver locations are presented in Table 4, *Project-generated Noise Levels*. Receiver locations considered in the analysis are shown on Figure 4, *Modeled Noise Receiver Locations*. The location number on Figure 4 representing each receiver is indicated in the table. Note that some location numbers represent more than one receiver as these receivers are at different heights at a given location. As shown in Table 4, modeled noise levels from the project's HVAC units are generally higher at increasing off-site receiver heights because of the location of the project's HVAC units on the roof of the proposed structure. Noise levels at modeled receiver locations were calculated to range from 29.4 dBA L_{EQ} at the southern property line to 49.6 dBA L_{EQ} at the thirteenth-story balcony location of the multi-family development to the east. Noise levels would not exceed applicable noise limits and impacts from the project's on-site operational noise would be less than significant.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 4
PROJECT-GENERATED NOISE LEVELS**

Receiver	Figure 4 Location Number	Operational Hourly Noise Levels (dBA L _{EQ})	Municipal Code Limit (dBA L _{EQ})	Exceed Limit?
North Property Line 1	1	33.5	60	No
North Property Line 2	2	31.6	60	No
North Building Story 2	3	36.0	60	No
North Building Story 3	3	39.1	60	No
North Building Story 4	3	43.1	60	No
East Property Line 1	4	29.5	52.5	No
East Property Line 2	5	29.5	52.5	No
East Property Line 3	6	29.9	52.5	No
East Building Story 3	7	33.6	52.5	No
East Building Story 4	7	36.0	52.5	No
East Building Story 5	7	39.0	52.5	No
East Building Story 6	7	42.9	52.5	No
East Building Story 7	7	45.2	52.5	No
East Building Story 8	7	46.0	52.5	No
East Building Story 9	7	46.7	52.5	No
East Building Story 10	7	47.6	52.5	No
East Building Story 11	7	48.3	52.5	No
East Building Story 12	7	48.9	52.5	No
East Building Story 13	7	49.6	52.5	No
East Building Story 14	7	49.8	52.5	No
South Property Line 1	8	30.1	50	No
South Property Line 2	9	29.4	50	No
Existing Commercial Line 1	10	32.9	60	No
Existing Commercial Line 2	11	33.2	60	No
Existing Commercial Line 3	12	32.4	60	No
Existing Commercial Line 4	13	34.3	60	No
Existing Commercial Line 5	14	32.8	60	No

Off-site Operational Traffic Noise Generation

According to the LMA prepared for the project (Urban Systems Associates Inc. 2023a), the project would generate 1,792 ADT that would occur along Cowley Way, Field Street, Iroquois Avenue, Burgener Boulevard, and Clairemont Drive and have the potential to generate elevated noise levels at residential land uses along Cowley Way, Field Street, and Iroquois Avenue, and the library use along Burgener Boulevard. The segment of Clairemont Drive studied in the LMA (Urban Systems Associates, Inc. 2023a) is between Burgener Boulevard and Iroquois Avenue where no NSLUs are located. Impacts would be significant in areas where traffic noise at residential or library uses exceeds the 65 Community Noise Equivalent Level (CNEL) noise compatibility level specified in Table K-2 of the City's CEQA Significance Determination Thresholds (City 2022b) and implementation of the project results in a significant increase in noise levels, which is considered greater than a perceptible change of 3 CNEL over without-project conditions. The project would result in a

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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maximum increase of 1.5 CNEL and would therefore not result in an increase of 3 CNEL or more along the four analyzed roadway segments (refer to Table 9 of the Acoustical Analysis Report [HELIX 2024b]); therefore, impacts associated with operational project-generated traffic noise would be less than significant.

On-Site Operational Noise Compatibility

The City’s General Plan states that existing and future noise levels should be considered when making land use planning decisions to minimize people’s exposure to excessive noise (City 2015). Multi-family residential uses are compatible where exterior noise levels are below 60 CNEL, are conditionally compatible where exterior noise levels are between 60 and 70 CNEL and are not compatible in areas where exterior noise levels exceed 70 CNEL. Per the Noise Element, indoor uses that are within the conditionally compatible noise level must demonstrate the building structure would attenuate interior noise levels for occupied areas to 45 CNEL and measures should be included to make the outdoor activity areas acceptable.

The project’s exterior use areas include a pool area and a courtyard on the western side of the building and private balconies for residential units on all sides of the building. The primary noise sources that may affect exterior noise levels at the project includes roadway traffic along Cowley Way and Field Street and activity at the adjacent commercial uses, such as truck deliveries. The CNEL at the project site was measured to range from 59.7 CNEL in the northwest to 68.2 CNEL in the south. Noise levels in the northwest are within the compatible range while noise levels in the south, southwest, and southeast are within the conditionally compatible range for multi-family residential uses. The project’s primary outdoor use areas are the pool area and the courtyard on the west side of the building. These areas are both located on the third story and would be afforded noise attenuation by stories four through seven that would be located on the south, east, and north sides of the pool area and courtyard, between the outdoor areas and Field Street and Cowley Way, which are the primary noise sources in the area. As such, it is expected that noise levels at these outdoor use areas would be below 60 CNEL upon buildout of the project. Impacts are therefore considered less than significant.

As mentioned above, noise levels at the periphery of the proposed structure location, at approximate locations of future building facades, were measured to be as high as 68.2 CNEL, which is within the conditionally compatible noise exposure range for multi-family residential uses. Therefore, interior noise levels must be attenuated to 45 CNEL or less. To assess anticipated interior noise levels, a preliminary exterior-to-interior analysis was conducted. The information for the analysis includes wall heights/lengths, room volumes, window/door tables typical for a standard building plan, as well as information on any other openings in the building shell for the habitable residential rooms.

The rooms expected to have the highest interior noise levels are those located along Field Street that have two walls exposed to exterior noise. Based on inclusion of typical window and wall construction, the project’s interior noise levels are anticipated to be below 45 CNEL for habitable areas. Appropriate means of air circulation and provision of fresh air would be present to allow windows to remain closed for extended intervals of time so that acceptable levels of noise can be

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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maintained in the interior. Once final building plan information is available, the City would include a standard exterior-to-interior noise analysis as a condition of approval to ensure that interior noise levels in habitable spaces would not the exceed 45 CNEL interior standard. Therefore, the impacts would be less than significant.

Issue 2: Cause the generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted for the project. The most prominent source of vibration anticipated during general project construction activities would be a vibratory roller used for soil and/or pavement compaction. Vibration-sensitive land uses in the project area include nearby residential uses. A vibratory roller could be used as close as 60 feet from the closest off-site residential structure to the north. According to Caltrans, a vibratory roller creates a peak particle velocity (PPV) of 0.210 in/sec at 25 feet (Caltrans 2020). At a distance of 60 feet, a vibratory roller would create a PPV of 0.08 in/sec. This would be lower than what is considered a “strongly perceptible” level for humans of 0.1 inch per second PPV, and far lower than the residential structural damage threshold of 0.5 in/sec PPV for continuous/frequent intermittent construction sources. Therefore, although a vibratory roller may be perceptible to nearby human receptors, temporary impacts associated with the roller (and other potential equipment) would be less than significant.

Land uses that may generate substantial operational vibrations include heavy industrial or mining operations that require the use of vibratory equipment. The proposed project does not include equipment that would generate substantial vibration. Therefore, operational vibration impacts are less than significant.

Issue 3: Be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The closest airport to the project site is Montgomery-Gibbs Executive Airport, located approximately 2.7 miles to the northeast. The project site is not within the 60 to 65 CNEL contour as shown on Exhibit III-1, Compatibility Policy Map: Noise of the Montgomery Field ALUCP (ALUCP 2010). Therefore, the project would not result in the exposure of people working or residing in the project area to excessive noise from airports and no impact would occur.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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6.11 PALEONTOLOGICAL RESOURCES – Would the project:

Issue 1: Result in development that requires over 1,000 cubic yards of excavation in a high resources potential geologic deposit/formation/rock unit or over 2,000 cubic yards of excavation in a moderate resources potential geologic deposit/formation/rock unit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site is underlain by shallow undocumented fill generally less than three feet deep (placed during the previous grading for the development) overlying formational materials of Very Old Paralic Deposits (Geocon 2021a). Very Old Paralic Deposits have a moderate paleontological sensitivity rating. project grading would require 29,000 cubic yards of excavation up to depths of 11 feet.

The City's CEQA Significance Determination Thresholds provides guidance for determining the potential significance of impacts to paleontological resources. Based on the City's thresholds, a significant impact to paleontological resources could occur if the proposed project would result in development that requires:

- Over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit; or
- Over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit.

Based on the excavation volumes, depth of excavation, and underlying geologic formations, a potentially significant impact to paleontological resources could occur during project excavation and grading. However, in accordance with San Diego Municipal Code Section 142.0151 (Paleontological Resources Requirements for Grading Activities), the project would require paleontological monitoring during grading and/or excavation activities as outlined in the City's Land Development Manual Appendix P, General Grading Guidelines for Paleontological Resources. Adherence to these SDMC requirements during excavation and grading would ensure potential impacts to paleontological resources would be less than significant.

6.12 PUBLIC SERVICES AND FACILITIES – Would the project:

Issue 1: Promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police, fire-rescue, schools, libraries, parks, or other recreational facilities), the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project does not require a General Plan Amendment or a Community Plan Amendment and is therefore considered consistent with the allowable land use of the site. In addition, the property is zoned CC-1-3, which permits residential development at a density of one unit per 1,500 SF of lot area (San Diego Municipal Code Section 131.0531 Table 131-05E). This would allow for up to 376 units on the 12.96-acre property. The project would provide 224 units and would therefore be within the allowable development intensity of the site. Consequently, the project would be consistent with growth projections that were utilized to forecast demand for future public facilities. Furthermore, the project would pay Development Impact Fees prior to building permit issuance, which would be used to maintain and fund future public facilities. The project would not construct housing that could result in an increase in population beyond what was anticipated by the Community Plan. Additionally, the project is within a developed area that would be covered by existing services. Therefore, the project would not promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police, fire-rescue, schools, libraries, parks, or other recreational facilities), the construction of which could cause significant environmental impacts, and impacts would be less than significant.

Issue 2: Increase the use of existing neighborhood and regional recreational facilities such that substantial deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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As discussed above in Section 6.12, Issue 1, the project is consistent with land use and zoning designations and, therefore, would be consistent with growth projections that were utilized to forecast demand for future park and recreation facilities in the Clairemont Mesa community. As such, existing and future planned facilities within the Clairemont Mesa community would be able to accommodate the new residents of the proposed project. In addition, the project would provide on-site recreational facilities for use by project residents, including a fitness center and two outdoor courtyards, one of which would include a lap pool. The provision of on-site recreational facilities would likely reduce project residents' reliance on off-site recreational facilities. Therefore, the project would not increase the use of existing neighborhood and regional recreational facilities such that substantial deterioration of the facility would occur or be accelerated, and impacts would be less than significant.

Issue 3: Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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As discussed above, the project would provide on-site recreational facilities for use by project residents, including a fitness center and two outdoor courtyards, one of which would include a lap pool. Potential adverse physical effects on the environment from construction of these proposed recreational facilities are analyzed throughout this Initial Study as part of the project. As such, impacts are considered less than significant.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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6.13 PUBLIC UTILITIES AND INFRASTRUCTURE – Would the project:

Issue 1: Use excessive amounts of water beyond projected available supplies?

The 2020 City Urban Water Management Plan (UWMP) serves as the water resources planning document that assesses the current and future water supply and needs for the City. The City's current and approved future water supplies consist of: (1) water purchased from the San Diego County Water Authority (SDCWA), either directly transferred or stored in various reservoirs; (2) local supplies including groundwater, capture of local runoff from rainfall within seven of its nine surface reservoirs, and Pure Water which is approved and in progress; and (3) recycled water for non-potable water use. Purchased water from SDCWA is the largest portion of the City's overall water supply. In 2015, a significant drought year, SDCWA water accounted for 97 percent of the City's total water supply as the availability of local surface water was lower than in normal hydrologic years. Imported water from SDCWA accounted for about 89 percent on average from 2016 to 2020. (City 2021). Implementation of the project would not result in new or expanded water entitlements from the water service provider. The project would be consistent with the existing land use and zoning designations for the project site, and therefore would be consistent with existing water demand projections contained in the UWMP. Therefore, the project would not use excessive amounts of water beyond projected available supplies, and impacts would be less than significant.

Issue 2: Promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives?

The project consists of redevelopment of an urbanized site. The project site is currently served by existing underground water, stormwater, and sewer lines located within the adjacent streets. Infrastructure improvements would be limited to connections with these underground utility lines located within the adjacent streets. Additionally, utility improvements would occur at the project site as part of the project, impacts of which are considered herein. Therefore, the project would not promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts, and impacts would be less than significant.

Issue 3: Result in impacts to solid waste management, including the need for construction of new solid waste infrastructure including organics management, materials recovery facilities, and/or landfills; or result in development that would not promote the achievement of a 75 percent target for waste diversion and recycling as required under AB 341 and the City's Climate Action Plan?

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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A WMP was prepared for the project to identify the solid waste that would be generated by construction and operation of the project and to identify measures to reduce those impacts to this waste generation (HWL 2022b). Table 5, *Total Waste Generated, Diverted, and Disposed of by Phase*, presents the total waste that would be generated and diverted during the demolition, grading, and construction phases of the project. Of the 31,422 tons estimated to be generated, 31,072 tons would be diverted, primarily through source separation. This would result in the diversion and reuse of 99 percent of the waste material generated from the project from the landfill, which would meet the City's current 75 percent waste diversion goal. Therefore, solid waste management impacts associated with project construction would be less than significant.

**Table 5
TOTAL WASTE GENERATED, DIVERTED, AND DISPOSED OF BY PHASE**

Phase	Tons Generated	Tons Diverted	Tons Disposed
Demolition	2,990	2,920	70
Grading	26,000	26,000	0
Construction	2,432	2,152	279
Total	31,422	31,072	349

Operation of the project would generate approximately 269 tons of waste per year (HWL 2022b). Compliance with the City's Recycling Ordinance is expected to divert approximately 202 tons, or 75 percent, of the waste each year beginning with occupancy. Therefore, approximately 68 tons, or 25 percent, of waste would require disposal in a landfill, which would exceed the 60 ton per year threshold of significance for a cumulative impact on solid waste services in the City. According to the CalRecycle 2018 Facility-Based Characterization of Solid Waste in California (Cal Recycle 2020), organic material accounted for approximately 36.4 percent of the franchised commercial disposed waste. Therefore, of the 68 tons of disposed materials anticipated after the standard 75 percent diversion rate, it is assumed that 36.4 percent of that tonnage would be organic, equal to 25 tons per year of organic materials, and would therefore comply with SB 1383 and the Recycling Ordinance. To reduce the potential cumulative impact on solid waste, the applicant (or applicant's successor in interest) shall be responsible for implementing the ongoing waste reduction measures documented in the WMP, which would ensure that the project meets or exceeds the requirements set forth in AB 939 and AB 341. These measures include recyclable collection services required by and in accordance with the City's Recycling Ordinance, as well as providing exterior storage space for refuse, recyclable materials, organic waste materials. Implementation of the waste reduction measures documented in the WMP would allow solid waste management impacts associated with project operation to be less than significant.

6.14 TRANSPORTATION – Would the project:

Issue 1: Conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle, and pedestrian facilities?

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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The assessment below compares proposed project impacts to the transportation analysis within the *Complete Communities: Housing Solutions and Mobility Choices Program EIR* (City 2020). The evaluation of the proposed project’s impacts is based on the LMA (Urban Systems Associates, Inc. 2023a) and VMT Assessment prepared for the project (Urban Systems Associates, Inc. 2023b).

Complete Communities Program EIR

The Complete Communities Program EIR found that the Complete Communities project would not conflict with adopted transportation policies, plans, and programs including those supporting transit, bicycle, and pedestrian facilities. The project incentivized the development of high-density multi-family residential development near existing transit areas. The Complete Communities project would support the goals of the City’s General Plan, CAP, and San Diego Forward: The Regional Plan, because it supported high densities within proximity to transit. Impacts would be less than significant.

Project

The project would be located immediately adjacent to Field Street and Cowley Way. project traffic is expected to utilize Field Street, Cowley Way, Burgener Boulevard, Iroquois Avenue, and Clairemont Drive. Field Street, Cowley Way, Burgener Boulevard, and Iroquois Avenue are currently built as two-lane collectors. Clairemont Drive is currently built as a four-lane collector. Sidewalks are present along either side of each of these five roadway segments. No bicycle lanes are currently present on any of the five segments in the vicinity of the project. Bus stops are located near the intersection of Clairemont Drive and Burgener Boulevard and the intersection of Clairemont Drive and Iroquois Avenue.

The project would include the development of multi-family residential uses that would be consistent with the General Plan land use designation of Commercial Employment, Retail, and Services, the Clairemont Mesa Community Plan land use designation of Commercial, and zoning designation of CC-1-3. The project is anticipated to generate 1,792 average daily trips. This number of project trips would not conflict with an adopted program, plan, ordinance, or policy addressing the transportation system. In addition, existing alternative transportation facilities would not be affected by project implementation. Existing pedestrian access on sidewalks along Field Street and Cowley Way would be maintained. There are no transit or bicycle facilities located on Field Street or Cowley Way that would be affected. Impacts would be less than significant, consistent with the findings in the Complete Communities Program EIR (Urban Systems Associates, Inc. 2023a).

Project Cumulative

As no policy conflicts had been identified, cumulative impacts related to transportation policy would be less than significant.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
Issue 2: Be located within an area on the SANDAG VMT screening maps estimated to generate resident VMT per capita greater than 85 percent of the base year regional average? For mixed-use projects with a commercial component, would the project be located within an area on SANDAG VMT screening maps estimated to generate resident VMT per capita and/or employee VMT per employee greater than 85 percent of the base year regional average?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Complete Communities Program EIR

The Complete Communities Program EIR evaluated, among other things, adoption of the City's Complete Communities: Mobility Choices (Mobility Choices Program). The purpose of the Mobility Choices Program is to implement SB 743 by ensuring that new development mitigates transportation impacts based on VMT to the extent feasible, while incentivizing development within the City's transit priority areas (TPAs) and urban areas. The Mobility Choices Program included amendment to the SDMC and Land Development Manual to support implementation of the program in addition to adoption of a new CEQA significance threshold for transportation that implements SB 743. The Program EIR evaluated adoption of a fee for projects in VMT-inefficient areas to mitigate VMT impacts from new development.

The Complete Communities Program EIR found that implementation of the Mobility Choices Program and associated updates to the SDMC and Land Development Manual to implement a new threshold for VMT impacts would not be associated with increases in VMT per capita. Rather, implementation of the Mobility Choices Program was intended to support reductions in VMT per capita by either requiring construction of, or funding for, transportation infrastructure and amenities within Mobility Zones 1 and 2 (e.g., Downtown or in a TPA) that would encourage non-vehicular travel.

The Complete Communities Program EIR found that implementation of the Mobility Choices Program and the new significance thresholds for transportation impacts consistent with SB 743 would result in VMT-related impacts for new development that occurs in an area that generates resident VMT per capita or employee VMT per employee that is greater than 85 percent of the base year regional average, absent mitigation. While the Mobility Choices Program regulations were intended to serve as mitigation to ensure an overall reduction in Citywide VMT, the Program EIR did not conclude that all potential VMT impacts would be fully mitigated because at a program level of analysis it could not be determined with certainty whether the improvements associated with program implementation would fully mitigate VMT-related impacts at the project level. Although the Mobility Choices Program is anticipated to result in the implementation of infrastructure improvements that could result in VMT per capita reductions, at a program level, the Program EIR found that potentially significant VMT impacts could nonetheless remain significant because it could not be determined with certainty whether the improvements would be implemented at the time a

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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future development project’s VMT impacts would occur and whether those impacts would be mitigated to a less-than-significant level. As such, impacts were determined to be significant and unavoidable.

Project

The project’s VMT Assessment Memo (Urban Systems Associates, Inc. 2023b) was prepared consistent with guidance from the City’s Transportation Study Manual (TSM; City 2022c), which is consistent with the state of California Office of Planning and Research’s (OPR’s) recommendations to evaluate potential transportation impacts using a VMT metric. The City’s TSM includes guidance on screening criteria, significance thresholds, analysis methodology, and mitigation.

The VMT Assessment Memo evaluated whether the project would qualify under the TSM screening criteria for a Residential project Located in a VMT Efficient Area. Based on the project’s proposed use, the TSM categorizes the project as a Residential land use type. Therefore, the project was evaluated as a Residential land use using the SANDAG base year screening map (Series 14 ABM2+, Year 2016), which identifies the regional mean VMT per resident for Census Tract 91.02 as 18.9 miles per resident. The project is located in Census Tract 91.02 with a VMT per resident of 17.7, which is 93.3 percent of the regional average. As such, the project is located within an area that is not defined as VMT efficient and is not screened out from having to perform a VMT analysis. For Residential projects that are expected to generate less than 2,400 daily trips, the project’s VMT per resident is considered the same as the VMT per resident of the census tract in which it is located. The project is expected to generate 1,792 daily trips; therefore, the project’s VMT per resident is considered the same as the VMT per resident of the census tract in which it is located.

As stated above, the project is within Census Tract 91.02 with a VMT per resident of 17.7, which is 93.9 percent of the regional average. Therefore, based on the adopted VMT significance threshold for a residential project of 15 percent below the regional mean (or 85 percent of the regional mean, which equals 16.065 VMT per resident), the project would have a significant VMT impact. Mitigation is thus required to reduce the project’s VMT impact to the greatest extent feasible.

The project is required to comply with the Complete Communities: Mobility Choices ordinance (effective January 8, 2021 outside the Coastal Zone) and will rely upon the Findings and Statement of Overriding Considerations (SOC) for the Complete Communities Program EIR as mitigation to the extent feasible for its significant VMT impact.

The project is not located within a TPA. SDMC Ordinance Number O-21274 provides the development regulations for the Mobility Choices portion of the Complete Communities program. The project is in Mobility Zone 4. Per SDMC Section 143.1103 (c), development in Mobility Zone 4 shall pay an Active Transportation In Lieu Fee, unless exempt, in which case VMT reduction measures shall be incorporated. The proposed project is not exempt and will therefore pay the required Active Transportation In Lieu Fee (included herein as MM-TRA-1) as mitigation to the extent feasible. Affordable dwelling units meeting applicable requirements, however, are exempt from this requirement. Per SDMC Section 143.1103(c)(3), affordable dwelling units that are deed restricted at or below 120 percent of the area median income, as defined in Section 143.0720, are exempt from

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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the Active Transportation In Lieu Fee. The project’s proposed 23 affordable units at 60 percent area median income meet this criterion and would be exempt from the Active Transportation In Lieu Fee.

The project would pay the required Active Transportation In Lieu Fee for the market rate units. Payment of the fee does not translate to VMT reduction for the project, so impacts are considered significant and unavoidable. However, payment of the fee (i.e., implementation of MM-TRA-1) would mitigate and reduce VMT impacts to the extent feasible, consistent with the Mobility Choices program regulations and consistent with the Findings and SOCs from the Complete Communities: Housing Solutions and Mobility Choices Final Program EIR.

Issue 3: Substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Complete Communities Program EIR

The Complete Communities Program EIR found that although the project did not propose specific changes to roadways, future projects implemented in accordance with the Housing Program may include transportation improvements. Additionally, transportation improvements would result from the implementation of the Mobility Choices Program. Any proposed improvements to roadways or amenities such as bicycle facilities would undergo review and approval by the City Engineer. Adherence to the City standards, including the City’s Street Design Manual, would ensure that a substantial increase in hazards or incompatible uses would not occur as part of the project. The project did not include any requirements that would result in a substantial increase in hazards due to design features or incompatible uses. Impacts would be less than significant.

The Complete Communities Program EIR found that cumulative impacts associated with increased hazards due to design features would be less than significant as the project would support transportation infrastructure and amenities intended to increase multi-modal accessibility and safety. Development associated with Housing Program would occur in existing Mobility Zones 1, 2, and 3. Cumulative impacts associated with hazardous geometric design features or incompatible uses would be less than significant.

Project

The project would not introduce hazardous design features or incompatible uses. The project would be consistent with the site’s land use and zoning designations, as well as with surrounding land uses. Two access driveways would serve the project, one along Field Street and one along Cowley Way. These access driveways would be in the same locations as the existing access driveways and would therefore not represent a new potential hazardous design feature. In addition, the access driveways would be consistent with the City’s Standard Drawings and include 10-foot by 10-foot visibility triangles. Therefore, the project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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Impacts would be less than significant, consistent with the findings in the Complete Communities Program EIR.

Project Cumulative

The project would not result in a cumulative increase in roadway hazards and therefore, the project would not result in cumulative impacts related to roadway hazards. Cumulative impacts would be less than significant and would be consistent with the findings in the Complete Communities Program EIR.

Issue 4: Result in inadequate emergency access?

Complete Communities Program EIR

The Complete Communities Program EIR determined that future development allowed under the proposed ordinances would be required to comply with all applicable City codes and policies related to emergency access including the California Fire Code, the San Diego Municipal Code Chapter 5, Article 5, Division 87: Appendix D – Fire Apparatus Access Roads, and City Fire Policies A-14-1 Fire Access Roadways, A-14-9 Access Roadways: Modified Roadway Surface, and A-14-10 Fire Apparatus Access Road for Existing Public Streets. The project did not include any requirements that would result in inadequate emergency access. In addition, as development would occur under the project, emergency access would be ensured by the Fire Marshal. Impacts related to emergency access would be less than significant.

The Complete Communities Program EIR found that cumulative impacts associated with emergency access would be less than significant as the project would support transportation infrastructure and amenities intended to increase multi-modal accessibility and safety that would not conflict with emergency access. Development associated with Housing Program would occur in existing Mobility Zones 1, 2, and 3. Cumulative impacts associated with emergency access would be less than significant.

Project

Access to and from the project residential project site would be provided via two existing full access driveways, one along Field Street and one along Cowley Way. The project driveways would be constructed consistent with the City's Standard Drawings. In addition, the project would include a 26-foot-wide fire access lane along the north and west sides of the proposed apartment structure to provide adequate emergency access within the site. The project would therefore not result in inadequate emergency access. Impacts would be less than significant, consistent with the findings in the Complete Communities Program EIR.

6.15 WILDFIRE – Would the project:

Issue 1: Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project site and adjacent land to the north, east, and south is mapped as within a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (City Fire-Rescue Department 2023). Fire hazard severity zones are based on factors such as fuel (e.g., flammable vegetation), slope, and fire weather. In the vicinity of the project site, VHFHSZs are associated with urban canyons with native or naturalized vegetation that can pose a wildfire risk.

While the project site is mapped as within a VHFHSZ, it is not located immediately adjacent to areas with native or naturalized vegetation that would be considered highly flammable. Rather, areas immediately surrounding the project site are developed. Per City regulations, brush management is required for developments with structures that are within 100 feet of highly flammable areas of native or naturalized vegetation. The project site is not within 100 feet of such areas and brush management is therefore not required. In addition, the project would be consistent with the land use and zoning designations for the site. The project’s proposed habitable structure would be equipped with automatic alarm and sprinkler systems and would have fire resistant construction per Chapter 7A of the California Building Code. A fire access lane would be provided along the north and west sides of the site to allow for adequate fire response access. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.

Issue 2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

As discussed under Section 6.15, Issue 1 above, the project site and adjacent land to the north, east, and south is mapped as within a VHFHSZ within a Local Responsibility Area (City Fire-Rescue Department 2023); however, the project site is not located immediately adjacent to areas with native or naturalized vegetation that would be considered highly flammable. The project site is relatively flat and currently supports commercial development; no undeveloped lands, steep slopes, or areas susceptible to high-speed wind patterns are present on site or in the immediate vicinity. As such, the project would not exacerbate wildfire risks. In addition, the project’s proposed habitable structure would be equipped with automatic alarm and sprinkler systems and would have fire resistant construction per Chapter 7A of the California Building Code. A fire access lane would be provided along the north and west sides of the site to allow for adequate fire response access. Therefore, impacts would be less than significant.

Issue 3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project's infrastructure improvements would be limited to on-site vehicular access improvements (including a fire access lane) and connections to underground utility lines located in Field Street and Cowley Way. Such improvements would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. No impact would occur.

Issue 4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site and immediately surrounding areas are flat and are not located within a flood inundation zone, and the potential risk of downslope flooding or landslide hazards is considered low (see also Section 6.5, Geology and Soils). Further, as the project has been designed in accordance with City standards for grading and drainage control, the project would not increase the quantity or rate of runoff from the subject site with project implementation, thereby minimizing the potential for the project to contribute to significant risk including downstream flooding as a result of runoff or drainage changes. Therefore, the project would not expose people or structures to significant risks, including from downstream flooding or landslides, as a result of runoff, post-fire instability, or drainage changes. Impacts would be less than significant.

6.16 VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER - Would the project:

Issue 1: Result in a substantial obstruction of a vista or scenic view from a public viewing area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The Clairemont Mesa Community Plan (City 1989) contains information regarding the visual resources and public views that are integral to the character of the community. Due to the community's sloping topography, public views (both short range and long range) are common. As shown on Figure 2 of the Clairemont Mesa Community Plan, views afforded from near the project site include short-range views to Tecolote Canyon Natural Park to the east and long-range views to Mission Bay and the Pacific Ocean to the west/southwest. Tecolote Canyon Natural Park is a resource-based park, defined as a park located at the site of distinctive scenic, natural, or cultural features and intended for citywide use. Tecolote Canyon Natural Park consists of approximately 903 acres that bisect the community. The canyon is approximately six miles long and varies between one-quarter and one-half-mile in width. Mission Bay Park, located between Clairemont Mesa and the Pacific Ocean, is also a resource-based park and consists of over 4,235 acres of land and water. Tecolote Canyon is located approximately 0.2 mile east of the project site and Mission Bay Park is located approximately 1 mile west of the project site.

Public views of Tecolote Canyon from Cowley Way looking east (at locations east of the project site), from Field Street looking east (from locations south of the project site), and from Mt. Acadia Boulevard looking east (from locations east of the project site) would not be obstructed with the addition of the proposed project because the structure would not be located between the locations where the public is afforded these views and Tecolote Canyon. Public views of Tecolote Canyon from Clairemont Drive and Burgener Boulevard are currently obstructed by intervening structures

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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(primarily the existing commercial development within the Clairemont Village Shopping Center) and vegetation, and therefore the project would not impede these views. Due to the difference in elevation, public views provided within Tecolote Canyon would be unaffected by the addition of the proposed project. In addition, the project would be consistent in scale and height with existing surrounding developments in the area, most notably the existing commercial development within the Clairemont Village Shopping Center, the existing four-story multi-family residential complex located north of the project site that is at an elevation higher than the project site, and the existing 14-story multi-family residential complex located east of the project site across Cowley Way (refer to Figure 5, *Visual Simulations*).

The Pacific Ocean and Mission Bay Park can be viewed by the public near the project site from Field Street looking west (at locations southwest of the project site) and from Clairemont Drive looking west (at locations west and southwest of the project site). The project would not be located between the locations where the public is afforded these views and the Pacific Ocean and Mission Bay Park and would therefore not obstruct these public views. Due to intervening structures in proximity to the location of the proposed project structure, including an existing four-story multi-family residential complex on the west side of Cowley Way north of the project site, the existing commercial development within the Clairemont Village Shopping Center, and existing single-family residences along the south side of Field south of the project site, as well as vegetation, views of the Pacific Ocean and Mission Bay Park are not provided from Cowley Way under existing conditions, and therefore implementation of the project would not impede views that are currently available. As such, the project would not obstruct a vista or scenic view of an important visual resource, and impacts would be less than significant.

Issue 2: Result in a substantial adverse alteration (e.g., bulk, scale, materials, or style) to the existing or planned (adopted) character of the area?

The project is proposing a structure which would range in height from approximately 65 feet to approximately 79 feet to top of parapet (depending on building elevation) with a height of approximately 75 feet to top of stair tower/elevator shafts, and is therefore requesting a NDP to allow for a deviation to the 45-foot height limit for the CC-1-3 zone per SDMC Section 131.0531 and a SDP to allow an exception to the 30-foot height limit per the Clairemont Mesa Height Limit Overlay Zone. An exception to the Clairemont Mesa height limit can be approved if the San Diego City Council makes appropriate findings per Section 126.0505 of the SDMC.

As discussed in Section 6.1, Issue, 1, the project would be compatible with the site's General Plan land use designation of Commercial Employment, Retail, and Services, the Clairemont Mesa Community Plan land use designation of Commercial, and zoning designation of CC-1-3, and would therefore not adversely affect the applicable land use plan. The project would not result in significant air quality impacts (Section 6.2), geology/soils/seismicity impacts (Section 6.5), health and safety impacts (Section 6.7), noise impacts (Section 6.10), public services and facilities impacts (Section 6.12), or wildfire impacts (Section 6.15), and would therefore not be detrimental to the public health, safety, and welfare. The project would also comply with the regulations of the Land Development Code.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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As detailed above in Section 6.16, Issue 1, the project would not significantly interfere with public views from western Clairemont Mesa to Mission Bay and the Pacific Ocean within the surrounding area. The project would be consistent in scale and height with existing surrounding developments in the area, most notably the existing commercial development within the Clairemont Village Shopping Center, the existing four-story multi-family residential complex (over 30 feet in height) located north of the project site that is at an elevation higher than the project site, and the existing 14-story multi-family residential complex (over 30 feet in height) located east of the project site across Cowley Way (refer to Figure 5). In addition, the architectural design of the proposed residential building would be consistent with current applicable city development standards, including those related to setbacks, windows, parking entries, building articulation, and transparency. Therefore, the project would not result in a substantial adverse alteration to the existing or planned character of the area, and impacts would be less than significant.

Issue 3: Result in the loss of any distinctive or landmark tree(s), or stand of mature trees?

The City Council Policy 900-19 (“Public Tree Protection”) was adopted to protect designated tree resources located in public rights-of-way, on City-owned open space, in parks or other publicly owned lands, wherever practical. In addition, the policy applies to private land restricted by dedicated open space easements. The Policy would not apply to the project. Existing vegetation on the project site consists of ornamental landscaping that would be removed as part of the project. The Arborist Report prepared for the project determined that none of the trees on site are considered protected, rare, or endangered species (LC 2022). Several of the eucalyptus trees on site are in poor condition. Therefore, the project would not result in the loss of distinctive or landmark tree(s) or stand of mature trees, and impacts would be less than significant.

Issue 4: Result in a substantial change in the existing landform?

The project site does not contain unique physical features such as a natural canyon or natural hillside slopes. Tecolote Canyon is located approximately 0.2 miles east of the project; however, the project would not impact or affect the canyon’s natural terrain. Although the project would require 29,000 cubic yards of cut for grading and excavation, the project would not require mass terracing of natural slopes. This is because there are no steep hillsides on the project site due to the relatively flat site topography, with elevations ranging from 290 to 305 feet above mean sea level. Furthermore, the project would not create manufactured slopes higher than 10 feet or steeper than 2:1 (50 percent) slope gradient. Therefore, the project would not result in a substantial change in the existing landform or loss of unique physical features, and impacts would be less than significant.

Issue 5: Create substantial light or glare which would adversely affect daytime or nighttime views in the area?

The project site is currently developed with an existing commercial area and parking lots/hardscape. The demolition of approximately 3,770 SF of existing commercial retail space for provision of a fire

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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access lane around the proposed building and the subsequent construction of a residential building and associated parking structure would not create a new significant source of light compared to the existing condition. The project would comply with the outdoor lighting standards contained in Municipal Code Section 142.0740 (Outdoor Lighting Regulations) that require all outdoor lighting be installed, shielded, and adjusted so that the light is directed in a manner that minimizes negative impacts from light pollution, including trespass, glare, and to control light from falling onto surrounding properties. Therefore, lighting installed with the project would not adversely affect day or nighttime views in the area. Additionally, the project would not introduce a source of glare that could affect day or nighttime views. Exterior materials utilized for the proposed structure would be limited to specific reflectivity ratings as required per Municipal Code Section 142.0730 (Glare Regulations). Therefore, the project would not create substantial light or glare which would adversely affect daytime or nighttime views in the area, and impacts would be less than significant.

6.17 AGRICULTURAL AND FOREST RESOURCES - Would the project:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Issue 1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. Unique farmland is land, other than prime farmland, which has combined conditions to produce sustained high quality and high yields of specialty crops. Farmland of Statewide Importance may include tracts of land that have been designated for agriculture by state law. In some areas that are not identified as having national or statewide importance, land is considered to be Farmland of Local Importance. The Farmland Mapping and Monitoring Program (FMMP) maintained by the California Department of Conservation (DOC) is the responsible state agency for overseeing the farmland classification. In addition, the City's Thresholds state that in relation to converting designated farmland, a determination of substantial amount cannot be based on any one numerical criterion (i.e., one acre), but rather on the economic viability of the area proposed to be converted. Another factor to be considered is the location of the area proposed for conversion.

According to the DOC's California Important Farmland Finder (DOC 2022), the project site is classified as Urban and Built-Up Land, which is "land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes” (DOC 2022). Agricultural land is not present on the site or in the general vicinity. As a result, the project would not result in the conversion of land to non-agricultural use. No impact would occur.

Issue 2: Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use; in return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The Williamson Act is only applicable to parcels within an established agricultural preserve consisting of at least 20 acres of Prime Farmland, or at least 40 acres of land not designated as Prime Farmland. The Williamson Act is designed to prevent the premature and unnecessary conversion of open space lands and agricultural areas to urban uses.

As described in Section 6.17, Issue 1 above, the project site is not located on or near land zoned for agriculture or land that has a Williamson Act contract. The project site has been previously developed. No impact would occur.

Issue 3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

Public Resources Code Section 12220(g) defines “forest land” as land that can support 10 percent native cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Based on this definition, no forest land occurs within or adjacent to the project site. The project site has been previously developed and vegetation removal would be limited to ornamental trees. No impact would occur.

Issue 4: Result in the loss of forest land or conversion of forest land to non-forest use?

As described in Section 6.17, Issue 3 above, the project site is not located on or near forest land. The project site has been previously developed and vegetation removal would be limited to ornamental trees. No impact would occur.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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6.18 MINERAL RESOURCES – Would the project:

Issue 1: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The project site is not used for mineral resource extraction nor is it planned to be used for mineral resource extraction based on land use designation and zoning. The project site has been previously developed. No impact would occur.

Issue 2: Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The project site is not used for mineral resource extraction nor is it planned to be used for mineral resource extraction based on land use designation and zoning. The project site has been previously developed. No impact would occur.

6.19 POPULATION AND HOUSING – Would the project:

Issue 1: Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The project would provide new housing on a site where none is currently located; however, the project does not require a General Plan Amendment or a Community Plan Amendment and is therefore considered consistent with the allowable land use of the site. In addition, the property is zoned CC-1-3, which permits residential development at a density of one unit per 1,500 SF of lot area (San Diego Municipal Code Section 131.0531 Table 131-05E). This would allow for up to 376 units on the 12.96-acre property. The project would provide 224 units and would therefore be within the allowable development intensity of the site. The construction workers for the proposed project are assumed to be sourced locally and would not encourage substantial population relocation to the area. The project would not induce substantial population growth in an area, and impacts would be less than significant.

Issue 2: Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

There is no existing housing on site that would be displaced by the project, necessitating the construction of replacement housing elsewhere. No impact would occur.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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6.20 MANDATORY FINDINGS OF SIGNIFICANCE

The lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur. Where prior to commencement of the environmental analysis a project proponent agrees to mitigation measures or project modifications that would avoid any significant effect on the environment or would mitigate the significant environmental effect, a lead agency need not prepare an EIR solely because without mitigation the environmental effects would have been significant (per Section 15065 of the State CEQA Guidelines)

<p>Issue 1: Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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As described in Section 6.3, the project site is developed and does not contain native habitat and would therefore not result in impacts to special-status species or sensitive natural communities. The project therefore does not have the potential to result in impacts that would substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

Based on the previously developed nature of the site, low cultural sensitivity of the area, and lack of historic resources mapped at or adjacent to the project site on the CHRIS, impacts to historic and archaeological resources are not anticipated. The 3,770-SF portion of retail commercial space to be demolished as part of the project is not 45 years old and do not qualify as historic resources under the City's Historic Resource Guidelines. Through implementation of MM-CUL-1, the project would avoid potential impacts to Tribal Cultural Resources. Similarly, through compliance with San Diego Municipal Code Section 142.0151 (Paleontological Resources Requirements for Grading Activities), significant impacts to paleontological resources would be avoided. Therefore, the project would not eliminate important examples of the major periods of California history or prehistory.

<p>Issue 2: Does the project have impacts that are individually limited but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a 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)?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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Cumulative impacts are defined as two or more individual project effects that, when considered together or in concert with other projects, combine to result in a significant impact (CEQA Guidelines Section 15355). There is potential for the construction schedules of other projects within the Claremont Mesa community, which would be consistent with the Community Plan and Complete Communities, to overlap. As described herein, all impacts identified would be reduced to less than significant with the incorporation of mitigation measures, as applicable. Construction of the proposed project would have the potential to impact Tribal Cultural Resources; however, implementation of MM-CUL-1 would avoid potential impacts. In addition, potential construction impacts to TCRs would be site-specific. The project could result in impacts to paleontological resources that would be reduced to less than significant through standard paleontological monitoring required by San Diego Municipal Code Section 142.0151. Such impacts would also be site-specific. Construction noise and vibration would be below the applicable thresholds, and therefore would not contribute to cumulative noise impacts. Additionally, all nearby projects would be required to comply with existing federal, state, and local regulations.

Cumulative transportation impacts are discussed in Section 6.14. As discussed, the project would not result in cumulative transportation impacts related to conflicting with a circulation plan, implementing hazardous design features or incompatible uses, or resulting in emergency access. While the project would result in a significant project-level impact related to VMT, the project would be consistent with the findings in the Complete Communities Program EIR and would mitigate the project's significant VMT impact to the extent feasible by paying the required Active-Transportation-In-Lieu fee, consistent with the Mobility Choices program regulations and consistent with the Findings and SOCs from the Complete Communities: Housing Solutions and Mobility Choices Final PEIR.. Therefore, the project would not result in new cumulative impacts that have not previously been analyzed in the Complete Communities Program EIR.

Air quality is a regional issue and the cumulative study area for air quality impacts encompasses the San Diego Air Basin as a whole. Therefore, the cumulative analysis considers regional air quality plans and policies, such as the RAQS, as well as the project's contribution to a net increase of any criteria pollutant for which the basin is listed as a non-attainment area. As described in Section 6.2, Air Quality, Issue 1 above, the project would be consistent with the General Plan designations and the designation in the Claremont Mesa Community Plan. Therefore, the project would be consistent with the growth assumptions of the General Plan used to develop the RAQS emissions budgets. Additionally, as discussed under Section 6.2, Air Quality, Issue 2 above, the project would not result in construction or operational emissions in excess of the applicable screening level thresholds for all criteria pollutants. Consequently, the project would not result in an increase in emissions that are not already accounted for in the RAQS emissions budgets. As described in Section 6.3, Biological Resources, Issue 1 above, the project is developed and does not contain environmentally sensitive land (ESL) where sensitive species may be present and is not adjacent to MHPA and does not possess native vegetation that would serve as habitat area species identified as candidate, sensitive, or special status. The project would be required to comply with federal, state, and City regulations. As described in Section 6.6, Greenhouse Gas Emissions, Issue 2 above, the project would be consistent with the City's CAP Consistency Checklist, thereby ensuring that the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. All other

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in the PEIR	Less Than Significant with Project-Level Mitigation Incorporated	Less Than Significant Impact	No Impact
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project impacts were determined to be less than significant, and due to the limited scope of the project, would result in less than cumulatively considerable impacts.

The project would be consistent with the site’s land use designation of Commercial Employment, Retail, and Services, the Clairemont Mesa Community Plan land use designation of Commercial, and zoning of CC-1-3. Therefore, the project would be consistent with applicable planning documents, and operation of the project would not cause significant impacts that could contribute to cumulative impacts. The project would not result in impacts that are individually limited but cumulatively considerable.

Issue 3: Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

The proposed project would adhere to regulatory codes, ordinances, regulations, standards, and guidelines applicable to each of the environmental issue areas analyzed herein. As described above, the project would have a less than significant impact on air quality and GHG emissions and would not result in emissions that would significantly impact sensitive receptors. The project would not have the potential to cause adverse effects on human beings through the use, transport, or storage of hazardous materials through adherence to applicable regulations. As discussed in Section 6.7, potential impacts to humans related to hazardous materials from prior uses at the site would be avoided through the project’s participation in the County’s VAP. Additionally, the project would not generate noise or vibrations at such levels that would have substantial adverse effects on human beings. Impacts would be less than significant.

7. Supporting Information Sources

Land Use

San Diego Airport Land Use Commission (ALUC)

- 2010 Montgomery Field Airport Land Use Compatibility Plan. December. Accessed May 10, 2023. Available at: https://www.san.org/DesktopModules/Bring2mind/DMX/API/Entries/Download?EntryId=16148&Command=Core_Download&language=en-US&PortalId=0&TabId=807.

Air Quality

California Air Pollution Control Officers Association (CAPCOA)

- 2022 California Emission Estimator Model (CalEEMod) Version 2022.1.

California Air Resources Board (CARB)

- 2005 Air Quality and Land Use Handbook: A Community Health Perspective.

EnviroApplications, Inc.

- 2023 Indoor Air Quality Evaluation for: Commercial-Retail Shopping Center, Decker's Dog & Cat, 3055 Clairemont Drive, San Diego, California 92117. July 5.

HELIX Environmental Planning Inc, (HELIX)

- 2024a Air Quality Technical Report.

San Diego County Air Pollution Control District (SDAPCD)

- 2020 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County. October.

- 2016 Final 2016 Revision to the Regional Air Quality Strategy for San Diego County. December

San Diego, City of (City)

- 2022a City of San Diego Municipal Code Chapter 14, Article 2, Division 8.

Urban Systems Associates, Inc.

- 2023a Local Mobility Analysis. February.

Biological Resources

San Diego, City of (City)

- 2018 San Diego Municipal Code. Land Development Code Biology Guidelines. February.

Energy

California Department of General Services (DGS)

- 2022 The California Green Building Standards Code—Part 11, Title 24, California Code of Regulations. Available at: <https://www.dgs.ca.gov/BSC/CALGreen> .

Geology/Soils/Seismicity

Geocon Incorporated (Geocon)

2021a Geologic Reconnaissance. October.

2021b Fault Rupture Hazard Investigation. November.

Greenhouse Gas Emissions

California Department of General Services (DGS)

2022 The California Green Building Standards Code—Part 11, Title 24, California Code of Regulations. Available at: <https://www.dgs.ca.gov/BSC/CALGreen>.

HWL Planning & Engineering (HWL)

2022a CAP Consistency Checklist.

Health and Safety

California Department of Toxic Substances Control (DTSC)

2023 EnviroStor Database. Accessed May 10, 2023. Available at: <https://www.envirostor.dtsc.ca.gov/public/>.

EnviroApplications, Inc.

2023 Indoor Air Quality Evaluation for: Commercial-Retail Shopping Center, Decker's Dog & Cat, 3055 Clairemont Drive, San Diego, California 92117. July 5.

Geocon Incorporated (Geocon)

2022 Additional Site Investigation Report

2016 Phase I Environmental Site Assessment. July.

State Water Resources Control Board (SWRCB)

2023 GeoTracker database. Accessed May 10, 2023. Available at: <https://geotracker.waterboards.ca.gov/>.

Urban Systems Associates, Inc.

2023a Local Mobility Analysis. February.

Hydrology and Water Quality

EnviroApplications, Inc.

2023 Indoor Air Quality Evaluation for: Commercial-Retail Shopping Center, Decker's Dog & Cat, 3055 Clairemont Drive, San Diego, California 92117. July 5.

Mellor Landy

2022 Preliminary Drainage Report for Clairemont Village. April.

NOVA Engineering (NOVA)
2022 Storm Water Quality Management Plan. September.

Noise

California Department of Transportation (Caltrans)
2020 Transportation and Construction Vibration Guidance Manual. April.

HELIX Environmental Planning Inc, (HELIX)
2024a Air Quality Technical Report.

2024b Acoustical Analysis Report.

HWL Planning & Engineering (HWL)
2022b Waste Management Plan.

San Diego Airport Land Use Commission (ALUC)
2010 Montgomery Field Airport Land Use Compatibility Plan. December. Accessed May 10, 2023. Available at: https://www.san.org/DesktopModules/Bring2mind/DMX/API/Entries/Download?EntryId=16148&Command=Core_Download&language=en-US&PortalId=0&TabId=807

San Diego, City of (City)
2022b City CEQA Significance Determination Thresholds. September.

2015 City of San Diego General Plan. Noise Element. Available at: https://www.sandiego.gov/sites/default/files/ne_2015.pdf.

Urban Systems Associates, Inc.
2023a Local Mobility Analysis. February.

U.S. Department of Transportation
2008 Roadway Construction Noise Model.

Paleontological Resources

Geocon Incorporated (Geocon)
2021a Geologic Reconnaissance. October.

Public Utilities and Infrastructure

California Department of Resources Recycling and Recovery (CalRecycle)
2020 2018 Facility-Based Characterization of Solid Waste in California. May.

HWL Planning & Engineering (HWL)
2022b Waste Management Plan.

San Diego, City of (City)
2021 2020 Urban Water Management Plan. June.

Transportation

San Diego, City of (City)

2020 Complete Communities: Housing Solutions and Mobility Choices Program EIR.

2022c Transportation Study Manual. September.

Urban Systems Associates, Inc.

2023a Local Mobility Analysis. February.

2023b VMT Assessment. January.

Wildfire

City Fire-Rescue Department

2023 Very High Fire Hazard Severity Zone Map. Available at:

<https://www.sandiego.gov/fire/services/brush/severityzones>

Visual Effects and Neighborhood Character

LC Tree Service (LC)

2022 Certified Arborist Report. August.

San Diego, City of (City)

1989 Clairemont Mesa Community Plan. Adopted on September 26, 1989. Amended on August 1, 2019.

Agriculture and Forestry Resources

California Department of Conservation (DOC)

2022 California Important Farmland Finder. Available at:

<https://maps.conservation.ca.gov/dlrp/ciff/>.

8. List of Acronyms and Abbreviated Terms

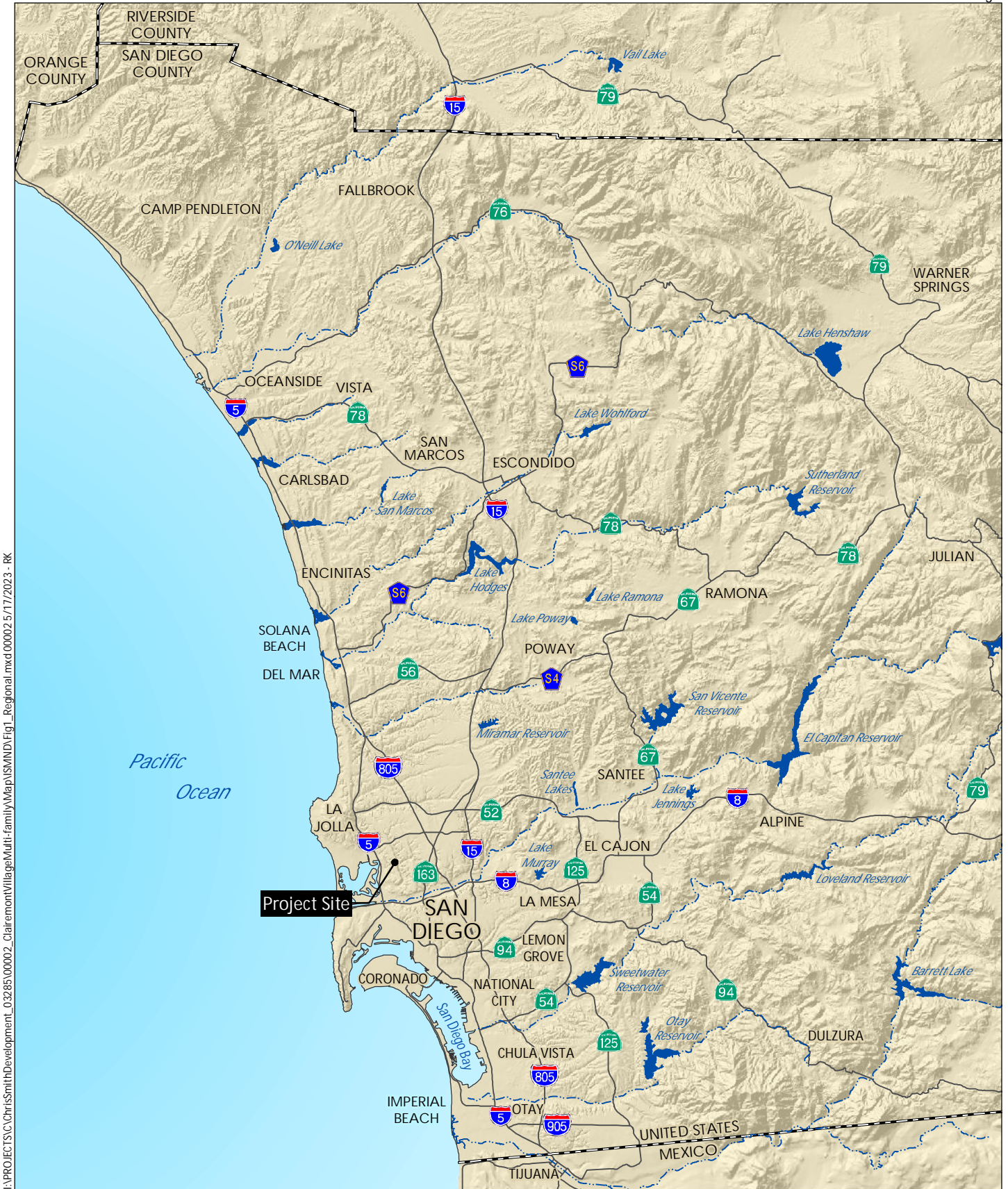
AB	Assembly Bill
ADT	average daily trips
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor's Parcel Number
AQIAs	Air Quality Impact Assessments
Attainment Plan	2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County
BMP	best management practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CHRIS	California Historic Resources Information System
City	City of San Diego
CNEL	community noise equivalent level
CO	Carbon Monoxide
Community Commercial	Commercial Employment, Retail, and Services
CPIOZ	Community Plan Implementation Overlay Zone
dba	A-weighted decibel
DEHQ	County of San Diego Department of Environmental Health and Quality
DGS	California Department of General Services
DOC	California Department of Conservation
DPM	Diesel Particulate Matter
DTSC	California Department of Toxic Substances Control
EDR	Environmental Data Resources, Inc
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
ESL	Environmental Screening Levels
EV	electric vehicle
FAA	Federal Aviation Administration
FMMP	Farmland Mapping and Monitoring Program

GHG	greenhouse gas
HELIX	HELIX Environmental Planning Inc.
HRA	health risk assessment
HWL	HWL Planning & Engineering
kBTU	kilo-British Thermal Unit
kWh	kilowatts per hour
L _{EQ}	time-averaged noise level
LMA	Local Mobility Analysis
LOS	level of service
MHPA	Multi-habitat Planning Area
MSCP	Multiple Species Conservation Program
MM	Mitigation Measure
NAAQS	National Ambient Air Quality Standards
NDP	Neighborhood Development Permit
NO ₂	nitrogen dioxide
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NSLU	noise sensitive land use
OPR	State of California Office of Planning and Research
PCE	tetrachloroethylene
PM ₁₀	respirable particulate matter 10 microns or less in diameter
PM _{2.5}	fine particulate matter 2.5 microns or less in diameter
PPV	peak particle velocity
RAQS	Regional Air Quality Strategy
REC	recognized environmental condition
ROG	reactive organic gas
SANDAG	San Diego Association of Governments
SB	Senate Bill
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDCWA	San Diego County Water Authority
SDG&E	San Diego Gas and Electric
SDMC	San Diego Municipal Code
SDP	Site Development Permit
SF	square feet
SO ₂	sulfur dioxide
SOC	Statement of Overriding Considerations
SWPPP	Storm Water Pollution Prevention Plan

SWQMP	Stormwater Quality Management Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCE	trichloroethylene
TCR	Tribal Cultural Resource
TNM	Traffic Noise Model
TPA	Transit Priority Area
TRU	transport refrigeration unit
USEPA	U.S. Environmental Protection Agency
UWMP	Urban Water Management Plan
VAP	Voluntary Assistance Program
VHFHSZ	Very High Fire Hazard Severity Zone
VOC	volatile organic compound
VMT	vehicle miles traveled
WMP	Waste Management Plan

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Figures



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Source: Base Map Layers (SanGIS, 2016)

Fig2_Vicinity.indd 00002 04/01/22 -RK



Source: AO Architects, 2022

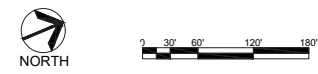
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LEGEND

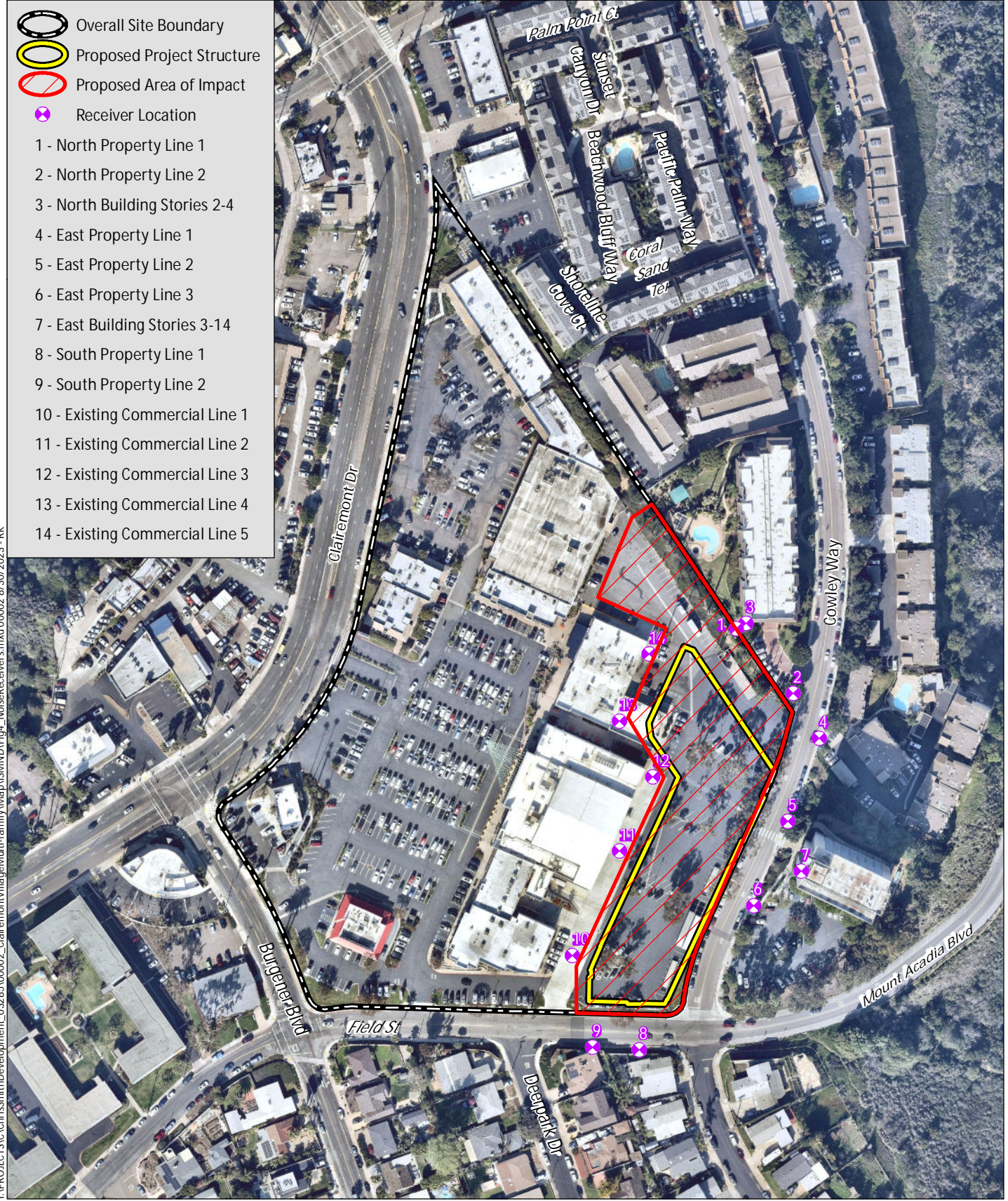
- 43 SHARED PARKING STALLS: RETAIL STALLS TO BE SHARED WITH RESIDENTIAL BETWEEN 6 PM AND 9 AM
- (E) EXISTING RETAIL
- TS TRAFFIC SIGNAL
- ADA ACCESSIBILITY
- NEIGHBORHOOD CONNECTION
- ▨ AREA OF IMPACT

PROJECT DESCRIPTION		
A 5 STORY TYPE III-A RESIDENTIAL BUILDING CONSISTING OF 224 UNITS OVER 2 STORY TYPE I PARKING STRUCTURE WITH 342 PARKING STALLS		
GROSS SITE AREA:	564,537 S.F.	12.96 ACRES
TOTAL UNITS:		224 UNITS
GROSS DENSITY:		17.28 DU/AC
EXISTING RETAIL AREA:		124,083 S.F.
EXISTING RETAIL PARKING PROVIDED:		666 STALLS
EXISTING RETAIL PARKING RATIO:		5.37
REMAINING RETAIL AREA:		120,313 S.F.
REMAINING RETAIL PARKING PROVIDED:		516 STALLS
REMAINING RETAIL PARKING RATIO:		4.29
PROPOSED RESIDENTIAL STRUCTURED PARKING:		342 STALLS
PROPOSED RETAIL PARKING TO BE SHARED WITH RESIDENTIAL:		43 STALLS
PROPOSED TOTAL PARKING:		858 STALLS
AREA OF IMPACT		2.67 ACRES



Source: AO Architects, 2022

-  Overall Site Boundary
-  Proposed Project Structure
-  Proposed Area of Impact
-  Receiver Location
- 1 - North Property Line 1
- 2 - North Property Line 2
- 3 - North Building Stories 2-4
- 4 - East Property Line 1
- 5 - East Property Line 2
- 6 - East Property Line 3
- 7 - East Building Stories 3-14
- 8 - South Property Line 1
- 9 - South Property Line 2
- 10 - Existing Commercial Line 1
- 11 - Existing Commercial Line 2
- 12 - Existing Commercial Line 3
- 13 - Existing Commercial Line 4
- 14 - Existing Commercial Line 5



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Source: Aerial (SanGIS 2019)



ABOVE SPROUTS LOOKING EAST



FROM THE SPROUTS PARKING LOT OFF CLAIREMONT DR.

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Source: AO Architects, 2022



FROM COWLEY AND FIELD LOOKING NORTH



FROM COWLEY WAY LOOKING SOUTHWEST

Source: AO Architects, 2022

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