

DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

SCH No. 2021070359

SUBJECT: BLUEPRINT SD INITIATIVE, HILLCREST FOCUSED PLAN AMENDMENT TO THE UPTOWN COMMUNITY PLAN, AND UNIVERSITY COMMUNITY PLAN AND LOCAL COASTAL PROGRAM UPDATE

Applicant: City of San Diego City Planning Department

DRAFT DOCUMENT – March 14, 2024:

PROJECT DESCRIPTION:

Blueprint SD Initiative

The General Plan provides a policy framework for land use decisions that balances the needs of the City as required by state law (Government Code Section 65300). It expresses a Citywide vision and provides a comprehensive approach for how the City should develop, provide public services, and maintain and enhance the qualities that define the City of San Diego. The overarching strategy of the General Plan is based on the City of Villages, which focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to the planned regional transit system.

The General Plan provides a vision and policy framework to guide the development of each of the City's 52 community planning areas. Community plans are written to refine the General Plan's citywide policies and provide location-based policies and recommendations to guide development over a 20-to-30-year timeframe. Community plans provide more detailed land use designations and community-specific policies on a wide array of topics including housing, mobility, open space and parks, public facilities, safety, noise, sustainability, environmental justice, urban design, and historic preservation.

The General Plan and community plans play a critical role in meeting the City's Climate Action Plan (CAP) goals and contributing to the region's mobility vision and needs. They also help the City implement other citywide policy documents such as the City's Climate Resilient SD Plan and the Parks Master Plan. The General Plan and community plans identify land uses and public improvements that work toward achieving the citywide mobility mode share goals. As such, the City has shifted away from accommodating additional vehicular travel to instead focus on reducing vehicular travel through strategic land use planning, primarily by locating new development within walking distance to transit stops and stations, and through investments in walking/rolling, bicycling, and transit improvements.

The Blueprint SD Initiative includes a comprehensive amendment to the General Plan to better align the City of Villages Strategy to reflect the latest goals, policies, and plans for housing, mobility and transit, environmental protection, and climate change adaptation and sustainable growth. The Blueprint SD Initiative would amend the General Plan to reflect an updated citywide land use framework designed around the 2050 regional transportation network in the San Diego Association of Government's (SANDAG's) Regional Plan to promote reductions in per capita greenhouse gas (GHG) emissions and vehicle miles traveled (VMT). The Blueprint SD Initiative identifies complementary land use, transportation, and related policies to support future development according to the revised land use framework. The land use and policy amendments would build upon the climate goals outlined in the City's CAP and Climate Resilient SD Plan.

Hillcrest Focused Plan Amendment to the Uptown Community Plan (Hillcrest FPA)

The Hillcrest FPA proposes an amendment to the Uptown Community Plan to redesignate approximately 380 acres of the Hillcrest and Medical Complex neighborhoods with land uses that follow a similar pattern to the planned land uses from the 2016 Uptown Community Plan Update with increases to the planned residential density and non-residential development capacity. The Hillcrest FPA establishes an updated vision and objectives that align with the SANDAG Regional Plan and the City's General Plan policies, including those proposed and amended by the Blueprint SD Initiative and the City of Villages Strategy, as well as recently adopted policies from the CAP, Parks Master Plan, and Climate Resilient SD. The amendment would provide the opportunity for additional homes in the Hillcrest FPA area and is intended to encourage active transportation and provide more opportunities for quality public spaces. By providing the opportunity for additional homes near the employment center of the Medical Complex neighborhood, in an area with access to high frequency public transit and coupled with mobility improvements, the Hillcrest FPA would encourage active transportation and reduce automobile trips for work commutes.

The Hillcrest FPA will update the land use plan and zoning for the Hillcrest FPA area, amend the existing Community Plan Implementation Overlay Zone (CPIOZ) - Type A - Building Heights within the Uptown Community Plan area, create three new CPIOZ areas (the Hillcrest District, the Hillcrest Historic District, and the Commercial Activity Area), and provide Supplemental Development Regulations (SDRs) for these CPIOZ areas.

University Community Plan and Local Coastal Plan Update (University CPU)

The University CPU is a comprehensive update to the existing University Community Plan and Local Coastal Program. The University CPU establishes an updated vision and objectives that align with the SANDAG Regional Plan, and the City's General Plan policies, including those proposed and amended by the Blueprint SD Initiative and the City of Villages Strategy, as well as recently adopted policies from the CAP, Parks Master Plan, and Climate Resilient SD. The University Community Plan will update the land use plan and zoning for the community plan area to help achieve the desired vision and objectives for the community. The University CPU identifies several guiding principles, plan goals and policies, and identifies procedures for plan implementation, as well.

PROJECT LOCATION:

Blueprint SD Initiative

The project location is the entire City of San Diego municipal area, as land use policy, community plan updates and future San Diego Municipal Code amendments to implement the Blueprint SD Initiative may apply citywide. Consistent with the Blueprint SD Initiative, the City anticipates that future community Plan updates, specific plans, and focused plan amendments would involve redesignation of existing land uses within specific areas, referred to as the Climate Smart Village Areas. These are areas that have access to existing or planned transit and demonstrate the greatest likelihood to encourage walking/rolling, biking, and transit use.

Hillcrest Focused Plan Amendment to the Uptown Community Plan

The Hillcrest FPA area is located in the center of the Uptown Community Plan area and encompasses approximately 380 acres of the Hillcrest and Medical Complex neighborhoods. The Hillcrest FPA area is bound by a series of streets and canyons, including Park Boulevard to the west, Walnut Avenue to the south, Dove Street to the west, and the hilltop bluffs along the northern edge of the Medical Complex neighborhood. State Route (SR-) 163 splits the Uptown Community Plan area and the Hillcrest FPA area.

University Community Plan and Local Coastal Plan Update

The University CPU area is located approximately 13 miles north of Downtown San Diego and includes prominent regional parks and institutions such as Torrey Pines State Natural Reserve, Torrey Pines Golf Course, and UCSD. Interstate (I-) 5 traverses the center of the community, SR-52 forms the southern border of the community and I-805 runs along the eastern edge within and outside of the community. Marine Corps Air Station (MCAS) Miramar is located along the southeastern border of the community.

ENVIRONMENTAL DETERMINATION:

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

Based on the analysis conducted for the project described above, the City of San Diego has prepared the following Draft PEIR in accordance with CEQA. The analysis conducted identified that the proposed project could result in significant and unavoidable impacts in the areas of **Aesthetics, Air Quality, Biological Resources, Cultural Resources, Noise, Hydrology, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire**. All other impacts analyzed in this Draft PEIR were found to be less than or not significant.

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

RESULTS OF PUBLIC REVIEW:

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



Rebecca Malone, Program Manager
City Planning Department

March 14, 2024

Date of Draft Report

Date of Final Report

Analyst: E. Pascual

PUBLIC REVIEW DISTRIBUTION:

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

FEDERAL GOVERNMENT

Federal Aviation Administration (1)
Environmental Protection Agency (19)
U.S. Fish and Wildlife Service (23)
Army Corps of Engineers (26)

STATE OF CALIFORNIA

Caltrans District 11 (31)
Department of Fish and Wildlife (32)
California Environmental Protection Agency (37A)
Housing and Community Development (38)
Natural Resources Agency (43)
Regional Water Quality Control Board, Region 9 (44)
Department of Water Resources (45)
State Clearinghouse (46A)
California Coastal Commission (47)
California Air Resources Board (49)
California Transportation Commission (51)
California Department of Transportation (51A)
State Water Resources Control Board (55)
Native American Heritage Commission (56)
Office of Planning and Research (57)

COUNTY OF SAN DIEGO

Air Pollution Control Board (65)
Planning and Land Use (68)
County Water Authority (73)
Department of Environmental Health (75)

CITY OF SAN DIEGO (AND THEIR CHIEFS OF STAFF)

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Chief of Staff Vicky Joes, District 1
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Chief of Staff Venus Molina, District 2
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Councilmember von Wilpert, District 5
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Chief of Staff Sara Kamiab, District 6
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Leo Alo, Senior Traffic Engineer
Gerald Chacon, Associate Traffic Engineer
Claudia Brizuela, Senior Traffic Engineer

Libraries

Central Library, Government Documents (81 & 81A)
Balboa Branch Library (81B)
Beckwourth Branch Library (81C)
Benjamin Branch Library (81D)

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

Other City Governments

City of Chula Vista (94)
City of Coronado (95)
City of Del Mar (96)
City of El Cajon (97)
City of Escondido (98)
City of Imperial Beach (99)
City of La Mesa (100)
City of Lemon Grove (101)
City of National City (102)
City of Poway (103)
City of Santee (104)
City of Solana Beach (105)
San Diego Association of Governments (108)
San Diego Unified Port District (109)

San Diego County Regional Airport Authority (110)
Metropolitan Transit System (112/115)
San Diego Gas & Electric (114)

School Districts

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

Community Planning Groups or Committees

Balboa Park Committee (226A)
Black Mountain Ranch-Subarea I (226C)
Otay Mesa-Nestor Planning Committee (228)
Otay Mesa Planning Committee (235)
Barrio Logan Planning Group (240)
Clairemont Mesa Planning Committee (248)
Greater Golden Hill Planning Committee (259)
Serra Mesa Planning Committee (263A)
Kearny Mesa Community Planning Group (265)
Linda Vista Community Planning Committee (267)
La Jolla Community Planning Association (275)
City Heights Area Planning Committee (287)
Kensington-Talmadge Planning Committee (290)
Normal Heights Community Planning Committee (291)
Eastern Area Planning Committee (302)
Midway-Pacific Highway Community Planning Group (307)
Mira Mesa Community Planning Committee (310)
Mission Beach Precise Planning Board (325)
Mission Valley Planning Group (331)
Navajo Community Planners, Inc. (336)
Carmel Mountain Ranch Community Planning Group
Carmel Valley Community Planning Board (350)
Del Mar Mesa Community Planning Board (361)
North Park Planning Committee (363)
Ocean Beach Planning Board (367)
Old Town Community Planning Board (368)

Pacific Beach Community Planning Committee (375)
Pacific Highlands Ranch-Subarea III (377A)
Rancho Peñasquitos Planning Board (380)
Peninsula Community Planning Board (390)
Rancho Bernardo Community Planning Board (400)
Sabre Springs Community Planning Group (406B)
San Pasqual-Lake Hodges Planning Group (426)
San Ysidro Planning and Development Group (433)
Scripps Miramar Ranch Planning Group (437)
Miramar Ranch North Planning Committee (439)
Skyline Paradise Hills Planning Committee (443)
Torrey Hills Community Planning Board (444A)
Southeastern San Diego Planning Committee (449)
Encanto Neighborhoods Community Planning Group (449A)
College Area Community Planning Board (456)
Tierrasanta Community Council (462)
Torrey Highlands – Subarea IV (467)
Torrey Pines Community Planning Board (469)
University City Community Planning Group (480)
Uptown Planners (498)
Fairbanks Country Club Community Planning Group
Mission Bay Park Committee
North City Subarea 2 Community Planning Group
Rancho Encantada Community Planning Group

Other Agencies, Organizations and Individuals

San Dieguito River Park (116)
San Diego River Park Foundation (163)
San Diego River Coalition (164)
Sierra Club (165)
San Diego Canyonlands (165A)
San Diego Natural History Museum (166)
San Diego Audubon Society (167)
Jim Peugh (167A)
San Diego River Conservancy (168)
Environmental Health Coalition (169)
California Native Plant Society (170)
San Diego Coastkeeper (173)
Citizens Coordinate for Century 3 (179)
Endangered Habitats League (182 & 182A)
League of Women Voters (192)
Carmen Lucas (206)
South Coastal Information Center (210)
San Diego Historical Society (211)
San Diego Archaeological Center (212)
Save Our Heritage Organisation (214)
Ron Christman (215)
Clint Linton (215B)
Frank Brown - Inter-Tribal Cultural Resource Council (216)

Campo Band of Mission Indians (217)
San Diego County Archaeological Society Inc. (218)
Kuumeyaay Cultural Heritage Preservation (223)
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Hancock Street Neighborhood Business Association

NATIVE AMERICAN DISTRIBUTION

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

**Draft
Blueprint SD Initiative,
Hillcrest Focused Plan Amendment, and
University Community Plan Update
Program EIR
San Diego, California
SCH No. 2021070359**

March 14, 2024

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 M-2: Water Supply Assessment Report for the University Community Plan Update
 N: Making Progress Towards Mode Share Goals Memorandum

List of Abbreviated Terms

°F	degrees Fahrenheit
2017 Scoping Plan	2017 Climate Change Scoping Plan Update, The Strategy for Achieving California's 2030 Greenhouse Gas Target
2022 Scoping Plan	2022 Scoping Plan Update for Achieving Carbon Neutrality
AAOZ	Airport Approach Overlay Zone
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACC	Advanced Clean Cars
AFY	acre-feet per year
AIA	Airport Influence Area
Airport Authority	San Diego County Regional Airport Authority
ALUC	Airport Land Use Commission
ALUCOZ	Airport Land Use Compatibility Overlay Zone
ALUCP	Airport Land Use Compatibility Plan
APEFZ	Alquist-Priolo Earthquake Fault Zone
AST	Above ground storage tank
BLC	Boundary Line Correction
BMP	Best Management Practices
BP	Before Present
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire
CalARP	California Accidental Release Prevention Program
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CalNAGPRA	California Native American Graves Protection and Repatriation Act
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CED	California Energy Demand
CEQA	California Environmental Quality Act

CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
CIP	Capital Improvement Project
City	City of San Diego
City Council	City of San Diego City Council
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CoSMoS	Coastal Storm Modeling System
CPIOZ	Community Plan Implementation Overlay Zone
CPRC	California Public Resources Code
CPU	Community Plan Update
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CTC	California Transportation Commission
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dB(A)	A-weighted decibel
DEH	Department of Environmental Health
DIF	Development Impact Fees
DOT	Department of Transportation
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
DWR	Department of Water Resources
EIR	environmental impact report
Energy Code	California Energy Efficiency Standards for Residential and Nonresidential Buildings
EO	Executive Order
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ESL	Environmentally Sensitive Lands
FAA	Federal Aviation Administration
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
Fire Code	2022 California Fire Code
FIRM	Flood Insurance Rate Map
FPA	Focused Plan Amendment
FTA	Federal Transit Authority
General Plan	City of San Diego General Plan

GHG	greenhouse gas
GIS	geographic information system
GWP	global warming potential
H&SC	California Health and Safety Code
Hillcrest FPA	Hillcrest Focused Plan Amendment to the Uptown Community Plan
HMBP	Hazardous Materials Business Plan
HMD	Hazardous Materials Division
HMP	Hydromodification Management Plan
I	Interstate
IBC	International Building Code
IPCC	Intergovernmental Panel on Climate Change
K-12	Kindergarten through 12 th Grade
LCFS	Low Carbon Fuel Standard
LCP	Local Coastal Plan
LDC	Land Development Code
LDM	Land Development Manual
L _{eq}	hourly equivalent sound level
LEV	low emission vehicle
LEV III	Low Emission Vehicle III Standards
LEV III	Low Emission Vehicle III
LGBTQ+	lesbian, gay, bisexual, transgender, queer
LID	Low Impact Development
LOS	Level of Service
LOSSAN	Los Angeles–San Diego–San Luis Obispo
LRDP	Long-Range Development Plan
LRWRP	Long-Range Water Resources Plan
LTPP	Long-Term Procurement Plan
LUST	leaking underground storage tanks
LWSD	Local Water Supply Development
MBTA	Migratory Bird Treaty Act
MCAS	Marine Corps Air Station
MCL	maximum contaminant level
MGD	million gallons per day
MHPA	Multi-Habitat Planning Area
MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
MMT CO ₂ E	million metric tons of carbon dioxide equivalent
mpg	miles per gallon
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSCP	Multiple Species Conservation Program
MSL	mean sea level
MTS	Metropolitan Transit System

MW	megawatt
MWD	Metropolitan Water District of Southern California
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NCWRP	North City Water Reclamation Plant
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NO ₂	nitrogen dioxide
NOLF	Naval Outlying Landing Field
NOP	Notice of Preparation
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
O ₃	ozone
OES	Office of Emergency Services
OPR	Governor's Office of Planning and Research
OS	Operating System
PAL	Provisionally Accredited Levy
PDO	Planned District Ordinance
PDP	Priority Development Projects
PEIR	Program Environmental Impact Report
PFFP	Public Facilities Financing Plan
PLWTP	Point Loma Wastewater Treatment Plant
PM	particulate matter
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PRC	Public Resources Code
PUD	Public Utilities Department
PV	photovoltaic
PWD	Public Works Department
RAQS	Regional Air Quality Strategy
RCP	Regional Comprehensive Plan
Regional Plan	San Diego Forward: The 2021 Regional Plan
RES	Regional Energy Strategy
RHNA	Regional Housing Needs Allocation
ROG	reactive organic gas
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SAP	Subarea Plan
SB	Senate Bill
SBWRP	South Bay Water Reclamation Plant

SCIC	South Coastal Information Center
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCRAA	San Diego County Regional Airport Authority
SDCWA	San Diego County Water Authority
SDFD	San Diego Fire-Rescue Department
SDG&E	San Diego Gas & Electric
SDIA	San Diego International Airport
SDMC	San Diego Municipal Code
SDPD	San Diego Police Department
SDR	Supplemental Development Regulations
SDUSD	San Diego Unified School District
SDWA	Safe Drinking Water Act
SFHA	Special Flood Hazard Area
SHMP	State Hazard Mitigation Plan
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMART	Sustainable Mobility for Adaptable and Reliable Transportation
SO ₂	sulfur dioxide
SR	State Route
SRA	state responsibility area
SWP	State Water Project
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TCM	transportation control measures
TMDL	total maximum daily load
TPA	Transit Priority Area
TSS	Threshold Siting Surface
UCSD	University of California, San Diego
UDC	Unified Disaster Council
University CPU	University Community Plan and Local Coastal Plan Update
USACE	United States Army Corps of Engineers
USC	United States Code
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
UTC	University Towne Center
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
VOC	volatile organic compounds
VPHCP	Vernal Pool Habitat Conservation Plan

WMP	Waste Management Plan
WQIP	Water Quality Improvement Plan
WSA	Water Supply Assessment
ZEV	zero emission vehicle

Executive Summary

This Program Environmental Impact Report (PEIR; State Clearinghouse No. 2021070359) for the proposed Blueprint SD Initiative, Hillcrest Focused Plan Amendment (FPA), and University Community Plan Update (CPU) and associated discretionary actions (collectively referred to throughout this PEIR as the “project” or Blueprint SD Initiative, Hillcrest FPA, and University CPU) has been prepared by the City of San Diego (City) in compliance with the California Environmental Quality Act (CEQA) Statute and Guidelines (Public Resources Code, Section 21000 et seq. and California Code of Regulations, Title 14, Section 15000, et seq.) and in accordance with the City’s CEQA Significance Determination Thresholds (2022).

As described in Section 15168 of the CEQA Guidelines, program-level environmental review documents are appropriate when a project consists of a series of actions related to the issuance of rules, regulations, and other planning criteria. The project that is the subject of this PEIR consists of a comprehensive update to the Blueprint SD Initiative, Hillcrest FPA, and University CPU.

The purpose of this PEIR is intended to inform decision-makers and the public of the potential significant environmental impacts of the project. This PEIR also considers the availability of mitigation measures as required by Section 15100 of the CEQA Guidelines to minimize the project’s significant impacts and evaluates reasonable alternatives to the project that may reduce or avoid one or more significant environmental effects.

A brief overview of each PEIR chapter is provided below:

Executive Summary: Summarizes the PEIR by providing an overview of the project, analysis of the potentially significant environmental impacts that could result from the project, a list of mitigation measures identified to reduce or avoid such impacts, a review of the alternatives to the project, including the identification of an environmentally superior alternative to the project.

1.0 Introduction: Provides an overview of the applicable legal authority, introduces the purpose for the PEIR and explains the PEIR process and the intended uses of the PEIR.

2.0 Environmental Setting: Provides a description of the project’s regional context, location, and existing physical characteristics and land use within the Blueprint SD Initiative, Hillcrest FPA, and University CPU. More detailed descriptions of the environmental context pertaining to specific environmental topics are provided in each section of Chapter 4: Environmental Analysis.

3.0 Project Description: Provides a detailed description of the project, including the purpose and objectives of the project and descriptions of each component of the project.

4.0 Environmental Analysis: Analyzes the environmental impacts of the project. Impacts are organized by the following topic areas:

- 4.1 Aesthetics
- 4.2 Air Quality
- 4.3 Biological Resources
- 4.4 Cultural Resources
- 4.5 Energy
- 4.6 Geology and Soils
- 4.7 Greenhouse Gases
- 4.8 Hazards and Hazardous Materials
- 4.9 Hydrology
- 4.10 Land Use and Planning
- 4.11 Noise
- 4.12 Public Services
- 4.13 Recreation
- 4.14 Transportation
- 4.15 Tribal Cultural Resources
- 4.16 Utilities/Service Systems
- 4.17 Water Quality
- 4.18 Wildfire

Each topic area respectively provides a contextual description of the project's environmental setting, significance criteria, methodology, and potential impacts (project-level and cumulative).

5.0 Effects Found Not to be Significant: This chapter identifies all the issues determined in the scoping and preliminary environmental review process to be not significant based on CEQA criteria, and briefly summarizes the basis for these determinations. These topics include Agricultural and Forestry Resources, Mineral Resources, and Population and Housing.

6.0 Growth Inducement: This chapter includes a growth inducement analysis pursuant to the CEQA Guidelines Section 15126.2(e).

7.0 Significant Unavoidable Impacts/Significant Irreversible Environmental Changes: In accordance with the CEQA Guidelines Section 15126.2(c), this chapter identifies any significant unavoidable impacts of a project, including those impacts that can be mitigated, but not reduced to below a level of significance.

8.0 Project Alternatives: This chapter presents a reasonable range of alternatives to the project and includes the following:

- A discussion of the environmental impacts associated with each alternative,
- A comparison of the relative impacts of each alternative to those of the project,
- A discussion of the relationship of each alternative to the project's objectives, and
- Identification of the environmentally superior alternative.

9.0 Mitigation Monitoring and Reporting Program: Pursuant to CEQA Section 21081.6 this chapter includes a mitigation monitoring and reporting program which specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

10.0 Certification: This section contains a list of contributing city and consultant staff members, their titles and affiliations and makes a statement regarding the independent analysis and determinations made pursuant to the San Diego Land Development Code Section 128.0103

11.0 References: Lists documents and other information sources relied upon in the preparation of the PEIR and identifies the persons and organizations that contributed to the preparation of the PEIR.

Technical appendices, used as a basis for portions of the environmental analysis in the PEIR, have been summarized in the PEIR, and are included as attachments to the PEIR.

S.1 Project Overview

S.1.1 Blueprint SD Initiative

The Blueprint SD initiative includes a comprehensive amendment to the General Plan to better align the City of Villages Strategy to reflect the latest goals, policies, and plans for housing, environmental protection, and climate change adaptation and sustainable growth. The Blueprint SD Initiative would amend the General Plan to reflect an updated citywide land use framework designed around the 2050 regional transportation network to promote reductions in per capita GHG emissions and VMT. The Blueprint SD Initiative identifies complementary land use, transportation, and related policies to support future development according to the revised land use framework. The land use and policy amendments would build upon climate goals outlined in the CAP and Climate Resilient SD Plan.

The Blueprint SD Initiative land use framework is defined by the Village Climate Goal Propensity Map, which assigns village propensity values ranging from low to high (i.e., 1 through 14) throughout the City. Areas of the City with a medium to high village propensity value (i.e., 7 through 14) are areas where the City would support the redesignation of land uses to increase development capacity, supporting more homes and jobs. The City may support increases in development intensities in other areas of the City provided the overarching goals of the Blueprint SD Initiative would be achieved. Future land use changes would be implemented through future comprehensive community plan updates, specific plans, and/or focused community plan amendments. Future increases in development intensities would support higher density residential and mixed-use development, supporting more homes near transit, especially in areas that contribute to the reduction of per capita VMT and GHG emissions. By aligning housing production with planned transportation investments, the updated citywide land use strategy intends to address the CAP and mobility mode share goals by promoting opportunities to walk/roll, bike, and ride transit. . This updated growth framework would guide future land use changes as part of CPUs, specific plans, and FPAs.

The Blueprint SD Initiative identifies areas for future medium and high-density residential and mixed-use development to support increases in housing and jobs in the City. The Blueprint SD Initiative includes several components evaluated as part of this PEIR, including a comprehensive General Plan Refresh, future plan amendments including CPUs, specific plans, and/or FPAs to align opportunities for additional homes and mixed-use development consistent with the Climate Smart Village Areas in the Village Climate Goal Propensity Map, and future LDC updates. Each of these components is described below.

S.1.2 Hillcrest Focused Plan Amendment

The Hillcrest FPA proposes an amendment to the Uptown Community Plan to redesignate approximately 380 acres of the Hillcrest and Medical Complex neighborhoods with land uses that follow a similar pattern to the planned land uses from the 2016 Uptown CPU with increases to the planned residential density and non-residential development capacity. The amendment would provide the opportunity for additional homes in the Hillcrest FPA area and is intended to encourage active transportation and provide more opportunities for quality public spaces. By providing the opportunity for additional homes near the employment center of the Medical Complex neighborhood, in an area with access to high frequency public transit and coupled with mobility improvements, the Hillcrest FPA would encourage active transportation and reduce automobile trips for work commutes.

Adoption of the Hillcrest FPA would increase the residential unit capacity within the Hillcrest FPA area by approximately 17,218 units compared to the adopted Uptown Community Plan. Compared to the existing units within the Hillcrest FPA area, the Hillcrest FPA could add a total of approximately 29,635 units. Similarly, as detailed in Table 3-2, the Hillcrest FPA would increase the capacity for non-residential floor area by approximately 1,037,600 square feet. The capacity for office/commercial space would be reduced while capacity for institutional/medical space would increase. The Hillcrest FPA would provide capacity for an additional approximately 1,372,500 square feet of retail commercial space.

S.1.3 University Community Plan

The University CPU is a comprehensive update to the existing University Community Plan. The University CPU establishes an updated vision and objectives that aligns with the General Plan policies, including those proposed and amended by the Blueprint SD Initiative and City of Villages Strategy, as well as recently adopted policy direction from the Climate Action Plan (CAP), Parks Master Plan, and Climate Resilient SD. The University CPU also takes into consideration the Regional Plan. The University CPU updates the land use plan for the CPU area to help achieve the desired vision and objectives for the community. The University CPU identifies several guiding principles, plan goals and policies, and identifies procedures for plan implementation, as well.

S.2 PEIR Process

The Notice of Preparation (NOP) was circulated on July 19, 2021, and a scoping meeting was held virtually via Zoom on Thursday, August 5, 2021, from 12:00 PM to 2:00 PM. The NOP circulated for

analysis of the project, related letters received, and comments made during the scoping meeting are included as Appendix A of this PEIR. The Draft PEIR was circulated for public review for a period commencing on Thursday, March 14, 2024, through Monday, April 29, 2024. The Draft PEIR and all related appendices have been made available for public review and inspection during the Public Review Period at the City of San Diego's City Planning Department, located at 202 C Street, San Diego, CA 92101, and on the City's webpage at:

- <https://www.sandiego.gov/ceqa/draft>

Copies of the Notice of Availability of the Draft PEIR are also available at all City public library branches.

S.3 Areas of Controversy

Section 15123(b)(3) of the CEQA Guidelines requires that an environmental impact report address issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this PEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override the environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the project and achieve most of the basic project objectives.

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the PEIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. Public comments received during the NOP public review period addressed requests Climate Action Plan consistency and mode share targets, impacts related to tribal cultural and biological resources, concerns about impacts within the University CPU area, concerns regarding impacts to historic buildings, wildfire concerns, and the need for inclusionary and affordable housing.

S.4 Project Alternatives

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

Project alternatives are evaluated in further detail in Chapter 8, Alternatives. The evaluations analyze the ability of each alternative to further reduce or avoid the significant environmental effects of the

project. Each major issue area included in the impact analysis of this PEIR has been given consideration in the alternatives analysis. This PEIR evaluates four alternatives to the project: Alternative 1: No Project Alternative, Alternative 2: University Community Plan Update and Hillcrest Focused Plan Amendment High Density Alternative, Alternative 3: Blueprint SD Initiative Distributed Growth Alternative, and Alternative 4: Blueprint SD Initiative Reduced Density Alternative.

S.4.1 Alternative 1: No Project Alternative

The No Project Alternative would not, to the same extent as the project, plan for land uses that maximize the opportunity for housing near in areas that would support a shift in mode share toward more active transportation aligning with the City's Climate Action Plan goals and supporting planned SANDAG transportation investments. Although the No Project Alternative would allow for development consistent with existing community plans and zoning, this alternative would provide for increases in allowable residential and mixed-use development intensities within Climate Smart Village areas and would not support transit-oriented jobs and housing capacity needed to support long-term GHG reduction initiatives. This alternative would not assist with achieving the housing needed to meet the City's Regional Housing Needs Assessment (RHNA) targets to the same extent. Overall, the No Project Alternative would achieve the policy objectives of the City's CAP and City of Villages strategy to a lesser extent than the project.

S.4.2 Alternative 2: University Community Plan Update and Hillcrest Focused Plan Amendment High Density Alternative

The University CPU and Hillcrest FPA High Density Alternative is a land use alternative that would result in greater non-residential and residential development capacity within these two planning areas. The Blueprint SD Initiative would remain the same as in the project for this alternative. Compared to the University CPU's proposed increase in non-residential development capacity, this alternative would accommodate approximately six million more square feet of non-residential build-out capacity in the University CPU area. Similarly, residential capacity under this alternative would increase, accommodating up to an additional 26,000 new homes compared to the proposed University CPU. Under this alternative, the central core of the University community would include higher density ranges, allowing up to 290 dwelling units per acre within the highest intensity Urban Village designation. This alternative would seek to maximize density in proximity to the Executive Trolley Station, Nobel Trolley Station, and the University Towne Center Transit Center. Refer to Figure 8-1 for a depiction of the University component of this alternative.

Under this alternative, the Hillcrest FPA area would also be designated with higher intensity residential and commercial land use intensities. Refer to Figure 8-2 for a depiction of the proposed land uses that would apply within the Hillcrest FPA. This alternative would accommodate up to approximately 1,000 additional residential dwellings within the Hillcrest FPA. This alternative would include additional homes expanding further along University Avenue at 290 dwelling units per acre and in areas surrounding the central core within the Commercial Activity Boundary. This alternative

would seek to maximize density in proximity to the central core to create a walkable and dense environment.

S.4.3 Alternative 3: Blueprint SD Initiative Distributed Growth Alternative

Under this alternative, the General Plan Land Use and Community Planning Element Figure LU-1 would be amended to support growth within areas with a village propensity value of 4 and above (see Figure 3-1). Additional areas throughout the City would be targeted for residential and mixed-use growth, including areas with a lower propensity for alternative modes of transportation such as walking/rolling, biking, and transit. While this alternative would not implement a land use framework that accounts for the SANDAG Regional Plan transportation network and would not achieve CAP mode share goals to the same degree, the alternative would distribute density more broadly in the City, resulting in lower intensity development and reduced building heights within areas with a Village Climate Goal Propensity Value between 7 through 14. The same overall growth projections are assumed under this alternative, but they would be achieved in a more distributed manner. In other words, this alternative would plan for more growth in areas with a village propensity value of 4 through 6 and for lower development maximums within areas with a village propensity value of 7 through 14. Thus, under this alternative, residential and commercial development intensity would be more distributed throughout the City, rather than being focused within levels 7 through 14 where development would most effectively support shifts in mode share toward walking, transit, and bicycling. The University CPU and Hillcrest FPA would remain the same as in the proposed project in this alternative.

The Blueprint SD Initiative Distributed Growth Alternative would accommodate the same amount of growth as the project, but it would occur in a more distributed manner throughout the City. This alternative would not achieve the mode share goals of the CAP to the same degree as the project, and would result in reduced consistency with the General Plan and the CAP. This alternative would distribute growth more widely in areas of the City with less propensity for walking/rolling, bicycling and transit, this could conflict with various General Plan land use and mobility plans and policies that aim to support densification in areas that would achieve associated VMT efficiencies.

S.4.4 Blueprint SD Initiative Reduced Density Alternative

Under this alternative, the General Plan Land Use and Community Planning Element Figure LU-1 would be amended to reduce the overall density allowances within the Climate Smart Village Areas. Density would still be focused within areas with a village propensity value of 7 and above, but maximum density ranges would be reduced. This alternative would implement a land use framework consistent with the SANDAG Regional Plan transportation network, it would not achieve CAP mode share goals to the same degree, due to reduced densities that would be less supportive to expanded transit investments. This alternative would likely result in an overall lower scale of development including reduced building heights within areas with Climate Smart Village Areas. Overall growth projections assumed under this alternative would be reduced compared to the project.

S.5 Summary of Environmental Impacts and Significance Conclusions

Table ES-1 summarizes the conclusions of the environmental analysis of this PEIR. Impacts are identified as significant or less than significant. As detailed within Chapter 4.0, the project is designed to be self-mitigating to the extent feasible through application of existing regulations in addition to application of design features incorporated into the project.

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
4.1 Aesthetics		
<p>Issue 1</p> <p>Would the project have a substantial adverse effect on a scenic vista?</p>	<p>Implementation of the project is anticipated to result in areas of increased density, intensity, and building heights which could adversely affect scenic vistas from public viewing locations. The design of future development, including building mass, heights, and intensity, would be subject to the existing regulatory framework including urban design policies of the applicable Community Plan or FPA, City base zoning regulations and all applicable SDRs at the time the development is proposed, which would reduce potential impacts to scenic vistas. Additionally, the Blueprint SD Initiative, Hillcrest FPA, and University CPU provide a range of policies that address the relationship between development and scenic views. Adherence to these policies would further minimize potential impacts to scenic vistas. Nevertheless, at this programmatic level of review, and without project-specific development plans, impacts associated with scenic vistas and viewsheds would be significant.</p>	<p>Significant</p>
<p>Issue 2</p> <p>Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</p>	<p>Development associated with the project is not anticipated to substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway. However, future development could impact scenic views or vistas from a designated or eligible scenic highway in the City.</p> <p>As stated above, future development would not be visible from the designated scenic portion of SR-163 due to topography, and the majority of the designated portion of SR-52 is within the Mission Trails Open Space area. The Village Climate Goal Propensity Map does not identify potential Climate Smart Village Areas in proximity to the designated scenic portion of SR-52. However, the boundaries of future Climate Smart Village Areas could shift as the regional transportation network is updated, and future development could occur within the scenic viewshed of this scenic route. Currently eligible scenic routes could also be designated in the future and development per the Blueprint SD Initiative could be within the potential scenic viewshed of these scenic routes. Therefore, at this programmatic level of analysis without site-specific plans, impacts to scenic views or vistas from a state-designated highway would be significant.</p> <p>Although there are no designated state scenic highways in the Hillcrest FPA area and the University CPU area, there are eligible scenic routes (i.e., SR-163 from Ash Street to I-8 and SR-52 east of La Jolla to SR-67 near the City of Santee) in proximity to these areas which</p>	<p>Significant</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
	could be designated in the future. If these routes are officially designated in the future, future development in accordance with the Hillcrest FPA and University CPU could impact scenic resources that are visible from these scenic highways. Therefore, at this programmatic level of review without site-specific plans, impacts would be considered significant.	
<p>Issues 3 and 4</p> <p>Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point).</p> <p>Would the project conflict with applicable zoning and other regulations governing scenic quality?</p>	<p>Compliance with City's regulations, development standards, urban design policies, and any SDRs proposed as part of the project and as part of future CPUs, Specific Plans, and FPAs would ensure that development under the project would not substantially alter the existing visual character, quality of public views, or scenic quality of the project areas. Future projects that require discretionary review would undergo a project-specific environmental review at the appropriate future time which could identify additional project features and/or mitigation measures to address potential impacts. Nevertheless, at this programmatic level of review, and without project-specific development plans, impacts associated with visual character, quality of public views, and scenic quality would be significant.</p>	Significant
<p>Issue 5</p> <p>Would the project create a new source of substantial light, glare, or shade which would adversely affect the area?</p>	<p>Required compliance with the SDMC would ensure impacts relative to lighting and glare would be less than significant. Future development is anticipated to result in areas of increased density, intensity, and building heights which could create new sources of shade in the project areas. Impacts associated with shade would be significant.</p>	Significant
4.2 Air Quality		
<p>Issue 1</p> <p>Would the proposed project conflict with or obstruct the implementation of the applicable air quality plan?</p>	<p>Implementation of the University CPU and Hillcrest FPA would result in greater density; therefore, future emissions associated with buildout of the FPA and the CPU areas would be greater than future emissions associated with buildout of the adopted Community Plan land uses. Additionally, if land uses increase in other areas of the City as a result of implementation of the Village Climate Goal Propensity map, impacts of those future land use amendments would be significant. Thus, emissions of ozone precursors (VOC and NOx) would be greater than what is accounted for in the RAQs and impacts would be significant.</p>	Significant

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
<p>Issue 2</p> <p>Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?</p>	<p>The project includes planning level actions that do not propose any physical development at this time. Adoption of the Blueprint SD Initiative, the University CPU, Hillcrest FPA, future LDC amendments, CPUs, and plan amendments would not result in impacts related to air quality standards during construction or operation because they are not associated with any physical development. However, project implementation anticipates future development would occur consistent with adopted planning documents and LDC amendments. Future development projects would involve construction and operational emissions, which could exceed air quality standards. Therefore, at a program level of review impacts would be significant.</p>	<p>Significant after Mitigation</p>
<p>Issue 3</p> <p>Would the proposed project expose sensitive receptors to substantial pollutant concentrations?</p>	<p>Impacts associated with the exposure of sensitive receptors to carbon monoxide hot spots and toxic air emissions resulting from construction would be less than significant. Future development of residential land uses consistent with the Blueprint SD Initiative, the Hillcrest FPA, and University CPU would not be sources of stationary or mobile source TACs; therefore, impacts related to these land uses would be less than significant. However, future development of light industrial land uses or commercial land uses that involve stationary source emissions could result in significant impact to sensitive receptors. Additionally, future development within industrial designated areas within the University CPU area, in addition to other areas of the City where land uses such as heavy industrial, warehousing, and distribution could affect sensitive receptors due to mobile source diesel emissions, would result in a significant impacts to sensitive receptors due to mobile source TAC.</p>	<p>Significant after Mitigation</p>
<p>Issue 4</p> <p>Would the proposed project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?</p>	<p>Impacts associated with the exposure of sensitive receptors to substantial odors would be significant at a program level of review.</p>	<p>Significant after Mitigation</p>
<p>4.3 Biological Resources</p>		
<p>Issue 1</p> <p>Would the project have a substantial adverse effect, either directly or</p>	<p>Future development projects consistent with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU may the potential to impact sensitive plant and wildlife species either directly through the loss of habitat (including critical habitat) and/or direct take, or</p>	<p>Significant after Mitigation</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
<p>through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP, VPHCP, 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?</p>	<p>indirectly by placing development in or adjacent to sensitive habitat. Potential impacts to federal- or state listed species, MSCP Covered Species, Narrow Endemic Species, plant species with a CNPS Rare Plant Rank of 1 or 2, and wildlife species included on the CDFW's Special Animals List would be significant. Potential impacts to birds covered by the Migratory Bird Treaty Act would be avoided by adherence to the requirements of this law. However, at a program level of review it cannot be ensured that all impacts could be feasibly reduced to less than significant; therefore, impacts to sensitive species would be considered significant.</p>	
<p>Issue 2 Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p>	<p>Future development projects consistent with the Blueprint SD Initiative, the Hillcrest FPA , and the University CPU could potentially have an impact on sensitive upland (Tier I, Tier II, Tier IIIA, and Tier IIIB) habitat that is present within the project areas. Development per the Blueprint SD Initiative, Hillcrest FPA, and University CPU is anticipated to be focused within developed urban areas that have been previously disturbed and have existing commercial, industrial, residential, or employment uses; however, some project areas could support sensitive habitats. All future development including ministerial and discretionary projects would be reviewed for consistency with the City's ESL regulations and if any ESL is present, a discretionary Site Development Permit or Neighborhood Development Permit would be required including an environmental review process that requires analysis demonstrating compliance with the City's ESL Regulations, Biology Guidelines, MSCP SAP and VPHCP. Sensitive habitat in the project areas is concentrated in the MHPA, which are conservation lands with limited potential for disturbance as regulated by the City's ESL regulations, Biology Guidelines, MSCP SAP and VPHCP. However, development may occur within the MHPA subject to a Boundary Line Adjustment or BLC. Additionally, development may occur within non-MHPA sensitive habitats. At a program level of review, impacts to sensitive habitats would be considered significant.</p>	<p>Significant after Mitigation</p>
<p>Issue 3 Would the project have substantial adverse impact on wetlands</p>	<p>Future development projects consistent with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU could potentially have an impact on wetlands or other jurisdictional wetland areas that are present within the project areas. Wetlands impacts are regulated by the City in accordance with the City's Biology Guidelines, ESL Regulations, VPHCP, and</p>	<p>Significant after Mitigation</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
<p>(including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<p>MSCP SAP. Additionally, impacts to jurisdictional features would be subject to regulation by the U.S. Army Corps of Engineers in accordance with Section 404 of the CWA, the RWQCB in accordance with Section 401 of the CWA, the CDFW under Section 1600 of the California Fish and Game Code, as applicable. Although wetlands in the project areas are concentrated in the MHPA, including canyons, and creeks, since site-specific future development is unknown at this time, there is a potential that wetlands could be affected. Implementation of the City's ESL Regulations, Biology Guidelines, MSCP SAP, and VPCHP would ensure impact to wetlands would be avoided to the extent feasible and a wetland buffer provided around all wetlands as appropriate to protect the functions and values of the wetland (City of San Diego 2018). Implementation of the existing regulatory framework would reduce potential impacts to wetlands during project level reviews. However, at a program level of review without site-specific plans available for review, it cannot be ensured that all impacts to wetlands would be mitigated to a less than significant level. Thus, impacts to wetlands would be considered significant.</p>	
<p>Issue 4 Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	<p>Regional and local wildlife corridors are not located within the project areas due to their location within open space and MHPA lands. No Open Space land use designation would not be changed by the proposed plans. Future development projects consistent with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would undergo environmental review to determine potential impacts on wildlife corridors, and impacts would be mitigated in accordance with the City's ESL Regulations, Biology Guidelines, MSCP SAP and VPHCP. Due to the anticipated location of development being concentrated in already developed or urban areas combined with the City's regulatory framework that protects conservation areas and sensitive habitats, the project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP SAP, nor would the project impede the use of native wildlife nursery sites. Impacts would therefore be less than significant.</p>	<p>Significant after Mitigation</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
<p>Issue 5</p> <p>Would the project conflict with the provisions of the MSCP, VPHCP, other an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, such as introducing a land use within an area adjacent to the MHPA that would result in adverse edge effects or introduce invasive species of plants into a natural open space area?</p>	<p>Future development projects consistent with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would be subject to compliance with applicable current and future local, state, and federal policies, guidelines, directives, and regulations, including but not limited to, the state and federal ESA, the San Diego County MSCP, the City's ESL Regulations, Biology Guidelines, and the City's MSCP and VPHCP. Analysis related to consistency with conservation plans is included in Section 4.10.4. Revisions to the General Plan Conservation Element, Hillcrest FPA, and the University CPU, incorporate updated policies to support implementation of the City's MSCP SAP and VPHCP and include policies aimed at resource protection and preservation of the MHPA and open space. Future development within the project areas would be evaluated for compliance with the City's MSCP SAP, VPHCP, Biology Guidelines, ESL Regulations, in addition to applicable policies. Project specific requirements and necessary avoidance and mitigation measures would be determined at the project level. Adherence to the City regulatory framework would avoid future significant impacts. Therefore, the project would not result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP SAP area or in the surrounding region. Impacts would therefore be less than significant.</p>	<p>Significant after Mitigation</p>
<p>4.4 Cultural Resources</p>		
<p>Issue 1</p> <p>Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?</p>	<p>While the SDMC provides for the regulation and protection of designated and potential historical resources, ensuring mitigation is implemented to reduce impacts to the maximum extent practicable, at a program level of review it is not possible to ensure the successful preservation of all historic built environment resources, objects, and sites within the project areas. Thus, at a program level of review, potential impacts to historical resources would be considered significant.</p>	<p>Significant after Mitigation</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
<p>Issue 2</p> <p>Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?</p>	<p>While existing regulations and the SDMC would provide for the regulation and protection of archaeological resources, it is impossible to ensure the successful preservation of all archaeological resources. Therefore, potential impacts to archaeological resources would be considered significant.</p>	<p>Significant after Mitigation</p>
<p>Issue 3</p> <p>Would the project disturb any human remains, including those interred outside of dedicated cemeteries?</p>	<p>The California H&SC provides a process and requirements for the identification and repatriation of collections of human remains or cultural items. With implementation of local, state, and federal regulations, impacts to human remains would be less than significant.</p>	<p>Less than Significant</p>
4.5 Energy		
<p>Issue 1</p> <p>Would the project result in a potentially significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?</p>	<p>Construction of development facilitated by the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would not result in the use of excessive amounts of fuel or other forms of energy and impacts would be less than significant.</p> <p>Long-term implementation of the project would not create a land use pattern that would result in a wasteful, inefficient, or unnecessary use of energy as it would place development in areas with good access to transit and would encourage alternative transportation use. Impacts would be less than significant.</p> <p>Development facilitated by the implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during operations as new development would be required to meet the mandatory energy requirements of CALGreen and the Energy Code. Impacts would be less than significant.</p>	<p>Less than Significant</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
<p>Issue 2</p> <p>Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</p>	<p>Future projects would be subject to existing building and energy code regulations in place at the time they are implemented. Additionally, the Blueprint SD Initiative, Hillcrest FPA, and University CPU include robust policy frameworks which support the development of a sustainable and efficient land use pattern and mobility system, encourage sustainable design that is energy efficient, and promote renewable energy use. Development facilitated by the implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would not conflict with any state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.</p>	<p>Less than Significant</p>
<p>4.6 Geology and Soils</p>		
<p>Issue 1</p> <p>Would the project expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, or similar hazards?</p>	<p>Implementation of the project would not have direct or indirect significant environmental impacts to seismic hazards because future development would be required to comply with the SDMC and CBC. This regulatory framework includes a requirement for site-specific geotechnical investigations to identify potential geologic hazards or concerns that would need to be addressed during grading and/or construction of a specific development project. Adherence to the SDMC grading regulations and construction requirements and implementation of recommendations contained within required site-specific geotechnical studies would preclude significant impacts related to geologic hazards. Thus, impacts would be less than significant.</p>	<p>Less than Significant</p>
<p>Issue 2</p> <p>Would the project result in a substantial increase in wind or water erosion of soils, either on or off the site?</p>	<p>Implementation of the project would result in less than significant impacts related to soil erosion and loss of topsoil. SDMC regulations prohibit sediment and pollutants from leaving the worksite and require the property owner to implement and maintain temporary and permanent erosion, sedimentation, and water pollution control measures. Conformance to mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Thus, impacts would be less than significant.</p>	<p>Less than Significant</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
<p>Issue 3</p> <p>Would the project be located in 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?</p>	<p>Future development within the project areas would be required to be constructed in accordance with the SDMC and CBC and would be required to prepare a site-specific geotechnical report and implement any recommendations within the report. Thus, impacts related to landslides, lateral spreading, subsidence, liquefaction, or collapsible or expansive soils would be less than significant.</p>	<p>Less than Significant</p>
<p>Issue 4</p> <p>Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<p>Required compliance with SDMC Section 142.0151 would ensure paleontological monitoring is required during grading in accordance with the General Grading Guidelines for Paleontological Resources in the City's Land Development Manual. With implementation of these SDMC requirements during grading, impacts to paleontological resources and unique geologic features would be less than significant.</p>	<p>Less than Significant</p>
<p>4.7 Greenhouse Gases</p>		
<p>Issue 1</p> <p>Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</p>	<p>Future development under the project would not conflict with implementation of the CAP, as it would be consistent with the CAP's goal of focusing new development in areas that would allow residents, employees, and visitors to safely, conveniently, and enjoyably travel as a pedestrian, or by biking, or transit, such as in Transit Priority Areas, and areas of the City that support existing or planned transit. Therefore, the project is intended to support the City in achieving CAP goals, specifically mode share goals, by supporting and incentivizing future development within high village propensity areas to support development in areas that have a propensity for walking/rolling, bicycling and transit use, supporting citywide VMT efficiency. The project would support the City in obtaining citywide GHG emissions reduction targets under the CAP. Impacts related to GHG emissions would be less than significant.</p>	<p>Less than Significant</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
<p>Issue 2</p> <p>Would the project conflict with the City's Climate Action Plan or another applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p>	<p>Future development under the project would be consistent with state plans, SANDAG's Regional Plan, the City's General Plan, and the City's CAP. Impacts associated with applicable GHG emission reduction plans would be less than significant.</p>	<p>Less than Significant</p>
<p>4.8 Hazards and Hazardous Materials</p>		
<p>Issue 1</p> <p>Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	<p>Although future development and construction activities associated with development contemplated by the project could involve the transport, use, or disposal of hazardous materials, compliance with applicable federal, state, and local regulations would ensure that regulated hazardous materials are handled and disposed of properly. Operation of future development could use small amounts of hazardous materials for cleaning and maintenance; however, hazardous materials and waste would be managed and used in accordance with all applicable federal, state, and local laws and regulations, which would ensure that no hazards would result during long-term operation of the project. The project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.</p>	<p>Less than Significant</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
<p>Issue 3</p> <p>Would the project result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?</p>	<p>The project would not, on its own accord, increase the likelihood that hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste would occur near schools compared to baseline conditions. Future development implemented in accordance with the project would be subject to applicable regulations and industry and code standards and requirements related to hazardous emissions and the handling of hazardous materials, including as they relate to proximity to schools. For any new schools that could be constructed within 0.25 mile of a facility that emits hazardous emissions or handles hazardous or acutely hazardous materials, substances, or waste, the school district or private school entities would be responsible for planning, siting, building, and operating the schools. It would be the responsibility of the school district to perform an in-depth analysis of any potential hazards at the project level. Additionally, pursuant to Public Resources Code Section 21151.4, an EIR shall not be certified nor shall an ND be approved for any project involving the construction or alteration of a facility that emits hazardous emissions or handles extremely hazardous substances within a quarter mile of a school unless the lead agency preparing the EIR or ND has consulted with the school district having jurisdiction over the school, and the school district has been given written notification of the project at least 30 days prior to the proposed certification of the EIR or approval of the ND. Therefore, impacts to schools from hazardous materials or handling hazardous or acutely hazardous materials, substances, or waste would be less than significant.</p>	<p>Less than Significant</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
<p>Issues 2 and 4</p> <p>Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p> <p>Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment?</p>	<p>In accordance with City, state, and federal requirements, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted to occur at a contaminated site until a “no further action” clearance letter from the County’s DEHQ, or a similar determination is issued by the SDFD, DTSC, RWQCB, or other responsible agency. Therefore, impacts related to hazardous materials sites would be less than significant.</p>	<p>Less than Significant</p>
<p>Issue 5</p> <p>Would the project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<p>The project does not include any goals or objectives that would interfere or diminish the capacity of existing programs and facilities to provide effective emergency response or allow for sufficient emergency evacuation in the project areas. Existing City policies are in place supporting effective emergency evacuation. Additionally, future development under the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would be primarily located within areas proximate to major transportation corridors that serve as emergency evacuation routes. Impacts related to emergency response associated with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would be less than significant.</p>	<p>Less than Significant</p>
<p>4.9 Hydrology</p>		
<p>Issue 1</p> <p>Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable</p>	<p>New development occurring within the project areas would be required to implement onsite LID BMPs into the design of future projects within the project areas to address the potential for transport of pollutants of concern through either detention/retention or infiltration, consistent with the requirements of the MS4 Permit issued by the San Diego RWQCB, and the City’s Stormwater Standards Manual and Drainage Design Manual. Implementation of LID BMP design elements would reduce the amount of pollutants transported from the project areas to receiving waters. Thus, through compliance with the</p>	<p>Less than Significant</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
groundwater management of the basin?	existing regulatory framework addressing protection of water quality, impacts would be less than significant.	
<p>Issue 2</p> <p>Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p> <ul style="list-style-type: none"> a) Result in substantial erosion or siltation on- or off-site? b) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite? c) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? d) Impede or redirect flood flows? 	<p>Future projects would be required to comply with the City's drainage and floodplain regulations in the SDMC and would be required to adhere to the City's Drainage Design Manual, ESL Regulations protecting floodplains, FEMA standards, and the City's Stormwater Standards Manual which would ensure development is designed to avoid drainage impacts due to erosion and siltation, surface run-off, stormwater drainage systems, and flood flows; therefore, impacts would be less than significant.</p>	<p>Less than Significant</p>
<p>Issue 3</p> <p>Would the project, in flood hazard, tsunami, or seiche zones, risk release</p>	<p>Impacts related to pollutant release resulting from inundation within the project areas are anticipated to be less than significant for most areas due to required compliance with applicable SDMC and FEMA regulations that require protection from flooding. Future development would be required to conform to the City's Flood Mitigation Plan and the</p>	<p>Significant</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
of pollutants due to project inundation?	SDMC for Development Regulations for SFHAs (Section 143.0145 and 143.0146) which would ensure flood hazards and the corresponding risk of release of pollutants due to inundation are minimized. However, due to portions of the Climate Smart Village Areas being located within the Mission Valley Community Plan area which is designated Zone X with a PAL note, impacts related to development behind the PAL area are considered significant due to the level of uncertainty regarding this potential flooding impact. Within the University CPU area, while there are no PALs, there are areas subject to existing flooding; therefore, at a program level of review impacts related to flooding in University CPU and Blueprint SD Initiative project areas are considered significant. Impacts related to flooding in the Hillcrest FPA area would be less than significant due to no flood hazard zones being present.	
4.10 Land Use and Planning		
Issue 1 Would the project physically divide an established community?	Overall policy changes related to mobility are intended to support community accessibility and connectivity by all. Implementation of the proposed planning and policy framework defined by the Blueprint SD Initiative, the University CPU, and the Hillcrest FPA, would avoid physical division of community. Impacts would be less than significant.	Less than Significant
Issue 2 Would the project cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Implementation of Blueprint SD Initiative, the University CPU, and the Hillcrest FPA would be consistent with the City's overarching policy and regulatory documents including the General Plan and SDMC. Additionally, updates to mobility policies would help achieve consistency with the Regional Plan. The Blueprint SD Initiative, the University CPU, and the Hillcrest FPA would be consistent with applicable environmental goals, objectives, or guidelines of the SANDAG Regional Plan, the General Plan and General Plan Noise Element, Environmentally Sensitive Lands Regulations, California Coastal Act, the MSCP SAP, the VPHCP, CAP, HRR, ALUCPs, and affordable housing regulations. Therefore, impacts would be less than significant.	Less than Significant
Issue 3 Would the project require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?	As the proposed actions are planning and policy level actions, no deviations or variances are proposed. However, future development consistent with the proposed plans may propose deviations or variances. If findings cannot be supported by the City, the deviation or variance would not be approved. Similarly, the City may approve waivers and/or incentives under the Affordable Housing Regulations. Therefore, with application of the City's LDC that require specified findings to be made prior to approval of any deviation or	Less than Significant

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
	variance, impacts resulting from deviations or variances associated with future development anticipated by the project would be less than significant.	
4.11 Noise		
<p>Issue 1</p> <p>Would the project generate 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?</p>	<p>a. Construction Noise</p> <p>Construction activities related to implementation of the project would potentially generate short-term noise levels in excess of 75 dB(A) L_{eq} at adjacent properties. While the City regulates noise associated with construction equipment and activities through enforcement of its Noise Abatement and Control Ordinance, it is possible that some construction activities could exceed 75 dB(A) L_{eq}. Therefore, impacts associated with construction noise would remain potentially significant.</p> <p>b. Non-Transportation Noise Increases</p> <p>The project areas would contain residential and commercial interfaces. Other land use interfaces may be present throughout the project areas including residential near industrial uses. Mixed-use areas where residential uses are located in proximity to commercial sites could expose sensitive receptors to noise above allowable levels. While it is not anticipated that stationary sources associated with multi-family residential land uses located within the project areas would result in noise exceeding property line limits, at a programmatic level of review it cannot be ensured that all development would be able to meet property line noise limitations. The City's Noise Ordinance property line standards would apply to all future development consistent with the Blueprint SD Initiative, University CPU, and Hillcrest FPA. Although enforcement mechanisms for the violation of noise regulations in the Noise Abatement and Control Ordinance would provide for the correction of potential noise exceedances, impacts would remain potentially significant.</p> <p>c. Traffic-Related Noise</p> <p>Future development within the project areas could result in increases in transportation noise and could have the potential to increase the exposure of sensitive land uses to traffic noise. Implementation of the project would introduce a greater intensity of mixed-use and multi-family development that would generate traffic that would add to existing traffic noise levels. Because implementation of the project would result in a substantial increase</p>	<p>a. Construction Noise</p> <p>Significant after Mitigation</p> <p>b. Non-Transportation Noise Increases</p> <p>Significant after Mitigation</p> <p>c. Traffic-Related Noise</p> <p>Significant</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
	in ambient noise due to traffic, increases in ambient noise levels due to project related traffic would be significant.	
<p>Issue 2</p> <p>Would the project generate excessive groundborne vibration or groundborne noise levels?</p>	<p>Potential groundborne vibration impacts related to railroad and stationary sources would be less than significant; however, implementation of the Blueprint SD Initiative, Hillcrest FPA and University CPU would have the potential to result in groundborne vibration impacts related to construction if pile driving is proposed within close proximity of structures. As shown in Table 4.11-2, vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the FTA criteria for architectural damage (e.g., 0.12 PPV for fragile or historical resources, 0.2 PPV for non-engineered timber and masonry buildings, and 0.3 PPV for engineered concrete and masonry). Although specific construction techniques are not known at this program level of review, there is a potential for pile driving to be proposed within the FTA screening distances, resulting in a significant impact.</p>	<p>Significant after Mitigation</p>
4.12 Public Services		
<p>Issue 1</p> <p>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire protection, police protection, schools, and libraries?</p>	<p>Blueprint SD Initiative</p> <p>Implementation of the Blueprint SD Initiative could result in the need for additional fire-rescue, police, school, and library facilities. As the location and need for potential future facilities cannot be determined at a program level of review, it is unknown what specific impacts, and the extent of these impacts may occur associated with the future construction and operation of such facilities. Future public services facilities projects would require a separate environmental review and compliance with regulations in existence at the time would reduce potential environmental impacts related to the construction and operation of these public services facilities. However, as it cannot be ensured that all impacts associated with the construction and operation of potential future public services facilities would be mitigated to less than significant, impacts would be significant.</p> <p>Hillcrest Focused Plan Amendment</p> <p>Implementation of the Hillcrest FPA could result in the need for additional fire-rescue, police, school, and library facilities. As the location and need for potential future facilities cannot be determined at the program level of review, it is unknown what specific</p>	<p>Blueprint SD Initiative</p> <p>Significant</p> <p>Hillcrest Focused Plan Amendment</p> <p>Significant</p> <p>University Community Plan Update</p> <p>Significant</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
	<p>impacts, and the extent of these impacts may occur associated with the future construction and operation of such facilities. Future public services facilities projects would require a separate environmental review and compliance with regulations in existence at the time would reduce potential environmental impacts related to the construction and operation of these public services facilities. However, as it cannot be ensured that all impacts associated with the construction and operation of potential future public services facilities would be mitigated to less than significant, impacts would be significant.</p> <p>University Community Plan Update</p> <p>Implementation of the University CPU could result in the need for additional fire-rescue, police, school, and library facilities. As the location and need for potential future facilities cannot be determined at this time, it is unknown what specific impacts, and the extent of these impacts may occur associated with the future construction and operation of such facilities. Future public services facilities projects would require a separate environmental review and compliance with regulations in existence at the time would reduce potential environmental impacts related to the construction and operation of these public services facilities. However, as it cannot be ensured that all impacts associated with the construction and operation of potential future public services facilities would be mitigated to a less than significant level, impacts would be significant.</p>	
4.13 Recreation		
<p>Issue 1</p> <p>Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</p>	<p>Blueprint SD Initiative</p> <p>Implementation of the Blueprint SD Initiative could result in an increase in the use of existing neighborhood and regional parks and other recreational facilities which could result in the deterioration of these facilities. The Blueprint SD Initiative includes a policy framework which supports the maintenance and provision of new recreational facilities. Additionally, future CPUs, Specific Plans, and FPAs that are implemented in accordance with the Blueprint SD Initiative could identify potential recreational opportunities and provide regulations and policies which support and facilitate the development of recreational facilities. While the development of future recreational amenities under the project could offset the potential increased use of existing recreational facilities, it is unknown where these future improvements would be located, the specific impacts and</p>	<p>Blueprint SD Initiative</p> <p>Significant</p> <p>Hillcrest Focused Plan Amendment</p> <p>Significant</p> <p>University Community Plan Update</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
	<p>the extent of impacts that could result from providing these facilities, and to what extent these future facilities will be able to accommodate increases in demand for recreational facilities. Thus, as it cannot be ensured that all future impacts would be mitigated to a less than significant level, impacts would be significant.</p> <p>Hillcrest Focused Plan Amendment</p> <p>Implementation of the Hillcrest FPA could result in an increase in the use of existing neighborhood and regional parks or other recreational facilities. While the development of the planned pocket park, as well as future recreational amenities supported by the project could offset the potential increased use of existing recreational facilities, it is unknown where these future improvements would be located, the specific impacts and the extent of impacts that could result from providing these facilities, and to what extent these future facilities will be able to accommodate increases in demand for recreational facilities. Thus, as it cannot be ensured that all impacts would be mitigated to a less than significant level, impacts would be significant.</p> <p>University Community Plan Update</p> <p>Implementation of the University CPU could result in an increase in the use of existing neighborhood and regional parks or other recreational facilities. While the development of the recreational facilities identified by the University CPU could offset the potential increased use of existing recreational facilities, it is unknown where these future improvements would be located, what specific impacts and the extent of impacts could result from providing these facilities, and to what extent these future facilities will be able to accommodate increases in demand for recreational facilities. Thus, as it cannot be ensured that all impacts would be mitigated to a less than significant level, impacts would be significant.</p>	Significant
<p>Issue 2</p> <p>Would the project include recreational facilities or require the construction or expansion of recreational facilities which would</p>	<p>Blueprint SD Initiative</p> <p>Implementation of the Blueprint SD Initiative could require the construction and/or expansion of parks and recreational facilities. While compliance with the regulations in existence at that time would address potential environmental impacts related to the construction and operation of future recreational facilities, it is unknown where specific future developments would be located and what the specific environmental impacts and</p>	<p>Blueprint SD Initiative</p> <p>Significant</p> <p>Hillcrest Focused Plan Amendment</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
<p>have an adverse physical effect on the environment?</p>	<p>extent of impacts may be associated with providing these facilities. As it cannot be ensured that all impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts would be significant.</p> <p>Hillcrest Focused Plan Amendment</p> <p>Implementation of the Hillcrest FPA could require the construction and/or expansion of parks and recreational facilities in the Hillcrest FPA area. While compliance with the regulations in existence at that time projects are proposed would address potential environmental impacts related to the construction and operation of future recreational facilities, it is unknown where specific future developments would be located and what the specific environmental impacts and extent of impacts may be associated with providing these facilities. As it cannot be ensured that all impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts would be significant.</p> <p>University Community Plan Update</p> <p>Implementation of the University CPU could require the construction and/or expansion of parks and recreational facilities in the University CPU area. While compliance with the regulations in existence at that time would address potential environmental impacts related to the construction and operation of future recreational facilities, it is unknown where specific future developments would be located and what the specific environmental impacts and extent of impacts may be associated with providing these facilities. As it cannot be ensured that all impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts would be significant.</p>	<p>Significant</p> <p>University Community Plan Update</p> <p>Significant</p>
4.14 Transportation		
<p>Issue 1</p> <p>Would the project conflict with an adopted program, plan, ordinance, or policy addressing the transportation</p>	<p>Overall, the project would support improved pedestrian, bicycle and transit facilities and foster increased safety for all alternative modes by facilitating higher density development within areas closer to existing and planned transit. Additionally, the project provides policies that support improvements to pedestrian, bicycle, transit, and roadway facilities while reducing per capita VMT and increasing alternative mode share. Thus, the project</p>	<p>Less than Significant</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
system, including transit, roadways, bicycle and pedestrian facilities?	would not conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities, and impacts would be less than significant.	
<p>Issue 2</p> <p>Would the project result in vehicle miles traveled (VMT) exceeding thresholds identified in the City of San Diego Transportation Study Manual?</p>	<p>The project would have a significant VMT impact at the program level due to residential, employment, and retail VMT exceeding 85 percent of the regional mean. Although the model results show that VMT per capita (residents) for the Blueprint SD Initiative, University CPU, and Hillcrest FPA, and VMT per employee (employment) for the Blueprint SD Initiative and Hillcrest FPA would fall below the City's significance thresholds, these model results assume full implementation of the SANDAG Regional Plan transportation investments, which cannot be ensured. For the University CPU, even assuming implementation of the SANDAG Regional Plan transportation investments, VMT per employee would be 85.3 percent of the regional mean, resulting in a significant VMT per employee impact under the University CPU. Overall, due to the fact that completion of all the SANDAG Regional Plan transportation investments cannot be ensured and future project-specific review is required for consistency with the City's TSM, at a program level of review, residential and employment VMT impacts would be significant; however, retail VMT impacts under the Hillcrest FPA would be less than significant.</p>	Significant after Mitigation
<p>Issue 3</p> <p>Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<p>Any proposed improvements to roadways or amenities such as bicycle facilities would undergo review and approval by the City Engineer. Adherence to City standards, including the City's Street Design Manual, would ensure that a substantial increase in hazards or incompatible uses would not occur as a result of the proposed project. The proposed project does not include any requirements that would result in a substantial increase in hazards due to design features or incompatible uses. Impacts would be less than significant.</p>	Less than Significant
<p>Issue 4</p> <p>Would the project result in inadequate emergency access?</p>	<p>The major interstate system, local highways, and prime arterials in the City serve as emergency evacuation routes throughout the City. The University CPU area has a number of transportation corridors that can serve as emergency evacuation routes including I-5, I-805, SR-52, which are accessible from Regents Road, Genessee Avenue, Governor Drive, Nobel Drive, Gillman Drive/La Jolla Colony Drive, and Sorrento Valley Road. Within the Hillcrest FPA area, access to I-5 via University Avenue and Washington Street, access to SR-</p>	Less than Significant

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
	<p>163 from University Avenue, Washington Street and Robinson Avenue, and access to I-805 to the east via University Avenue or El Cajon Boulevard provide substantial evacuation routes in the event of an emergency. Future development in accordance with the project would be required to comply with all applicable City codes related to emergency access, including the City's Fire Code and the SDMC, would be reviewed for consistency with policies related to emergency access, and would be forwarded to the City Fire Marshall to ensure adequate emergency access. Through implementation of project specific requirements for roadway improvements consistent with the Fire Code, TSM, and the SDMC, and adherence to City policies and regulations, impacts associated with emergency access would be less than significant.</p>	
4.15 Tribal Cultural Resources		
<p>Issue 1</p> <p>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, or 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:</p> <ul style="list-style-type: none"> a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k), or b. A resource determined by the lead agency, in its discretion and 	<p>While compliance with existing regulations including the City's Historical Resources Regulations, Historical Resources Guidelines, and tribal consultation requirements, and implementation of applicable General Plan and Community Plan policies would provide for the protection of tribal cultural resources and would minimize potential impacts, it is not possible to ensure the successful preservation of all tribal cultural resources at a program level of review. Therefore, potential impacts to tribal cultural resources would be significant.</p>	<p>Significant after Mitigation</p>

**Table ES-1
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Issue Topic	Results of Impact Analysis	Impact Conclusion
<p>supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe</p>		
4.16 Utilities and Service Systems		
<p>Issue 1 Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?</p>	<p>Mandatory compliance with City standards for the design, construction, and operation of storm water, water distribution, wastewater, electric power, natural gas, and communications systems infrastructure would likely minimize significant environmental impacts associated with the future construction of and/or improvements to utility infrastructure. At a project level of review, future development would consider the physical impacts of utility improvements and physical impacts would be minimized through required compliance with the City's ESL Regulations, Historical Resources Regulations, and other applicable LDC requirements. However, at this programmatic level of review and without the benefit of project-specific development plans, impacts associated with the construction of storm water, water distribution, wastewater, electric power, natural gas, and communication systems would be significant.</p>	<p>Significant</p>
<p>Issue 2 Would the project have sufficient water supplies available to serve the project and reasonably foreseeable</p>	<p>Impacts related to implementation of the Blueprint SD Initiative would be less than significant because this planning initiative plans for anticipated growth by focusing development within Climate Smart Village Area, prioritizing higher density multi-family and mixed-use development which is more water efficient than single family land uses. At the time specific land use changes are proposed, WSAs would be prepared to evaluate and document the availability of water supply over the planning horizon. Providing WSA</p>	<p>Less than Significant</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
<p>future development during normal, dry, and multiple dry years?</p>	<p>projections based on build-out assumptions for the Blueprint SD Initiative would be speculative at this time as the land use changes have not occurred and water demand assumptions are based on more refined analysis of actual growth projections. As discussed under Issue 2, the water use assumptions for the Hillcrest FPA and University CPU are based on annual growth assumptions to provide a reasonable estimate of actual water demand. According to WSAs prepared for the University CPU and Hillcrest FPA, there would be adequate water supply in a normal, single-dry year, and multiple-dry year (20-year) period, to meet the estimated water demands within these communities through 2045, the water supply planning horizon. Therefore, water supply impacts related to the project would be less than significant.</p>	
<p>Issue 3 Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</p>	<p>No new sewer collection or wastewater treatment facilities are proposed in conjunction with the proposed project. However, implementation of the Blueprint SD Initiative, the University CPU, and the Hillcrest FPA would allow for increased intensity of development that could increase demand on public sewer systems.</p> <p>As site-specific information regarding future demand and available wastewater capacity to serve development anticipated by the proposed project is not known at a program level of review, impacts would be significant.</p> <p>Mandatory compliance with the SDMC regulations, the City's Sewer Design Guidelines, and PUD's Capital Improvement Program Guidelines and Standards would ensure future development is required to demonstrate adequate wastewater facilities and capacity is available to serve the project, or that appropriate infrastructure improvements are constructed concurrent with development to ensure adequate capacity. However, at this programmatic level of review and without project-specific development plans, potential impacts associated with increased demand on sewer infrastructure and wastewater capacity would be significant.</p>	<p>Significant</p>
<p>Issue 4 Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or</p>	<p>Future development within the project areas would generate solid waste through demolition/construction and ongoing operations, which would increase the amount of solid waste generated within the region. However, future projects would be required to comply with City regulations regarding solid waste that are intended to divert solid waste from the Miramar Landfill to preserve capacity. Compliance with existing regulations</p>	<p>Less than Significant</p>

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Issue Topic	Results of Impact Analysis	Impact Conclusion
otherwise impair the attainment of solid waste reduction goals?	requiring waste diversion would help preserve solid waste capacity. Therefore, impacts associated with solid waste would be less than significant.	
4.17 Water Quality		
<p>Issue 1</p> <p>Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</p>	<p>Future development that may occur due to implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would have the potential to result in urban runoff and associated pollutant discharges. As future development occurs, applicable regulatory requirements would be triggered that would require the retention and/or treatment of stormwater through the implementation of BMPs. NPDES permit requirements would require future development to demonstrate how pollutants would be treated to prevent discharge into receiving waters. Additionally, the MS4 Permit requires development of WQIPs, administered through the Regional Water Quality Control Board and implemented by the City as a co-permittee, which would guide future development towards achieving improved water quality.</p> <p>New development occurring within the project areas would be required to implement LID BMPs into the design of future projects within the project areas to address the potential for transport of pollutants of concern through either retention or filtration, consistent with the requirements of the MS4 Permit for the San Diego region and the City's Stormwater Standards Manual. Implementation of LID BMP design and stormwater construction BMPs, as identified in the SWPP or WPCP, would reduce the amount of pollutants transported from the project areas to receiving waters. Future development projects implemented under the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would also be subject to existing stormwater regulations in place at the time projects are implemented. Thus, through compliance with the existing regulatory framework addressing protection of water quality, impacts would be less than significant.</p>	Less than Significant
<p>Issue 2</p> <p>Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</p>	<p>Future development that could result due to implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would be required to comply with applicable WQIPs and the Water Quality Control Plan for the San Diego Basin which includes the groundwater management plan and BMPs to be implemented at the project level. Additionally, all development in the City is subject to the drainage regulations contained in the SDMC Chapter 14, Article 2, Division 2, Stormwater Runoff and Drainage Regulations, which require that all development be conducted to prevent erosion and stop sediment</p>	Less than Significant

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
	and pollutants from leaving the property to the maximum extent practicable. Thus, impacts would be less than significant.	
4.18 Wildfire		
<p>Issue 1</p> <p>Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</p>	<p>Implementation of Blueprint SD Initiative, the Hillcrest FPA, and the University CPU are planning level actions that anticipate both future development and future planning level actions that may result in an increase in development intensities including the number of residents located within areas having wildfire risk. The increase in the number of residents located within areas at risk of wildland fires could increase the exposure of people and structures to wildfires and impacts would be significant.</p>	<p>Significant after Mitigation</p>
<p>Issue 2</p> <p>Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?</p>	<p>Build-out of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would result in higher intensity development within the City, primarily located within Climate Smart Village areas. As growth occurs, it would be focused within urban settings, in areas with an established transportation network. Throughout the City and beyond, there are generally adequate emergency evacuation routes through the major interstate system, local highways, and prime arterials within San Diego County. As growth occurs, the City's would continue to implement its Emergency Operations Plan, SDPD Policy and Procedures, Operational Area Emergency Plan, and the California Master Mutual Aid Agreement to address emergency evacuation. Further, ad future development is implemented in accordance with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU, application of the City's existing fire code would prohibit any future development from exacerbating any existing constraint related to development on a dead-end road as specified in SDMC Section 511.8201(f)(5)(2). Based on the foregoing information, impacts related to emergency evacuation would be less than significant.</p>	<p>Less than Significant</p>
<p>Issue 3</p> <p>Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a</p>	<p>Future development that would occur under the project would be required to comply with the City's Fire Code, Building Regulations, and Brush Management Regulations to ensure that wildfire risks are not exacerbated. While it is not anticipated that future development would exacerbate wildfire risk, residents may be exposed to pollutant concentrations associated with wildfire and/or the uncontrolled spread of a wildfire. In the absence of project-specific information to evaluate site conditions such as slope and prevailing winds, it is not possible to conclude that the project along with all future development and actions anticipated under the project would not exacerbate wildfire risks. Therefore, at a program</p>	<p>Significant after Mitigation</p>

**Table ES-1
Summary of Environmental Impacts**

Issue Topic	Results of Impact Analysis	Impact Conclusion
wildfire or the uncontrolled spread of a wildfire?	level of review, impacts related to exacerbation of wildfire risks resulting in exposure of project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire would be significant.	
<p>Issue 4</p> <p>Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or result in temporary or ongoing impacts on the environment?</p>	<p>There are some areas within the project areas that may have existing infrastructure deficiencies and may require capacity improvements to serve future projects implemented under the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU. Given that future specific development projects are unknown at this time, physical impacts associated with installation of and/or improvements to utilities infrastructure would be significant. Future utility and infrastructure improvements would be required to comply with all applicable City standards; thus, these improvements are not likely to exacerbate fire risk. However, at this programmatic level of review, potential temporary or ongoing impacts to the environment due to the installation or maintenance of infrastructure would be significant.</p>	Significant after Mitigation
<p>Issue 5</p> <p>Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</p>	<p>While the project areas could be subject to risks associated with downstream flooding or landslides, the existing regulatory framework related to flooding and geologic hazards would minimize potential risks. Although individual developments would typically be able to avoid impacts associated with exposure of people or structures to risk resulting from runoff, post-fire slope instability or drainage changes through required compliance with City regulations, at a program level of review the significance of impacts cannot be determined. At the time of individual developments, evaluation of site-specific conditions would be required. Therefore, in the absence of project-specific information to inform a detailed analysis, impacts related to exposure of people and/or structures to significant risks because of runoff, post-fire slope instability or drainage changes would be significant.</p>	Significant after Mitigation

Chapter 1.0

Introduction

This Program Environmental Impact Report (PEIR) has been prepared by the City of San Diego (City) in accordance with the California Environmental Quality Act (CEQA) Statute and Guidelines (Public Resources Code, Section 21000 et seq. and the California Code of Regulations, Title 14, Section 15000, et seq.), in accordance with the City's Environmental Impact Report Guidelines (City of San Diego 2005) and in accordance with the City's CEQA Significance Determination Thresholds (City of San Diego 2022). Collectively referred to as the "project," the following project components were analyzed in this PEIR:

- The "Blueprint SD Initiative," which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the "Hillcrest FPA"), which includes rezones, amendments to the City's Land Development Code (LDC), and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the "University CPU," which includes rezones, amendments to the LDC, and associated discretionary actions.

The Blueprint SD Initiative includes a comprehensive amendment to the General Plan (also referred to as the "General Plan Refresh") to better align the City of Villages strategy to reflect the City's latest goals, policies, and plans for housing, environmental protection and climate change adaptation, and sustainable growth. The Blueprint SD Initiative would amend the General Plan to reflect an updated citywide land use framework designed around the 2050 regional transportation network in the San Diego Association of Governments' Regional Plan and is intended to promote reductions in per capita greenhouse gas emissions and vehicle miles traveled. The Blueprint SD Initiative identifies complementary land use, transportation, and related policies to further support opportunities for future development according to the revised land use framework and, ultimately, builds upon the City's climate goals as outlined in the Climate Action Plan and Climate Resilient SD Plan. The General Plan Refresh also replaces the 2008 General Plan Figure LU-1: Village Propensity Map with an updated Village Climate Goal Propensity Map that identifies areas for the prioritization of future homes and jobs. This map incorporates the 2050 regional transportation network from the San Diego Association of Governments' Regional Plan and forms the basis for defining where future growth is anticipated throughout the City in addition to the anticipated intensity of development. Future CPUs, Specific Plans, and FPAs, as well as projects and future amendments to the LDC will be reviewed for consistency with the proposed General Plan policy framework and would be evaluated in the context of this PEIR.

The project also includes adoption of the Hillcrest FPA and the University CPU. The Hillcrest FPA proposes an amendment to the Uptown Community Plan to redesignate approximately 380 acres of the Hillcrest and Medical Complex Neighborhoods with land uses that follow a similar pattern to the

planned land uses from the 2016 Uptown Community Plan update with increases to the planned residential density and non-residential development capacity. The Hillcrest FPA will provide the opportunity for additional homes in the Hillcrest FPA area and is intended to encourage active transportation and provide more opportunities for quality public spaces.

The University CPU is a comprehensive update to the existing University Community Plan. The University CPU establishes an updated long-range, comprehensive policy framework and vision for growth and development in the University community that aligns with the General Plan. The University CPU updates the land use plan and mobility network for the University CPU area, which will guide future development in the community and provides policy guidance on vision and land use; urban design; mobility; parks and recreation; conservation and open space; historic preservation; public facilities, services, and safety; and implementation.

1.1 Purpose of the PEIR

In accordance with CEQA Guidelines Section 15121, the purpose of this PEIR is to provide public agency decision-makers and members of the public with general information about the potential significant environmental effects of the project, possible ways to minimize its significant effects, and reasonable alternatives that would reduce or avoid any identified significant effects. The PEIR includes recommended mitigation measures, which, when implemented, would lessen project impacts and provide the City, the lead agency as defined in Article 4 of the CEQA Guidelines (Sections 15050 through 15051), with ways to substantially lessen or avoid the significant effects of the project on the environment, whenever feasible. Alternatives to the project are presented to evaluate alternative land use scenarios, policies, and/or regulations that would further reduce or avoid significant impacts associated with the project.

1.2 Type of EIR

This document is a PEIR, as defined in Section 15168 of the CEQA Guidelines. A PEIR is prepared for a series of actions that are characterized as one large project through reasons of geography; as logical parts in the chain of contemplated actions; in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or where individual activities will occur under the same regulatory process and having generally similar environmental impacts that can be mitigated in similar ways. Therefore, this PEIR is appropriate because the project would result in the adoption of future CPUs, Specific Plans, and/or FPAs that are consistent with the General Plan. The project would also result in the future development of land uses consistent with the General Plan's Village Climate Goal Propensity Map, the Hillcrest FPA, and the University CPU. These future actions would be considered in light of this PEIR and would be evaluated for consistency with the land use policy framework evaluated throughout this document.

In accordance with CEQA Guidelines Section 15168, a PEIR may serve as the Environmental Impact Report (EIR) for subsequent activities or implementing actions, provided it contemplates and adequately analyzes the potential environmental impacts of those subsequent projects. If, in examining future actions for development within the project areas, the City finds no new effects could occur or no new mitigation measures would be required other than those analyzed and/or

required in this PEIR, the City can approve the activity as being within the scope covered by this PEIR and no new environmental documentation would be required.

The adoption of future CPUs, Specific Plans, and/or FPAs are anticipated future actions to be implemented consistent with the General Plan policy framework, including the proposed Village Climate Goal Propensity Map and City of Villages Strategy. These future CPUs, Specific Plans, and/or FPAs could be evaluated in a streamlined manner consistent with CEQA Guidelines Sections 15162, 15164, and/or 15183. CEQA Guidelines Section 15183 allows projects consistent with the development density established by existing zoning, community plan, or General Plan policies for which an EIR was certified to not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

After the adoption of plans and/or plan amendments, future project-specific development consistent with those plans and/or plan amendments may be proposed. These future site-specific development projects may also be evaluated in accordance with CEQA Guidelines Sections 15152, 15153, 15162, 15163, 15164, 15168, and 15183 provided they are consistent with the Blueprint SD Initiative, including the proposed Village Climate Goal Propensity Map. Where future development is proposed within an area subject to a land use plan that has been amended for consistency with the Blueprint SD Initiative and the Village Climate Goal Propensity Map, those specific development projects must demonstrate consistency with the applicable Community Plan, Specific Plan, and/or FPA and/or applicable zoning, but could be allowed to tier from this PEIR as it contemplates both future plan amendments, policy changes, and future development consistent with the General Plan.

1.3 Legal Authority

1.3.1 Lead Agency

The lead agency is “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment” (CEQA Guidelines Section 15367). The City, as the lead agency, has the principal responsibility for the approval of the project.

1.3.2 Responsible and Trustee Agencies

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

California Department of Transportation (Caltrans). Future projects resulting from the project may affect facilities within the jurisdiction of Caltrans. Although the project does not include construction permits, Caltrans approval would be required for any encroachments or future construction of facilities in a Caltrans right-of-way.

San Diego Regional Water Quality Control Board (RWQCB). The RWQCB regulates water quality through the federal Clean Water Act Section 401 certification process and oversees the National Pollutant Discharge Elimination System Permit No. CAS0109266, which consists of stormwater and non-stormwater discharge requirements into waters of the U.S within the San Diego Region. No permits from the RWQCB are required at this time; however, future individual development projects consistent with the project may require review and/or permits in the future.

San Diego County Regional Airport Authority (Airport Authority). The Airport Authority operates the airports and oversees implementation of adopted plans for regional air transportation needs. The Airport Authority also serves as the San Diego County Airport Land Use Commission and is responsible for land use planning relating to public safety surrounding airports. The project areas are located within the Airport Influence Areas of Brown Field Municipal Airport, Montgomery Field, Marine Corps Air Station Miramar, Naval Outlying Landing Field Imperial Beach, and San Diego International Airport.

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

U.S. Fish and Wildlife Service (USFWS). Acting under the federal Endangered Species Act, USFWS is responsible for ensuring that any action authorized, funded, or carried out by a federal agency (such as USACE) is not likely to jeopardize the continued existence of listed species or modify their critical habitat. Accordingly, USFWS will provide input to USACE as part of the federal Clean Water Act Section 404 process. The role of USFWS is limited within areas covered by the City's Multiple Species Conservation Program (MSCP) Subarea Plan and Vernal Pool Habitat Conservation Plan (VPHCP). For listed species covered by the MSCP Subarea Plan and the VPHCP, USFWS has granted take authorization to the City in accordance with the requirements of the MSCP Implementing Agreement, executed between the City, USFWS, and the California Department of Fish and Wildlife (CDFW) in 1997.

California Department of Fish and Wildlife (CDFW). CDFW has the authority to reach an agreement with an agency or private party proposing to alter the bed, banks, or floor of any watercourse/stream, pursuant to Section 1600 et seq. of the California Fish and Game Code. CDFW generally evaluates information gathered during preparation of the environmental documentation and attempts to satisfy their permit concerns in these documents. Where state-listed threatened or endangered species not covered by the City's MSCP Subarea Plan or VPHCP occur on a project site, CDFW would be responsible for the issuance of a Memorandum of Understanding to ensure the

conservation, enhancement, protection, and restoration of state-listed threatened or endangered species and their habitats.

California Coastal Commission. In partnership with coastal cities and counties, the California Coastal Commission plans and regulates the use of land and water in the Coastal Zone. Development activities, which are broadly defined by the Coastal Act to include (among others) the construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the California Coastal Commission or the local government. The Coastal Act includes specific policies (see Division 20 of the Public Resources Code) that address issues such as shoreline public access and recreation, lower cost visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. The policies of the Coastal Act constitute the statutory standards applied to planning and regulatory decisions made by the California Coastal Commission and by local governments, pursuant to the Coastal Act. Project implementation would require discretionary actions from the California Coastal Commission where land use changes are proposed within the Coastal Zone. Future development projects within the University CPU and/or future CPUs, Specific Plans, FPAs, and/or development that is consistent with the Village Climate Goal Propensity map and located in the Coastal Zone may require California Coastal Commission review and/or Coastal Development Permits.

1.4 Notice of Preparation

The scope of analysis for this PEIR was determined by the City as a result of an initial project review and consideration of comments received in response to the Notice of Preparation (NOP) issued on July 19, 2021 (Appendix A). A public scoping meeting was held on August 5, 2021 from 12:00 p.m. to 2:00 p.m. via Zoom. Public outreach for the NOP included distribution using the following methods:

- The NOP was published on July 19, 2021, in the *San Diego Daily Transcript*;
- The NOP was posted at the office of the San Diego County Assessor-County Clerk-Recorder;
- The NOP was distributed to state agencies through the Governor’s Office of Planning and Research, State Clearinghouse; and
- The NOP was made available to the public for review at the following web locations:
 - <https://www.sandiego.gov/ceqa/meetings>
 - <https://www.sandiego.gov/planning/programs/ceqa>

Comments received during the NOP public review period from July 19, 2021, to August 18, 2021, are provided in Appendix A.

1.5 Scope of this PEIR

The scope of this PEIR was determined by the City's CEQA Significance Determination Thresholds (City of San Diego 2022), comments received in response to the NOP, and comments received at the public scoping meeting. Through these scoping activities, the project was determined to have the potential to result in significant environmental impacts to the following subject areas which are evaluated in further detail in this PEIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology
- Land Use
- Noise
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Water Quality
- Wildfire

A brief overview of the content of the various chapters of this PEIR is provided below.

Executive Summary. Provides a summary of this PEIR and a brief description of the project; identifies areas of controversy and issues to be resolved by the decision-makers; and includes a summary table of significant impacts, proposed mitigation measures, and significance of impact after mitigation. A summary of the project alternatives and a comparison of the potential impacts of the alternatives with those of the project is also provided.

Chapter 1, Introduction. Provides an overview of the legal authority, purpose, and intended uses of the PEIR, as well as its scope and content.

Chapter 2, Environmental Setting. Provides a description of the project's regional context, location, geography and topography, and existing land uses within the project areas.

Chapter 3, Project Description. Provides a detailed discussion of the project, including the location, background, objectives, technical, economic, and environmental characteristics, key features, and environmental design considerations, all agency decisions, and intended uses of this PEIR.

Chapter 4, Environmental Analysis. Provides a detailed evaluation of potential environmental impacts associated with the project for several environmental and land use issues. The analysis of each issue begins with a discussion of the existing conditions and regulatory framework, followed by an evaluation of potential impacts, a summary of the impact conclusion, mitigation where applicable, and the significance of impacts after mitigation.

Chapter 5, Effects Found Not to Be Significant. Identifies all of the issues determined not to be significant for the project and briefly summarizes the basis for these determinations.

Chapter 6, Growth Inducement. Evaluates the potential influence the project may have on economic or population growth within the project areas as well as the region, either directly or indirectly.

Chapter 7, Significant Unavoidable Impacts/Significant Irreversible Environmental Changes. Provides a summary of any significant and unavoidable impacts associated with implementation of the project, describes the potentially significant irreversible changes that may be expected, and addresses the use of nonrenewable resources during implementation of the proposed project.

Chapter 8, Alternatives. Provides a description of alternatives to the project, including the No Project Alternative, University Community Plan High Density Alternative, Blueprint SD Initiative Distributed Growth Alternative, the Hillcrest High Density Alternative, and the Blueprint SD Initiative Reduced Density Alternative.

Chapter 9 Mitigation Monitoring and Reporting Program. Documents all the mitigation measures identified in the PEIR.

Chapter 10, Certification. Documents individuals involved in preparation of the PEIR and certifies that the PEIR was prepared based on independent analysis and determinations made pursuant to San Diego Municipal Code Section 128.0103.

Chapter 11, References. Lists all of the reference materials cited in the PEIR.

1.6 Incorporation by Reference

As permitted by CEQA Guidelines Section 15150, this PEIR has referenced several technical studies and reports. Information from these documents has been briefly summarized in the analysis contained in this PEIR. These documents are included in Chapter 9, References and are hereby incorporated by reference. They are available for review at the City's City Planning Department, located at 202 C Street, 5th Floor, San Diego, California 92101. Included within the list of materials incorporated by reference into this PEIR are the following:

- City of San Diego General Plan (2008)
- City of San Diego Program Environmental Impact Report for the General Plan (Final PEIR) (2008)
- City of San Diego Housing Element 2021-2029 (2020)
- City of San Diego Municipal Code
- City of San Diego Final PEIR for the Morena Corridor Specific Plan (2019)
- City of San Diego Final PEIR for the Balboa Avenue Station Area Specific Plan (2019)
- City of San Diego Final PEIR for the Golden Hill and North Park Community Plan Updates (2016)
- City of San Diego Final PEIR for the Midway-Pacific Highway Community Plan Update (2018)
- City of San Diego Final PEIR for the Mission Valley Community Plan Update (2019)
- City of San Diego Final PEIR for the Navajo Community Plan Update (2015)
- City of San Diego Final PEIR for the Ocean Beach Community Plan Update (2016)
- City of San Diego Final PEIR for the Otay Mesa Community Plan Update (2014)
- City of San Diego Final PEIR for the San Ysidro Community Plan Update (2016)

- City of San Diego Final PEIR for the Southeastern San Diego and Encanto Neighborhoods Community Plans Updates (2015)
- City of San Diego Final PEIR for the Uptown Community Plan Update (2016)
- City of San Diego Final PEIR for the Mira Mesa Community Plan Update (2022)
- City of San Diego Final PEIR for Complete Communities: Housing Solutions and Mobility Choices (2020)
- City of San Diego Final PEIR for the Climate Action Plan (2015)
- City of San Diego Final Joint PEIR/Environmental Impact Statement for the Vernal Pool Habitat Conservation Plan (2017)
- California Department of Transportation, Los Angeles to San Diego (LOSSAN) Corridor Program Final Programmatic Environmental Impact Report/Environmental Impact Statement, State Clearinghouse Number 2002031067 (2007)

1.7 PEIR Process

This draft PEIR is being circulated for public review for 45 days in accordance with Public Resources Code Section 21091. Interested agencies and members of the public are invited to provide written comments on the PEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City will review all written comments received and prepare written responses for each. A final PEIR will incorporate the received comments, responses to the comments, and any changes to the PEIR that result from comments. The final PEIR will be presented for potential certification as the environmental document for the project. All persons who comment on the PEIR will be notified of the availability of the final PEIR and the date of the public hearing before the City.

Chapter 2.0

Environmental Setting

This chapter provides a “description of the physical environmental conditions in the vicinity of the project” (California Environmental Quality Act [CEQA] Guidelines Section 15125). The environmental setting provides the baseline physical conditions from which the lead agency “determines whether an impact is significant” (CEQA Guidelines Section 15125). Further details regarding the existing conditions within the project area as it relates to individual environmental topics can be found in the Environmental Settings of relevant sections of Chapter 4, Environmental Analysis.

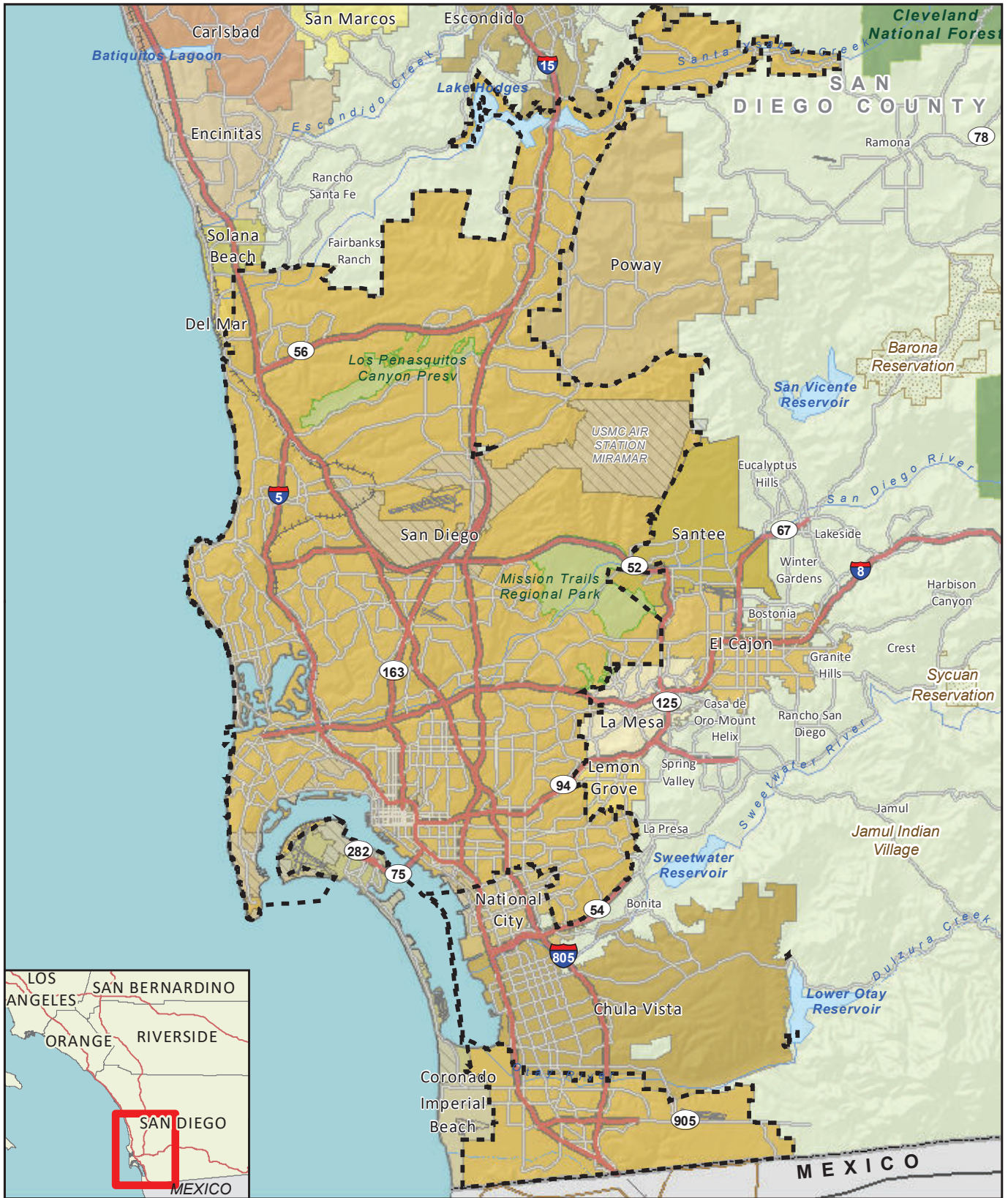
2.1 Project Location

2.1.1 Regional Location

The City of San Diego (City) is located within San Diego County in the southwestern corner of California. San Diego County is bordered by Riverside County to the north, Orange County at the northwest corner, Imperial County to the east, the Republic of Mexico to the south, and the Pacific Ocean on the west. As depicted in Figure 2-1, the City covers approximately 342.5 square miles and stretches nearly 40 miles from north to south. There are approximately 93 miles of shoreline including bays, lagoons, and the Pacific Ocean. Elevations mostly range from mean sea level to approximately 1,600 feet above mean sea level (AMSL). High points include Mount Soledad in La Jolla and Cowles Mountain in the eastern part of the City, which is nearly 1,600 feet high (City of San Diego 2008).

2.1.1.1 Blueprint SD Initiative

The Blueprint SD Initiative proposes an updated policy and land use framework defined by the Village Climate Goal Propensity Map. The Village Climate Goal Propensity Map identifies village propensity values throughout the City and would replace the existing 2008 General Plan Figure LU-1: Village Propensity Map (Figure 2-2). This map would guide the development of future Community Plan Updates (CPUs), Specific Plans, and Focused Plan Amendments (FPAs), which would primarily focus future increases in development intensities that support higher density residential and mixed-use development within the Blueprint SD Initiative Climate Smart Village Areas. The Blueprint SD Initiative Climate Smart Village Areas are areas throughout the City with a village propensity value of 7 through 14 (see Figures 3-1a through 3-1e). Certain areas within the City are excluded from consideration for future opportunities for homes and jobs and are identified as exclusion areas on the Village Climate Goal Propensity Map (see Figures 3-1a through 4.1-e). These general exclusion areas include the Port of San Diego, airports, Airport Land Use Compatibility Plan safety zone exclusions, cemeteries, military establishments, hiking trails, golf courses, conservation/non-development land, schools and universities, large medical facilities, certain government/public land, federal land, certain parks, and industrial/research and development land uses.



City of San Diego

FIGURE 2-1
Regional Location

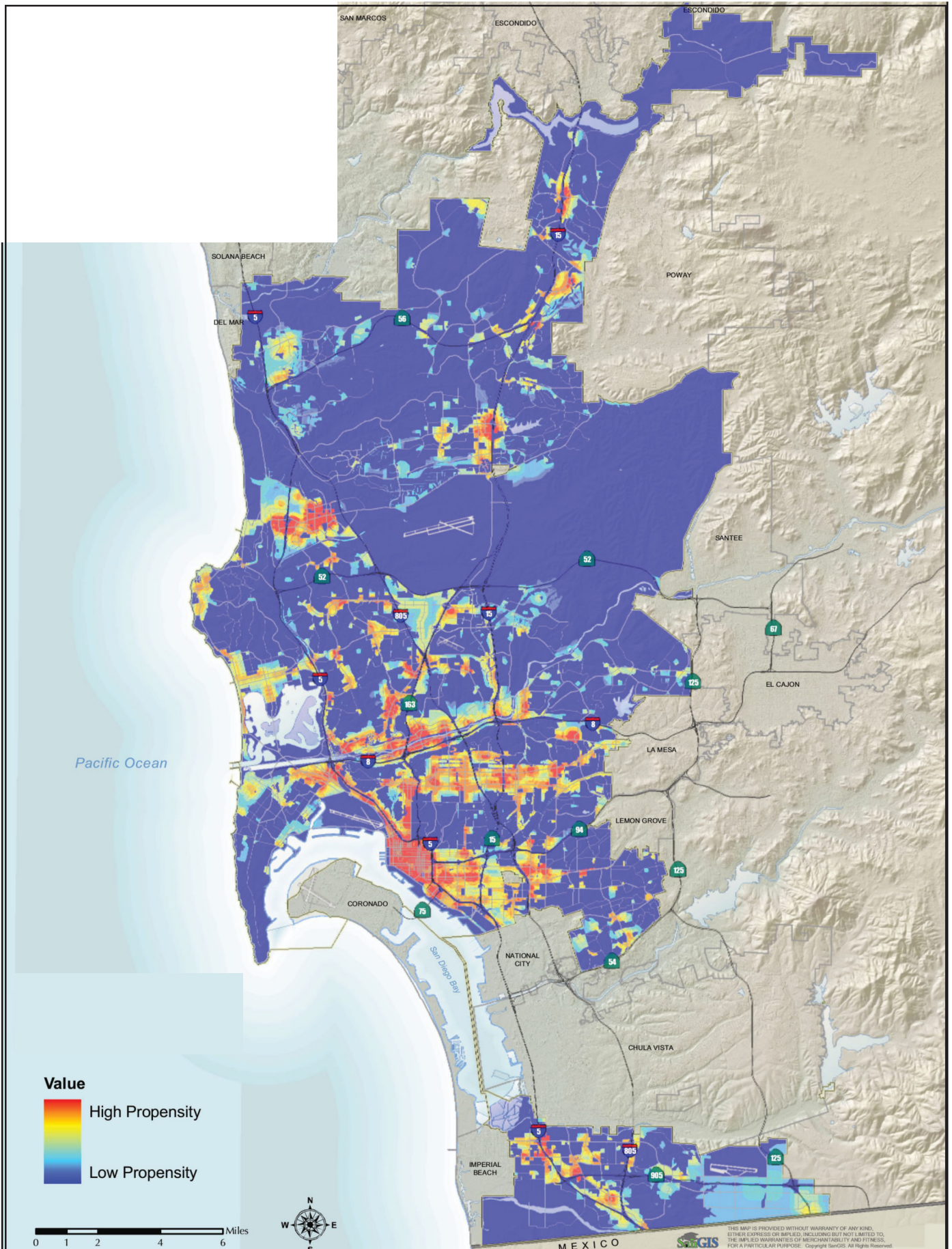


FIGURE 2-2
Existing General Plan LU-1 Village Propensity

The Climate Smart Village Areas are areas that have the highest receptiveness for future development to maximize transit accessibility, walkability, alternative transportation modes, and residential-commercial mixed-use development. Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas.

2.1.1.2 Hillcrest Focused Plan Amendment Area

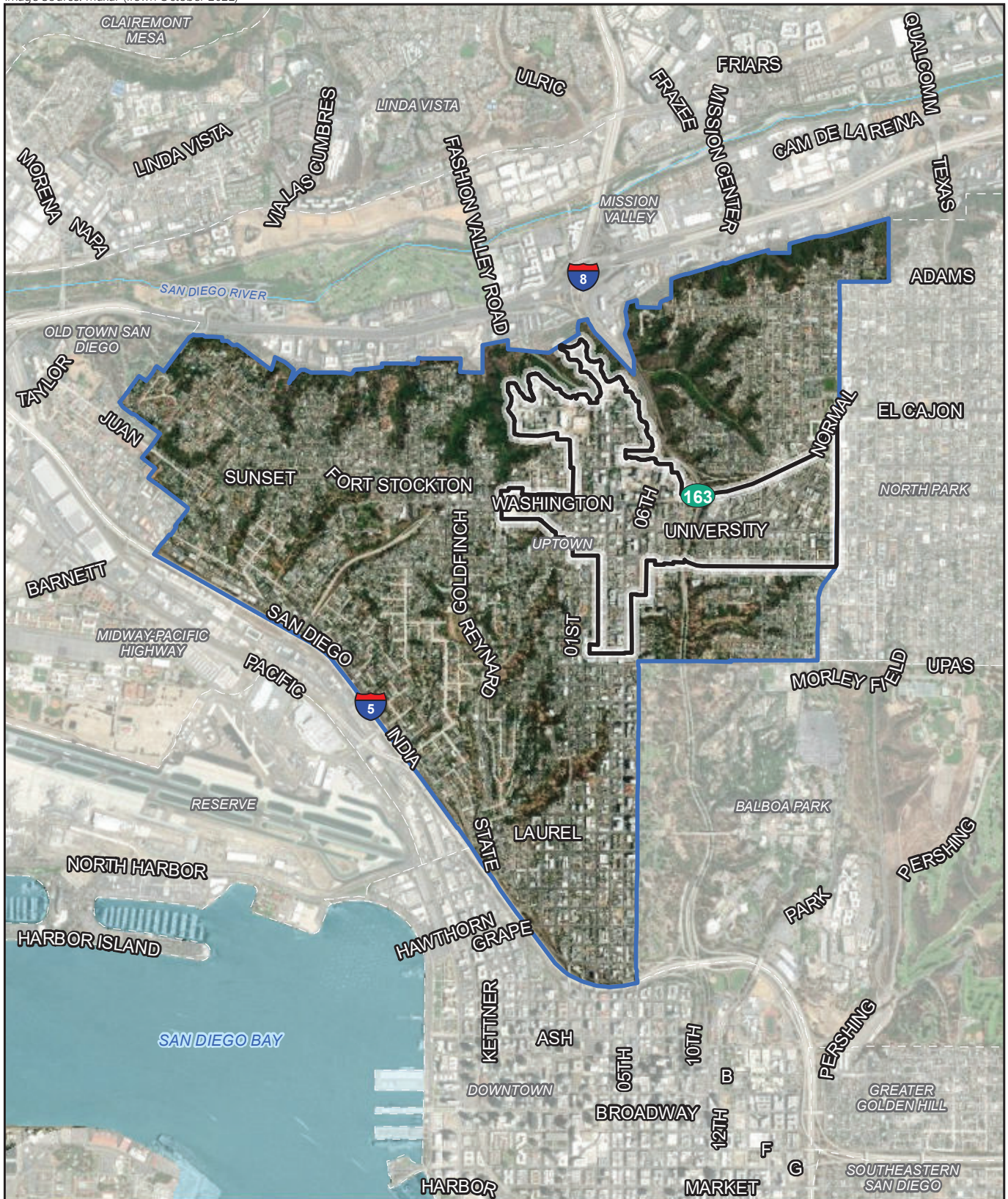
The Uptown Community Plan area, where the Hillcrest FPA area is located, contains some of the oldest and most distinct neighborhoods in San Diego, consisting of Hillcrest, Mission Hills, Bankers Hill/Park West, University Heights, Middletown, and the Medical Complex. The Uptown Community Plan area is located just north of Downtown San Diego. It is bounded on the north by the steep hillsides of Mission Valley, on the east by Balboa Park and North Park, and on the west and south by Old Town San Diego, Midway-Pacific Highway, and Interstate 5. The Uptown Community Plan area is within two miles of the San Diego International Airport (SDIA). The Uptown Community Plan area comprises about 2,700 acres or approximately 4.2 square miles.

As shown in Figure 2-3, the Hillcrest FPA area is located in the center of the Uptown Community Plan area. The Hillcrest FPA area encompasses approximately 380 acres of the Hillcrest and Medical Complex neighborhoods. The Hillcrest FPA area is bound by a series of streets and canyons, including Park Boulevard to the west, Walnut Avenue to the south, Dove Street to the west, and the hilltop bluffs along the northern edge of the Medical Complex neighborhood. State Route 163 splits the Uptown Community Plan area and the Hillcrest FPA area. The primary commercial core of Hillcrest is concentrated around the intersection of Fifth and University avenues and extends several blocks east, west, and south. Figure 2-4 identifies the Hillcrest FPA area adopted land uses which include residential-medium high, residential-high, community commercial, office commercial, and institutional uses (City of San Diego 2020).

2.1.1.3 University Community Plan Update Area

The University CPU area is located approximately 10 miles northwest of Downtown San Diego. The University CPU area is bound by Los Peñasquitos Lagoon and the edge of the east-facing slopes of Sorrento Valley to the north (Figure 2-5). The University CPU area comprises steep, undeveloped slopes in the northern, central, and southern areas, with the main topographic feature being gently rolling mesa separated by canyons and hillsides. The neighboring communities include Torrey Pines, Mira Mesa, Clairmont Mesa, and La Jolla.

The total population within the University CPU area is approximately 69,400 residents. The University CPU area occupies only 4 percent of San Diego's land area, yet companies within the University CPU area provide about 12.3 percent of private jobs within the City. The 3,300 businesses in the University CPU area employ about 92,000 people. About 70 percent of jobs are within the educational services; professional, scientific, and tech services; healthcare and social assistance; finance and insurance; and accommodation and food service sectors. The University CPU area contains two state-controlled properties—University of California, San Diego (UCSD) and Torrey Pines State Natural Reserve—which lie outside the land use jurisdiction of the City (City of San Diego 2018).





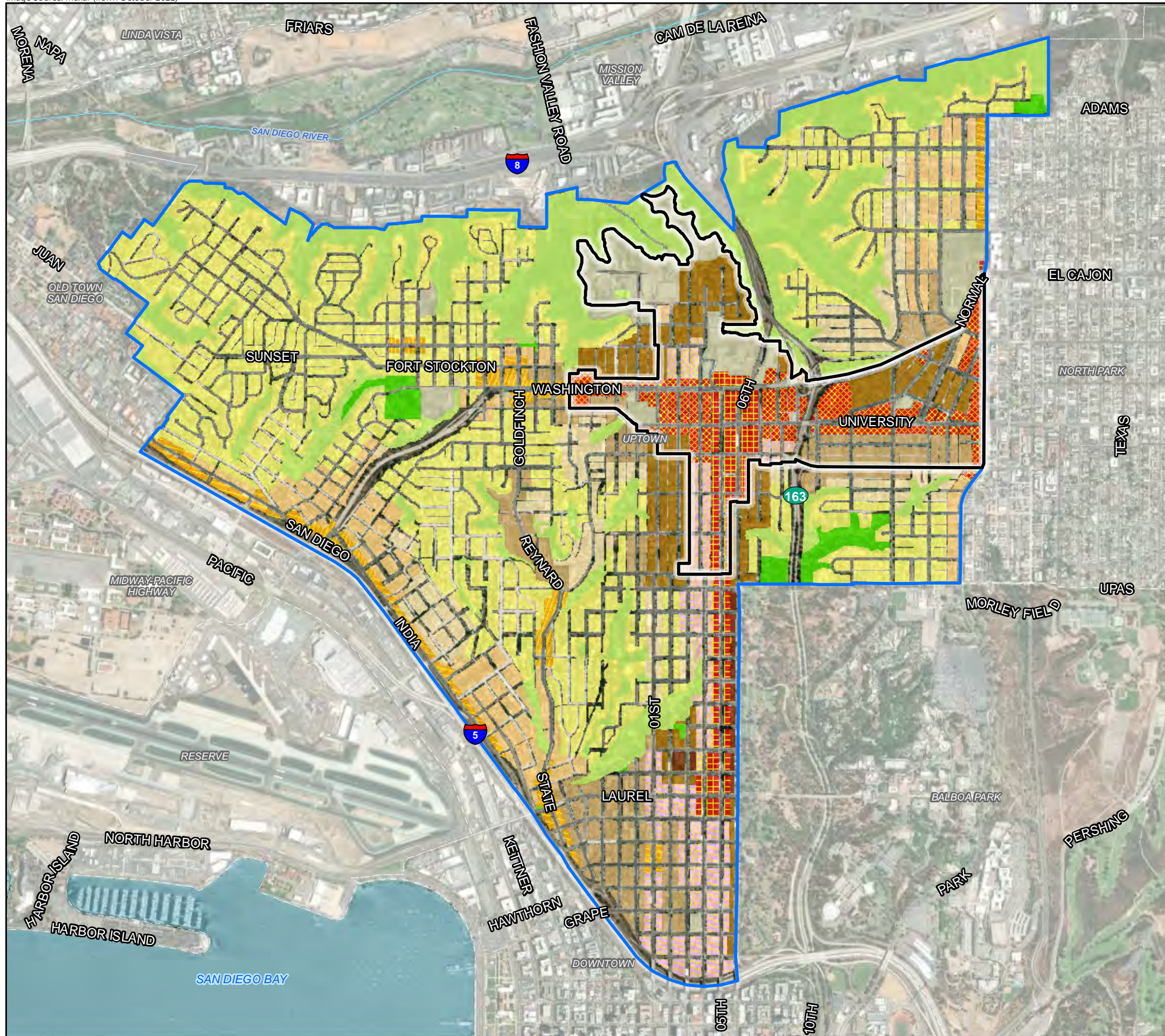
-  Hillcrest Focused Plan Amendment Area
-  Uptown Community Plan Area



FIGURE 2-3
Uptown Community Plan with the
Hillcrest Focused Plan Area on Aerial Photograph



- Hillcrest Focused Plan Amendment Area
- Uptown Community Plan Area
- Adopted Land Use**
- Residential**
- Residential - Low : 5-9 Du/Ac
- Residential - Low Medium : 10-15 Du/Ac
- Residential - Medium : 16-29 Du/Ac
- Residential - Medium High : 30-44 Du/Ac
- Residential - High : 45-73 Du/Ac
- Residential - Very High : 74-109 Du/Ac
- Commercial, Employment, Retail, and Services**
- Community Commercial : 0-29 Du/Ac
- Community Commercial : 0-73 Du/Ac
- Community Commercial : 0-109 Du/Ac
- Neighborhood Commercial : 0-15 Du/Ac
- Neighborhood Commercial : 0-29 Du/Ac
- Neighborhood Commercial : 0-44 Du/Ac
- Office Commercial : 0-29 Du/Ac
- Office Commercial : 0-44 Du/Ac
- Office Commercial : 0-73 Du/Ac
- Office Commercial : 0-109 Du/Ac
- Park, Open Space**
- Open Space
- Park
- Institutional**
- Institutional

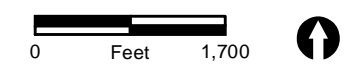
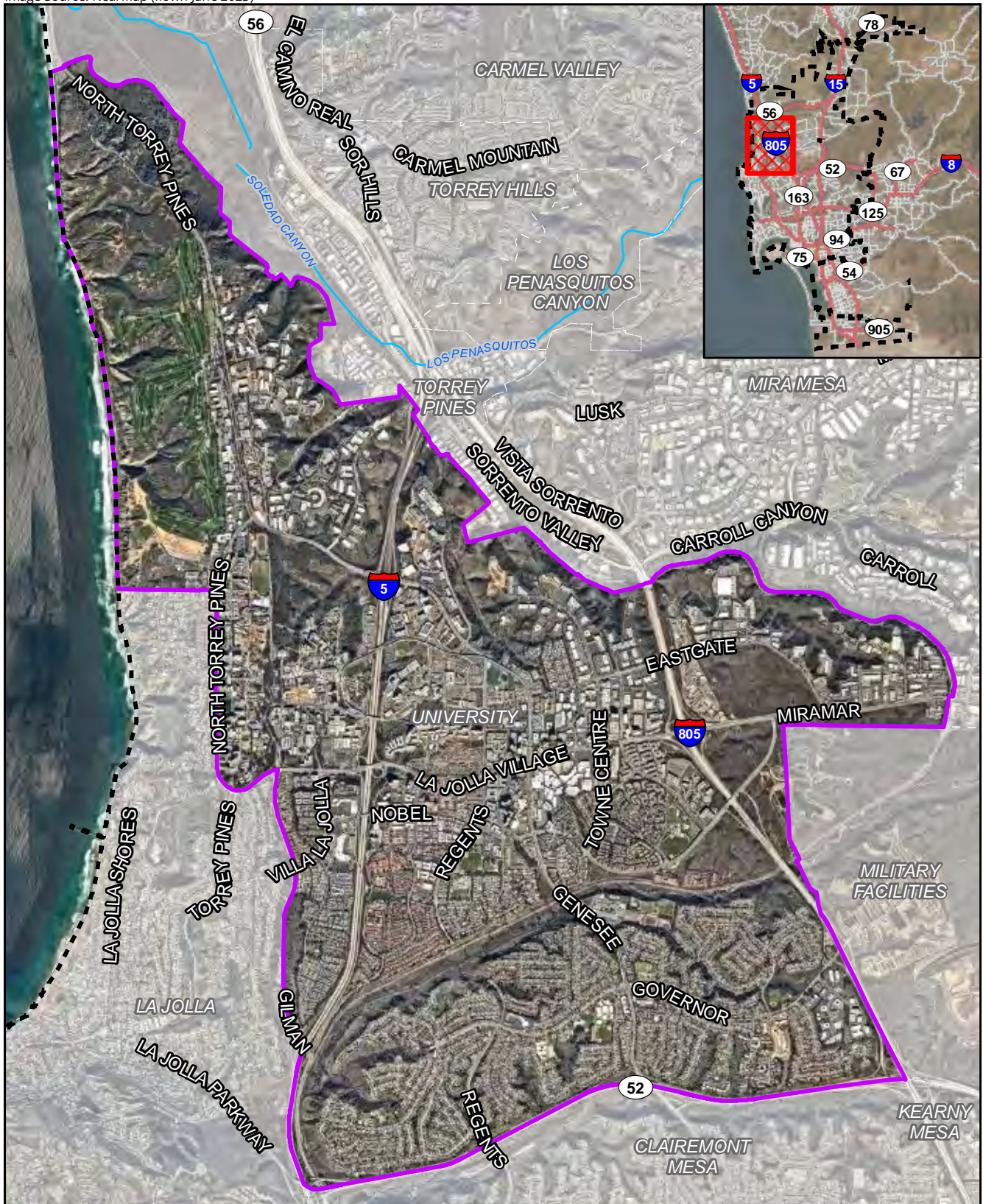


FIGURE 2-4
Hillcrest Focused Plan Area Adopted Land Uses





-  University Community Plan Update Area
-  San Diego City Limits



FIGURE 2-5
University Community Plan Update Area
on Aerial Photograph

The adopted land uses in the University CPU area are shown in Figure 2-6 and include a variety of land uses to encourage the economic development of the University CPU area into a robust, transit-oriented neighborhood. The University CPU identifies six Urban Design Districts within the CPU area with strategies to concentrate density near transit stops while supporting an active public realm. The six Urban Design Districts are depicted in Figure 2-7 and are detailed below (City of San Diego 2024).

North Torrey Pines

North Torrey Pines is located in the northern portion of the University CPU area. The area is a prime employment center with jobs primarily in the healthcare, life sciences, and biotechnology industries. The area is located just east of the Torrey Pines Golf Course and Scripps Institution of Oceanography, and just north of UCSD and the Salk Institute for Biological Studies.

Campus Point and Towne Centre

The Campus Point and Towne Centre Urban Employment Village is located just north of the core of the University CPU area, along Campus Point Drive and Towne Centre Drive, and is a prime employment center north of Genesee Avenue. The area also includes Eastgate Mini Park #1 and #2 and is located just north of the Mandell Weiss Eastgate City Park. The area is served by the UCSD Health La Jolla Station and transit stops along Eastgate Mall.

University Towne Center

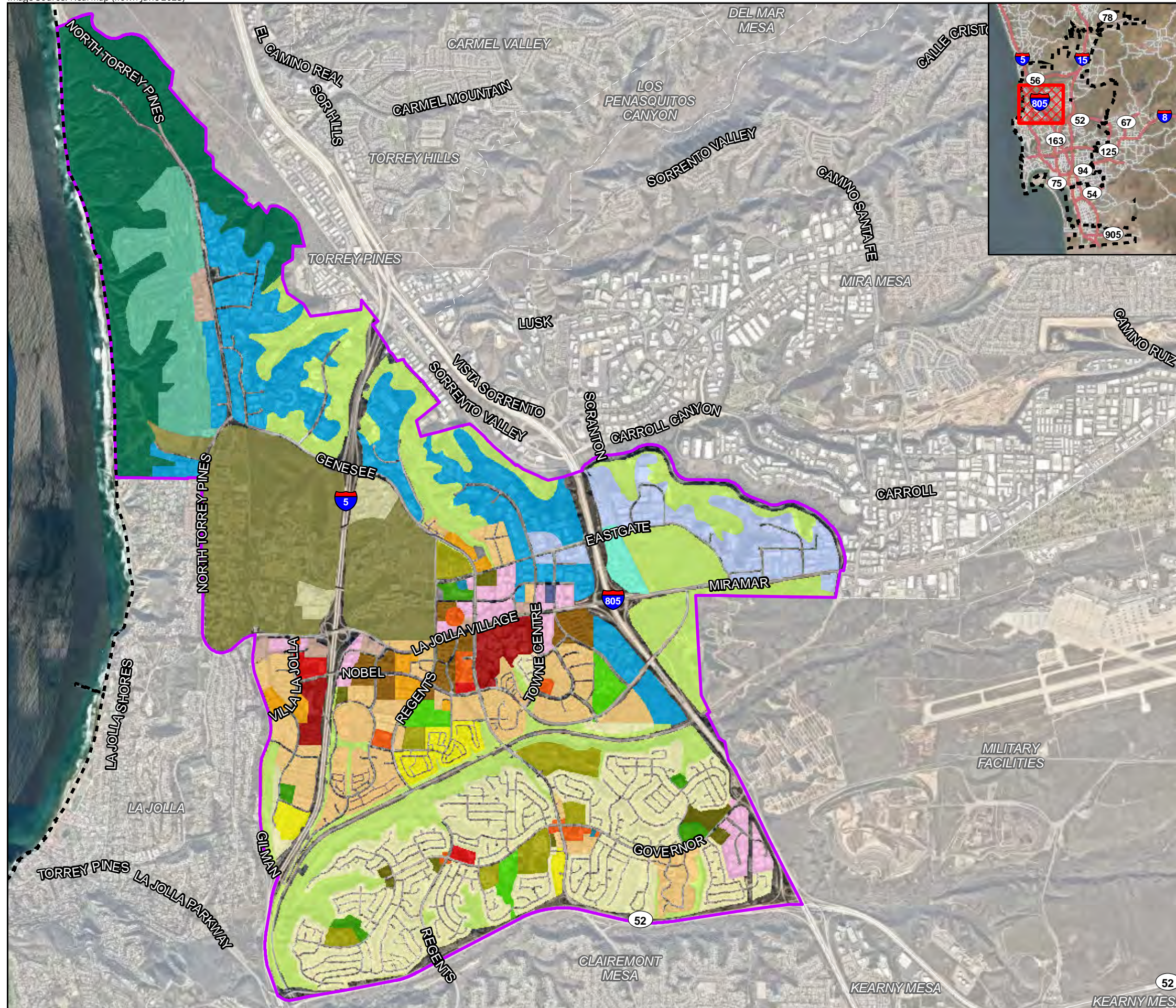
University Towne Center (UTC) is located in the core of the University CPU area. The area is accessible by transit including the Executive Drive Trolley Station and the UTC Trolley Station located at the UTC Transit Center. The area is home to large employers, visitor destinations, and regional destinations, including the UTC shopping center. The area also includes Mandell Weiss Eastgate City Park; is adjacent to Doyle Elementary School and Community Park; and is just north of University City High School and Nobel Athletic Area and Library.

Nobel/Campus

Nobel/Campus is located in the western portion of the University CPU area, just south of UCSD. The area is home to several shopping centers, visitor destinations, and the Nobel Drive Trolley Station. The western portion of the focus area is located a half-mile north of Villa La Jolla Park. The eastern portion of the focus area is adjacent to Doyle Community Park and Elementary School and the proposed Regents Road North linear park, with access to Rose Canyon to the south.

South University Neighborhood

The South University Neighborhood is located in the southern portion of the University CPU area, south of Rose Canyon Open Space Park. The area includes two shopping centers: UC Marketplace to the west and University Square shopping center to the east. The neighborhood includes both single-family and multi-family housing; is located near Spreckels and Marie Curie Elementary Schools, Standley Middle School, Standley Park and Recreation Center, the University Community Branch Library; and is just south of University City High School.



- University Community Plan Update Area
 - San Diego City Limits
- Adopted Land Use**
- Low Density Residential (5-10 du/ac)
 - Low-Med Density Residential (10-15 du/ac)
 - Medium Density Residential (15-30 du/ac)
 - Med-High Density Residential (30-45 du/ac)
 - High Density Residential (45-75 du/ac)
 - Neighborhood Commercial
 - Community Commercial
 - Visitor Commercial
 - Office Commercial
 - Regional Commercial
 - Business Park
 - Scientific Research
 - Restricted Industrial
 - Neighborhood Park
 - Community Park and Rec Center
 - Golf Course
 - Resource Based Park
 - Open Space
 - Hospital
 - School
 - UCSD
 - Institutional
 - Library
 - Police
 - Fire
 - Utility
 - Water Reclamation Plant

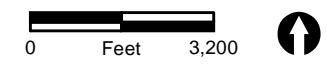
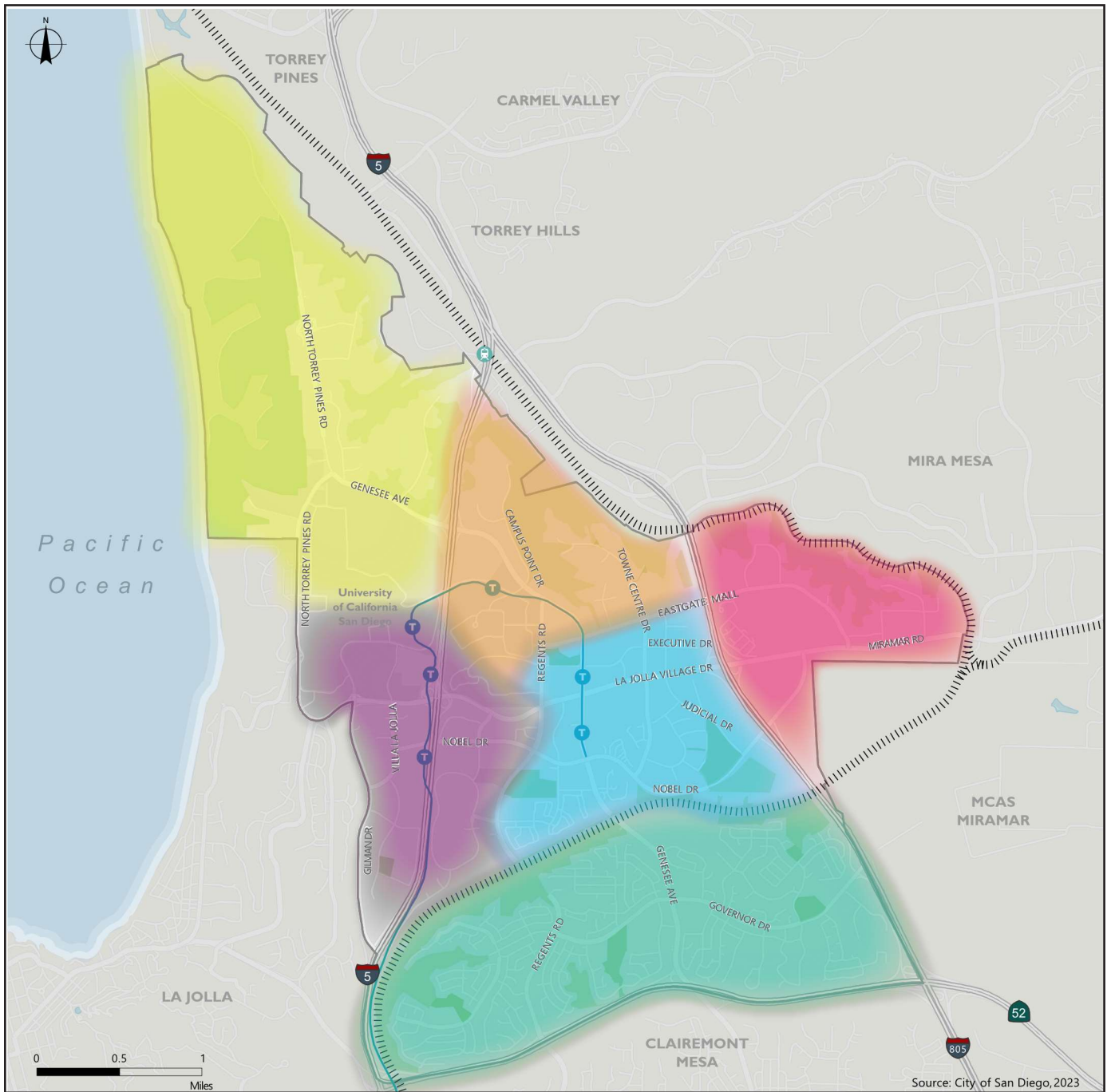


FIGURE 2-6
University Community Plan Update Area
Adopted Land Uses



- North Torrey Pines
- Nobel/Campus
- South University
- University Town Centre
- Miramar
- Campus Point & Towne Centre

FIGURE 2-7
University Community Plan Update Area Neighborhoods

Miramar

Miramar is located in the eastern portion of the University CPU area, east of Interstate 805. The area consists of industrial, public utility, and military uses.

2.2 Geography and Topography

2.2.1 Blueprint SD Initiative

The following is a regional description of citywide geology, geography, and topography, as the Climate Smart Village areas are located throughout various portions of the City.

The City is in a region with unique and varied landscapes—the Pacific Ocean, bays, beaches, estuaries and river valleys, canyons and mesas, hills and mountains, and desert. Much of the City is situated in the coastal plain portion of southwestern San Diego County. This coastal plain slopes gently upwards to the eastern foothills and has been eroded into separate mesas. Numerous side canyons have incised the coastal plain and created major drainages which generally flow westward towards the coast. These major drainages are the San Dieguito River, Los Peñasquitos Canyon, Carroll Canyon, Rose Canyon, San Diego River, Los Chollas Creek, Sweetwater River, Otay River, and the westernmost mouth of the Tijuana River.

The San Diego region is underlain by three principal geologic provinces. The majority of San Diego County is in the Peninsular Ranges province, bounded by the coastal province to the west and the Salton Trough province to the east. The western edge of the Peninsular Ranges province corresponds with the eastern hills and mountains along the edge of the cities of Poway and El Cajon, and the unincorporated community Lakeside. Extending east of the unincorporated communities of Julian and Jacumba, the province abruptly ends along a series of faults. To the north, the Peninsular Ranges province continues into the Los Angeles basin area; to the south it makes up the peninsula of Baja California, Mexico.

As the Peninsular Ranges province experienced uplifting and tilting, a series of large faults, such as the Elsinore and San Jacinto, developed along the edge of the province. The eastern area “dropped” down, creating what is now known as the Salton Trough-Gulf of California depression. The Salton trough province, being lower than the surrounding landscape, became an area of deposition, with sediments being carried to the depressed area by drainages of the Peninsular Ranges. Occasionally, the Salton Trough was inundated with marine waters from the Gulf of California, adding marine deposits to the sediment.

The City lies in the coastal plain province which extends from the western edge of the Peninsular Ranges and runs roughly parallel to the coastline. The province is composed of dissected, mesa-like terraces that graduate inland into rolling hills. The terrain is underlain by sedimentary rocks composed mainly of sandstone, shale, and conglomerate beds, reflecting the erosion of the Peninsular Ranges to the east (City of San Diego 2008).

2.2.2 Hillcrest Focused Plan Amendment Area

The Uptown Community Plan area's topography generally consists of a level mesa that is segmented by canyons and borders two major parks, Presidio and Balboa. It also affords scenic views of Downtown San Diego, the Pacific Ocean, canyons, the San Diego Bay, City of Coronado, and Point Loma. As shown in Figure 2-4, the Hillcrest FPA area is one of the more intensely developed neighborhoods in Uptown.

2.2.3 University Community Plan Update Area

The University CPU area contains steep undeveloped slopes in the northern, central, and southern areas. The predominant topographic features are the gently rolling mesas separated by canyons and hillsides. Elevations within the University CPU area range from approximately 5 feet AMSL along the coast to approximately 440 feet AMSL along the mesa tops.

Grading associated with the construction of various residential, commercial, and transportation development projects through the years has altered much of the original topography within the University CPU area. This has resulted in the placement of fill soils that range from areas with less than two feet (placed for construction of the existing Atchison Topeka and Santa Fe Railroad railway) to thicker fill zones that are several tens of feet thick (placed during mass grading of several subdivisions and Interstate 5).

Approximately half of the University CPU area contains urban development with the other half being undeveloped as a natural preserve, open spaces, and canyons. Within developed areas, isolated areas contain native vegetation, mostly within the canyons and associated riparian drainages. The majority of the undeveloped area within the University CPU area lies within the limits of the Torrey Pines State Natural Reserve, which contains a mix of wetland communities, riparian drainages, canyon slopes, and bluffs or cliffs. Vegetation communities within the preserve include Torrey pine woodland, chaparral, grasslands, riparian forest and scrub, and wetlands. Additional native vegetation communities are present within Rose Canyon and along the eastern boundary of the University CPU area, and consist of grasslands, chaparral, forest/woodland, and scrub vegetation communities.

Geologically, the University CPU area is in the Coastal Plain region of San Diego County, which is characterized by a layered sequence of now-elevated marine terraces and their associated marine and nonmarine sediments.

2.3 Climate

The San Diego region, including the project areas, are influenced by proximity to the Pacific Ocean and semi-permanent, high-pressure systems that result in warm, dry summers and mild, occasionally wet winters. The project areas are subject to frequent offshore breezes. The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds blowing pollutants away from the coast toward inland areas. Consequently, air quality near the coast is generally better than what occurs at the base of

the coastal mountain range. Portions of the project areas including the Climate Smart Village Areas and the University CPU area are within the coastal zone and are subject to the California Coastal Act.

The project areas, like the rest of San Diego County's coastal areas, have a Mediterranean climate characterized by warm, dry summers and mild, wet winters. The mean annual temperature at the SDIA is 63 degrees Fahrenheit (°F). The average annual precipitation for San Diego County is approximately 10 inches, falling primarily from November to April. Winter mean low temperatures average 49°F, and summer mean high temperatures average 74°F based on the measurements taken at SDIA.

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

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

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

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

2.4 Existing Land Use

2.4.1 Blueprint SD Initiative

The existing land uses within the City as reported by the San Diego Association of Governments (SANDAG) as of 2023 are shown in Table 2-1. As shown, the majority of the land use in the City is parks, open space, and recreation at 28 percent of the City land area, with residential land uses following close behind occupying 25 percent of the City land area. City adopted land uses are reported in Table 2-2.

Table 2-1 Existing Land Uses (as of 2023)		
General Plan Land Use Category	Existing Uses	
	Acres	% of Total
Agriculture	4,458	2
Commercial Employment, Retail, and Services ¹	8,485	4
Industrial Employment	8,547	4
Institutional, Public and Semi-Public Facilities ²	37,704	17
Multiple Use ¹	--	--
Park, Open Space and Recreation ³	62,075	28
Residential	54,028	25
Roads/Freeways/Transportation Facilities ⁴	33,045	15
Water Bodies (non-recreational) ⁴	6,932	3
Vacant ^{4,5}	3,966	2
Total	219,241⁶	100

¹Multiple Use is a General Plan land use category; however, SANDAG existing land use data identifies most mixed-use areas based on their prominent non-residential use such as office or commercial, even when residential exists on-site. Therefore, Multiple Use information is not complete for existing land uses.

²The Institutional, Public, and Semi-Public Facilities category includes approximately 26,547 of existing acres of military use.

³The Park, Open Space and Recreation category includes approximately 2,578 acres of recreational water bodies.

⁴Not a General Plan land use category; however, it is included to provide an accurate account for total acreage in the City.

⁵Includes vacant undevelopable and potentially developable land.

⁶Totals may vary due to independent rounding.

SOURCE: SANDAG 2023

Table 2-2 Adopted Community Plan Land Uses		
General Plan Land Use Category	Adopted Uses	
	Acres	% of Total
Agriculture	3,775	2
Commercial Employment, Retail, and Services	4,933	2
Industrial Employment	10,818	5
Institutional, Public and Semi-Public Facilities ¹	37,116	17
Multiple Use	5,520	3
Park, Open Space and Recreation ²	64,298	29
Residential	56,457	26
Roads/Freeways/Transportation Facilities ³	29,392	13
Water Bodies (non-recreational) ³	6,932	3
Total	219,241	100

¹The Institutional, Public and Semi-Public Facilities category includes approximately 26,547 of existing acres of military use.

²The Park, Open Space and Recreation category includes approximately 2,578 acres of recreational water bodies located within park and open space areas.

³Not a General Plan land use category; however, it is included to provide an accurate account for total acreage in the City.

SOURCE: SANDAG 2023

The existing land uses within Blueprint SD Initiative Climate Smart Village Areas are reflected in Table 2-3. These are the existing land uses based on SANDAG's Regional Land Use Database as of April 2023.

Land Use	Acreage
Commercial Employment, Retail, and Services	1,827
Industrial Employment	871
Institutional, Public and Semi-Public Facilities	862
Multiple Use	2,685
Military Use	70
Park, Open Space and Recreation	1,487
Residential	9,594
Roads/Freeways/Transportation	6,875
Other/Unknown	133
Vacant (blank)	530
TOTAL	24,936
SOURCE: SANDAG 2023	
NOTE: Numbers in the table are approximate.	

Commercial Employment, Retail, and Services

The Commercial Employment, Retail, and Services land use designation includes areas identified as Neighborhood Commercial, Community Commercial, Regional Commercial, Office Commercial, Visitor Commercial, and Heavy Commercial. Generally, these areas provide a range of retail, service, civic, hotel, office, and occasionally residential uses.

Industrial Employment

The Industrial Employment land use designation includes areas identified as Business Park, Business Park-Residential, Scientific Research, Technology Park, Light Industrial, and Heavy Industrial. Generally, these areas provide a variety of industrial uses which include office, research and development, corporate headquarters, and a range of manufacturing, warehousing, storage, wholesale distribution and transportation terminals.

Institutional, Public and Semi-Public Facilities

The Institutional, Public and Semi-Public Facilities land use designation defines areas that are identified as public or semi-public facilities and which offer public and semi-public services to the community. Uses may include but are not limited to airports, military facilities, community colleges, university campuses, landfills, communication and utilities, transit centers, water sanitation plants, schools, libraries, police and fire-rescue facilities, cemeteries, post offices, hospitals, park-and-ride lots, government offices, and civic centers.

Multiple Use

The Multiple Use land use designation includes areas identified as Neighborhood Village, Community Village, and Urban Village which are characterized by mixed-use land uses. The Village designations apply to areas that provide varying degrees of housing in a mixed-use setting that is integrated with shopping, civic uses, and services.

Park, Open Space and Recreation

The Park, Open Space and Recreation land use designation includes areas identified as Open Space, Population-based Parks, Resource-based Parks, and Private/Commercial Recreation. These areas are generally non-urban in character and may have utility for the following: park and recreation purposes, passive or active recreation; conservation of land, water, or other natural resources; or historic or scenic purposes.

Residential

The Residential land use designation includes all single-family and multi-family housing with varying density ranges.

2.4.2 Hillcrest Focused Plan Amendment Area

The existing land uses based on SANDAG's Regional Land Use Database within the overall Uptown Community Plan area in addition to the Hillcrest FPA areas are reflected in Table 2-4.

Table 2-4 Uptown Community Plan and Hillcrest FPA Area Existing Land Uses		
Land Use	Uptown CPU Area (acres)	Hillcrest FPA Area (acres)
Commercial Employment, Retail, and Services	235	112
Institutional, Public and Semi-Public Facilities	84	52
Park, Open Space and Recreation	469	0
Residential	1,113	79
Roads/Freeways/Transportation	741	123
Vacant	1	1
TOTAL	2,644	380
SOURCE: SANDAG 2023		
NOTE: Numbers in the table are approximate.		

2.4.3 University Community Plan Update Area Existing Land Uses

The existing land uses based on SANDAG's Regional Land Use Database within the University CPU area are reflected in Table 2-5.

Table 2-5 University CPU Area Existing Land Use	
Land Use	Acreage
Commercial Employment, Retail and Services	392
Industrial Employment	1,111
Institutional, Public and Semi-Public Facilities	1,256
Park, Open Space and Recreation	2,670
Residential	1,821
Roads/Freeways/Transportation	1,422
Other/Unknown	5
TOTAL	8,676
SOURCE: SANDAG 2023	
NOTE: Numbers in the table are approximate.	

Chapter 3.0

Project Description

3.1 Introduction

The project analyzed in this Program Environmental Impact Report (PEIR) includes the following:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), which includes rezones, amendments to the City of San Diego (City’s) Land Development Code (LDC), and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the LDC, and associated discretionary actions.

3.2 Project Background

3.2.1 General Plan

The General Plan provides a policy framework for land use decisions that balances the needs of a city as required by state law (Government Code Section 65300). It expresses a citywide vision and provides a comprehensive approach for how the City should develop, provide public services, and maintain and enhance the qualities that define the City of San Diego. The overarching strategy of the General Plan is based on the City of Villages, which focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to the planned regional transit system.

The General Plan provides a vision and policy framework to guide the development of each of the City’s 52 community planning areas. Community plans are written to refine the General Plan’s citywide policies and provide location-based policies and recommendations to guide development over a 20-to-30-year timeframe. Community plans provide more detailed land use designations and community-specific policies on a wide array of topics including housing, mobility, open space and parks, public facilities, safety, noise, sustainability, environmental justice, urban design, and historic preservation.

The General Plan and community plans play a critical role in meeting the City’s Climate Action Plan (CAP) goals and contributing to the region’s mobility vision and needs and other citywide policy documents such as the City’s Climate Resilient SD Plan. The General Plan and community plans identify land uses and public improvements that work toward achieving the citywide mobility mode share goals. As such, the City has shifted away from accommodating additional vehicular travel, to

instead focus on reducing vehicular travel through strategic land use planning primarily by locating new development within walking distance to transit stops and stations and through investments in walking/rolling, bicycling, and transit improvements.

3.2.1.1 Amendments to the General Plan since 2008

The General Plan was comprehensively updated in 2008. Since then, the City has grown and changed significantly as reflected in many of the City's recent planning efforts including the adoption of the City's CAP and the adoption of 14 CPUs, one FPA, and six specific plans as detailed in Section 3.2.1.2, below. In 2021, the San Diego Association of Governments (SANDAG) adopted a Regional Transportation Plan, referred to as the Regional Plan, which includes an updated regional transportation network. The City uses the regional transportation network identified by SANDAG for planning purposes and to encourage the development of homes near transit and provide more mobility options and investment in active transportation infrastructure. This approach enables the City to better coordinate future growth with planned infrastructure investments.

In addition to project-specific General Plan amendments, the following is a list of amendments to General Plan elements that have been adopted since the last comprehensive update in 2008:

- Conservation Element (2012)
- Land Use and Community Planning Element (2010 and 2015). Note: Community plans are incorporated by reference into the Land Use and Community Planning Element. Comprehensive updates and project-specific amendments to the City's community plans constitute amendments to Land Use and Community Planning Element. Community plans that have been comprehensively updated and adopted since 2008 are listed further below.
- Mobility Element (2015)
- Economic Prosperity Element (2015 and 2022)
- Noise Element (2015)
- Housing Element (2020)
- Recreation Element (2010, 2015, and 2021)
- Public Facilities, Services, and Safety Element (2010, 2015, 2018, 2021, and 2022)

Several plans, planning studies, programs, and ordinances have been adopted or approved since the General Plan update in 2008, including but not limited to the following:

- Bicycle Master Plan (2013)
- Vernal Pool Habitat Conservation Plan (2017)
- Complete Communities: Housing Solutions and Mobility Choices (2020)
- Parks Master Plan (2021)
- Climate Resilient SD (2021)
- Climate Action Plan (2015, 2022)

3.2.1.2 Environmental Justice Element

The City is also in the process of preparing an Environmental Justice Element as required by Government Code Section 65302. The Environmental Justice Element would be incorporated as an

amendment to the General Plan and is a separate action from the project. To comply with Senate Bill (SB) 1000, the City Council would adopt or review the addition of the Environmental Justice Element into the General Plan prior to acting on the project. The Environmental Justice Element would address goals and policies for ensuring the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.

3.2.1.3 Community Plan Updates

The City maintains 40 community plans, three subarea plans, three specific plans, and two precise plans that provide land use guidance for the long-term development of a particular community planning area. Community plans, including the other community-wide land use plans, are incorporated by reference into the Land Use and Community Planning Element of the General Plan. Since the General Plan update in 2008, the City has adopted 14 CPUs and one FPA. The City has also adopted six specific plans to provide greater policy guidance and site-specific development regulations for areas within a community plan. These updates have also resulted in various amendments to the LDC (Chapters 11–15 of the San Diego Municipal Code [SDMC]). The City is in the process of updating four community plans and preparing an FPA.

Community Plan Updates and Focused Plan Amendments (Completed)

- Otay Mesa (2014)
- Ocean Beach (2015)
- Navajo (Grantville FPA) (2015)
- Encanto Neighborhoods (2015)
- Southeastern San Diego (2015)
- San Ysidro (2016)
- Greater Golden Hill (2016)
- North Park (2016)
- Uptown (2016)
- Old Town San Diego (2018)
- Midway-Pacific Highway (2018)
- Mission Valley (2019)
- Kearny Mesa (2020)
- Barrio Logan (2021)
- Mira Mesa (2022) (Pending California Coastal Commission Certification)

Specific Plans (Completed)

- Quarry Falls (Mission Valley) (2008)
- San Ysidro Historic Village (San Ysidro) (2016)
- Otay Mesa Central Village (Otay Mesa) (2017)
- Morena Corridor (Linda Vista and Clairemont Mesa) (2019)
- Balboa Avenue Station Area (Pacific Beach and Clairemont Mesa) (2019)
- Riverwalk (Mission Valley) (2020)

Community Plan Updates and Focused Plan Amendments (In Process)

- Clairemont Mesa
- College Area
- University (proposed as part of this project)
- Uptown–Hillcrest FPA (proposed as part of this project)
- Mid-City: City Heights, Eastern Area, Kensington-Talmadge, and Normal Heights

3.2.1.4 Housing Element and Regional Housing Needs Allocation

The City is required by state law to adequately plan to meet the housing needs of everyone in the City, and to update its Housing Element every eight years. On June 16, 2020, the San Diego City Council adopted the 2021-2029 Housing Element. The City subsequently adopted revisions to the Housing Element in June 2021 to meet the certification conditions identified by the State of California Department of Housing and Community Development (HCD) in their October 2020 compliance letter. The Housing Element received full certification from HCD on September 10, 2021.

To ensure that a range of housing opportunities is provided for a broad spectrum of persons, the General Plan Housing Element is required by state law to address the City's regional share of housing needs which is referred to as the Regional Housing Needs Assessment (RHNA). The Housing Element is also required to include an inventory of sites (parcels) within the City that are suitable for development, and to demonstrate that the City's inventory of sites, and the sites' current residential capacity under existing land use plans and zoning, are adequate to meet the City's total RHNA target and its lower (low and very low) income affordable housing RHNA target.

The City's target for the 2021-2029 Housing Element cycle is 108,036 housing units. These units must be produced in a number of income categories defined by the percentage of the area median income (AMI). The City is tasked with achieving housing production by income group as follows:

- 12,380 housing units in the Extremely Low-Income category (0-30 percent of AMI)
- 15,169 housing units in the Very Low-Income category (31-50 percent of AMI)
- 17,331 housing units in the Low-Income category (51-80 percent of AMI)
- 19,319 housing units in the Moderate-Income category (81-120 percent of AMI)
- 43,837 housing units in the Above Moderate Income category (>121 percent of AMI)

Although progress has been made in constructing new housing, development has not kept pace with demand, especially in new very low-, low-, and moderate-income housing. Implementation of the Blueprint SD Initiative land use and policy framework would ensure the growth in the region is focused in locations that would be consistent with Citywide sustainability goals including VMT efficiency and the CAP.

3.2.2 Climate Action Plan

On August 2, 2022, the City approved an updated CAP, which included revised greenhouse gas (GHG) emissions California Environmental Quality Act (CEQA) significance thresholds, CAP Consistency Regulations, and a Climate Resiliency Fund and Urban Tree Canopy fee. The CAP

established a citywide goal of net zero GHG emissions by 2035, committing the City to an accelerated trajectory for GHG emissions reductions. The CAP identifies six strategies for achieving the goal of net zero emissions:

- Strategy 1: Decarbonization of the Built Environment, addresses natural gas consumption in all buildings, both new development and. in the timespan of the CAP, existing buildings.
- Strategy 2: Access to Clean and Renewable Energy, maintains the 100 percent renewable energy measure and acknowledges San Diego Community Power as a key pathway to achieving the renewable energy target. Strategy 2 also includes targets for converting the City's vehicle fleet to electric and supports increasing electric vehicle infrastructure citywide.
- Strategy 3: Mobility and Land Use, focuses on emissions from transportation, the single largest source of GHG emissions in the City, and establishes actions that support mode shift through mobility and land use actions and policies.
- Strategy 4: Circular Economy and Clean Communities, expands on current zero waste goals, maintains gas capture measures, and includes actions to prevent waste from entering the landfill, increase healthy food access and food recovery, and support efforts to increase composting of organic waste in response to SB 1383.
- Strategy 5: Resilient Infrastructure and Healthy Ecosystems, addresses resiliency in the face of the impacts of climate change with a focus on greening the city, starting with Communities of Concern, and includes targets for the restoration of salt marshland for carbon sequestration, and increasing the City's local water supply through Pure Water San Diego. Communities of Concern are census tracts that have been identified as having Very Low, Low, or Moderate Access to opportunity as identified in the City's Climate Equity Index.
- Strategy 6: Emerging Climate Actions, addresses those GHG emissions that will remain after all current identified measures have been achieved, which account for roughly 20 percent of total GHG emissions by 2035. This new strategy allows the City to push past the limitations in GHG emissions quantification, and science and technology, by identifying additional actions, pursuing technological innovation, expanding partnerships, and supporting research that reduces GHG emissions in all sectors.

3.2.3 Complete Communities

Complete Communities is a planning initiative that includes four key initiatives: Housing Solutions, Mobility Choices, Play Everywhere, and Build Better SD. These efforts work together to create incentives to build homes near transit, provide more mobility choices, and enhance opportunities for places to walk, bike, relax and play. The Complete Communities Housing Solutions Regulations are an affordable housing incentive program aimed at encouraging residential development near high-frequency transit that incorporates affordable housing. The Mobility Choices Program included amendments to the SDMC to adopt the Mobility Choices Regulations (Chapter 14, Article 3, Division 11 of the SDMC) which ensures that new development mitigates transportation vehicle miles traveled (VMT) impacts to the extent feasible, while incentivizing development near transit.

Additionally, the Mobility Choices Program included adoption of a new CEQA significance threshold for transportation to implement SB 743.

Play Everywhere: the City's Parks Master Plan was adopted in August 2021 and provides a framework to support the planning vision for a citywide interconnected park system which expands recreation facilities beyond traditional parks. The plan identifies existing gaps to guide future park development and promotes equity throughout the City. It establishes new equity goals, new access goals, new park standards for new development that measure recreational value, and citywide Park Development Impact Fees.

Build Better SD is a planning initiative adopted by the City Council on August 1, 2022, to enable the faster delivery of public spaces and buildings equitably and sustainably across the City of San Diego. The initiative supports the City's equity, access, conservation, and sustainability goals in addition to furthering the City's housing goals by providing the infrastructure needed to support new homes for all residents. The initiative amended the General Plan with new policies to prioritize investments in areas with the greatest needs and create opportunities to gather community input. The initiative also included amendments to the LDC to promote equitable investments in public spaces and mobility improvements, updated the City's Regional Transportation Congestion Improvement Program, and updated the City's Development Impact Fee structure to streamline public investments and further equitable policies, with an emphasis on prioritizing investment in neighborhoods with the greatest needs and delivering infrastructure to more people, more quickly.

3.3 Project Objectives

In accordance with CEQA Guidelines Section 15124(b), the following objectives support the purpose of the project, assist the Lead Agency in developing a reasonable range of alternatives to be evaluated in this report, and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary. The specific goals and objectives for the project include the following:

- Provide a policy and land use framework for residential capacity to meet the City's Regional Housing Needs Allocation targets over the next 20 to 30 years.
- Provide options for services and amenities, such as shopping and grocery stores, public spaces, and parks and recreation facilities closer to homes so that most daily needs can be met through a short walk, bike, or transit ride.
- Provide housing of all types and for all income levels in a manner that affirmatively furthers fair housing.
- Establish land uses that facilitate transit-oriented, multiple-use villages, districts, and developments within the City's Sustainable Development Areas in line with the General Plan's Village Climate Goal Propensity Map and the CAP.
- Provide affordable and convenient climate-friendly mobility options, such as walking/rolling, biking, and public transit, equitably throughout the City with a focus on areas with the greatest need.

- Plan for land uses that maximize the opportunity for housing near existing and future transit stations and stops identified in the SANDAG Regional Plan and that allow residents, employees, students, and visitors to more safely, conveniently, and enjoyably travel by walking/rolling, biking, or transit in line with the CAP.
- Provide a range of densities that will facilitate denser development in vehicle miles traveled (VMT) efficient areas to work towards meeting the GHG reduction targets of the CAP.
- Locate housing and goods/services in select areas near employment centers with convenient transit access to improve the jobs-housing balance, enhance and strengthen employment areas, promote employment opportunities, and encourage sustainable development consistent with General Plan Refresh (Blueprint SD Initiative) and the CAP.
- Streamline the environmental review process for future planning documents to expedite the implementation of plans that facilitate the development of housing and infrastructure that meets the City's needs and further the CAP goals.

University CPU Specific Objectives

- Strengthen the community's role as a major employment center in the City by co-locating biotech and life sciences laboratories with the area's hospitals and other tech offices to create an innovation hub that serves the region.
- Increase affordable housing near biotech jobs and the University of California, San Diego (UCSD) to retain talent within the City and prevent employees and students from leaving the community due to high housing costs and long commute times. Look for opportunities to increase and enhance transportation connections within the community plan area and within the City.

Hillcrest FPA Specific Objectives

- Establish and enhance the cultural significance of the Hillcrest FPA area to honor and recognize Hillcrest's role as the historic center of the City's lesbian, gay, bisexual, transgender, queer (LGBTQ+) community.
- Provide opportunities to increase and enhance transportation options, in particular, active transportation networks within the Hillcrest FPA area to create a walkable and active street network.

3.4 Project Location

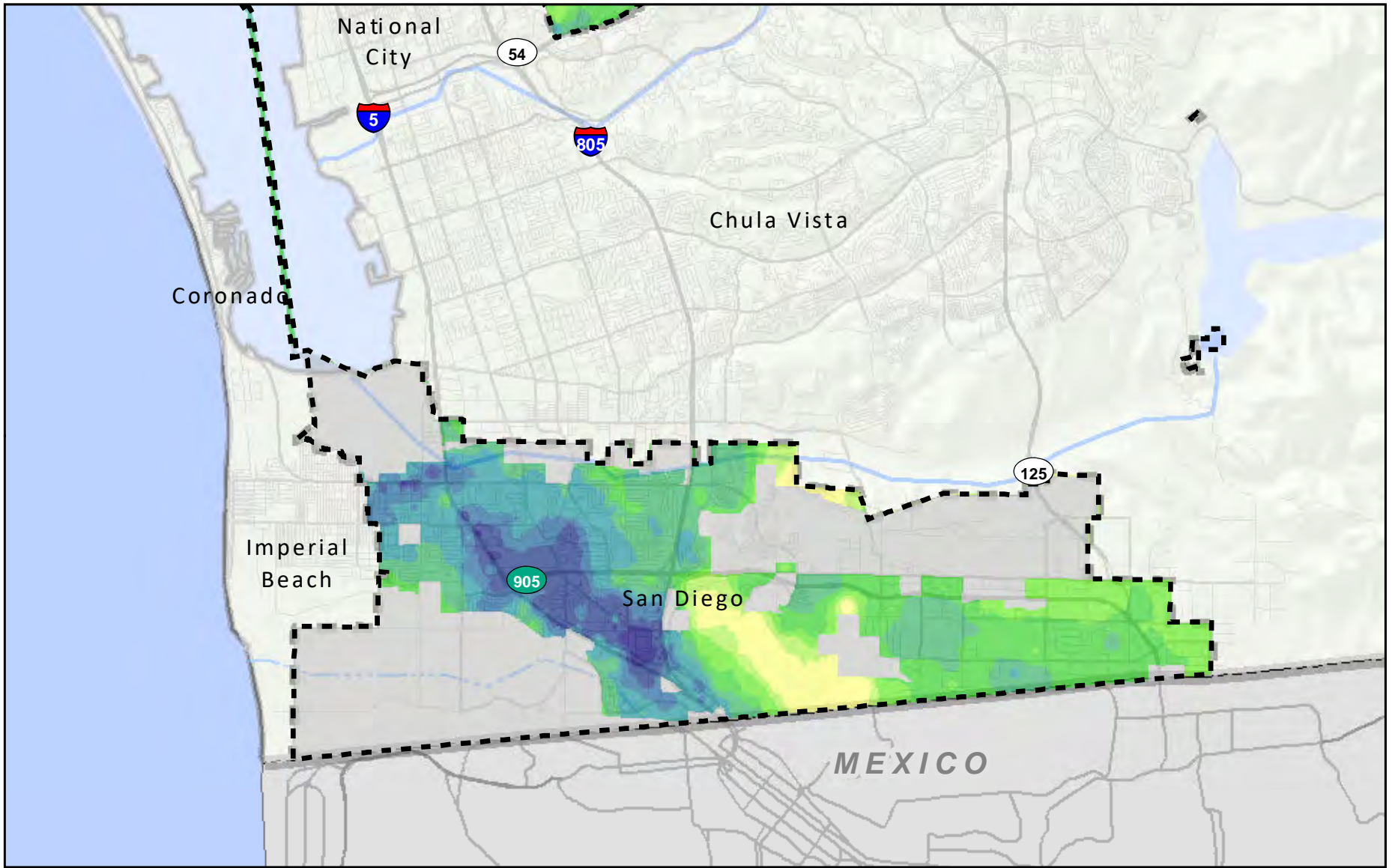
The project location, for purposes of this PEIR, is the entire City of San Diego municipal area, as land use policy and plan updates and future SDMC amendments to implement the project may apply citywide. However, consistent with the Blueprint SD Initiative, the City anticipates future community plan updates, specific plans, and focused plan amendments that would focus the redesignation of existing land uses within specific areas, referred to as Climate Smart Village Areas. These are areas



that have access to existing or planned transit and demonstrate the greatest likelihood to encourage walking/rolling, biking, and transit use. Consistent with the City of Villages Strategy, the General Plan contains a Village Propensity Map which identifies areas citywide that exhibit village characteristics; and areas that may have a propensity to develop as village areas based on having certain existing or planned characteristics as identified when the General Plan was updated in 2008.

As part of the Blueprint SD Initiative, the existing General Plan Figure LU-1: Village Propensity Map has been updated and renamed the Village Climate Goal Propensity Map (see Figure LU-1 of the updated General Plan Land Use and Community Planning Element) based on locations that have the highest likelihood of encouraging walking/rolling, biking, and transit usage compared to driving. Areas throughout the City have been assigned a village propensity value to prioritize where growth could occur over the next 20 to 30 years. Generally, future CPUs, specific plans, and focused plan amendments would focus on amending land use in areas that have a higher village propensity value. Specifically, these Climate Smart Village Areas, where the village propensity values range from 7 through 14, would be the focus areas for increasing opportunities for residential and mixed-use development in the City (Refer to Figure 3-1a through 3-1e). These areas have good access to homes, jobs, and mixed-use destinations. These areas are also in proximity to available high-frequency transit services based on the 2050 regional transportation network, have transit access to job centers based on the 2050 regional transportation network, and have good connections between transit and destinations. Although opportunities for new development would likely be focused in these Climate Smart Village Areas, future CPUs, specific plans, and focused plan amendments could also plan for development outside these Climate Smart Village Areas (i.e., areas with a village propensity value of 1 through 6) where considered appropriate for the surrounding area. Additionally, while this PEIR identifies Climate Smart Village Areas as the areas where future new development would likely be focused per the Blueprint SD Initiative land use and policy framework, the boundaries of these Climate Smart Village Areas could shift in the future. As updates to SANDAG's Regional Plan and the regional transportation network occur, the village propensity values identified in the Village Climate Goal Propensity Map could be adjusted depending on an area's village characteristics and proximity to transit and could result in new Climate Smart Village Areas where opportunities for new development would likely be focused.

The University CPU area and the Hillcrest FPA area are project components addressed in more detail than other areas in the City for the purposes of this PEIR. The University CPU area is located approximately 13 miles north of Downtown San Diego and includes key locations such as Torrey Pines State Natural Reserve, Torrey Pines Golf Course, and UCSD (see Figure 2-5). Interstate (I-) 5 traverses the center of the community, State Route (SR-) 52 forms the southern border of the community and I-805 runs along the eastern edge within and outside of the community. Marine Corps Air Station (MCAS) Miramar is located along the southeastern border of the community.

The Hillcrest FPA area includes approximately 380 acres of the Hillcrest and Medical Complex neighborhoods in the Uptown Community Plan area (see Figure 2-3). The FPA area is bound by a series of streets and canyons, including Park Boulevard to the west, Walnut Avenue to the south, Dove Street to the west, and the hilltop bluffs along the northern edge of the Medical Complex neighborhood. SR-163 splits the Hillcrest FPA area.



 San Diego City Limits
 Exclusion Area

Village Propensity Value



 0 Miles 1


FIGURE 3-1a
 Village Climate Goal Propensity Map - South

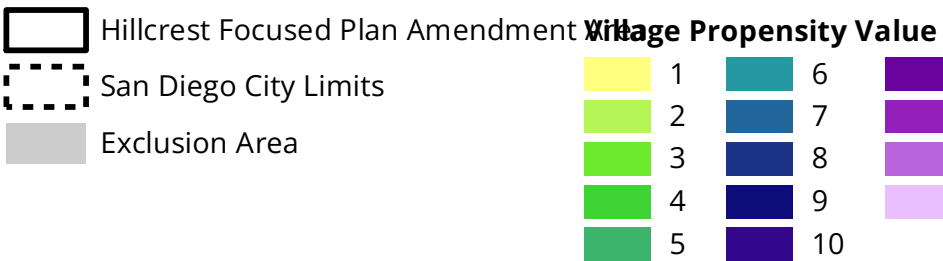
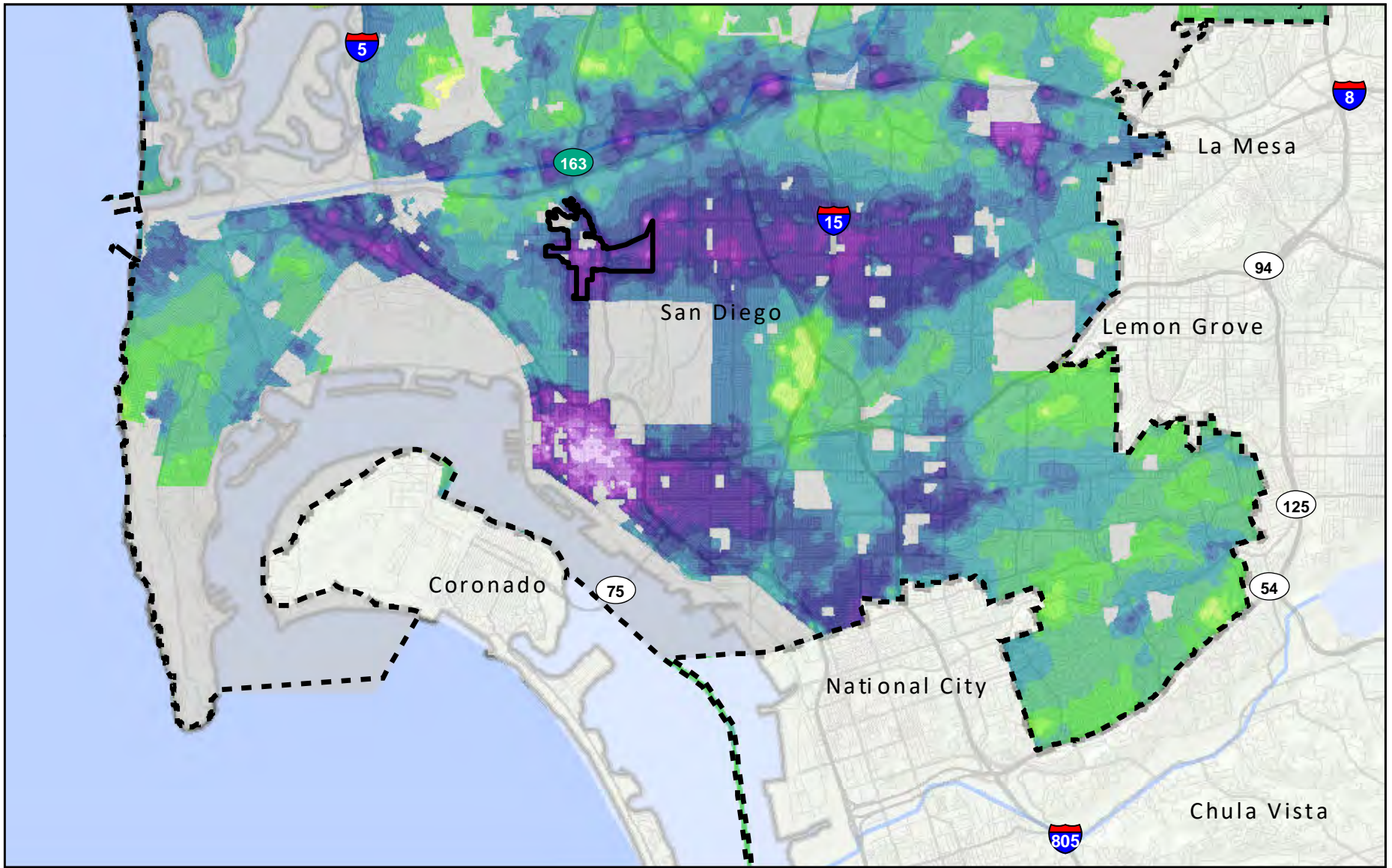
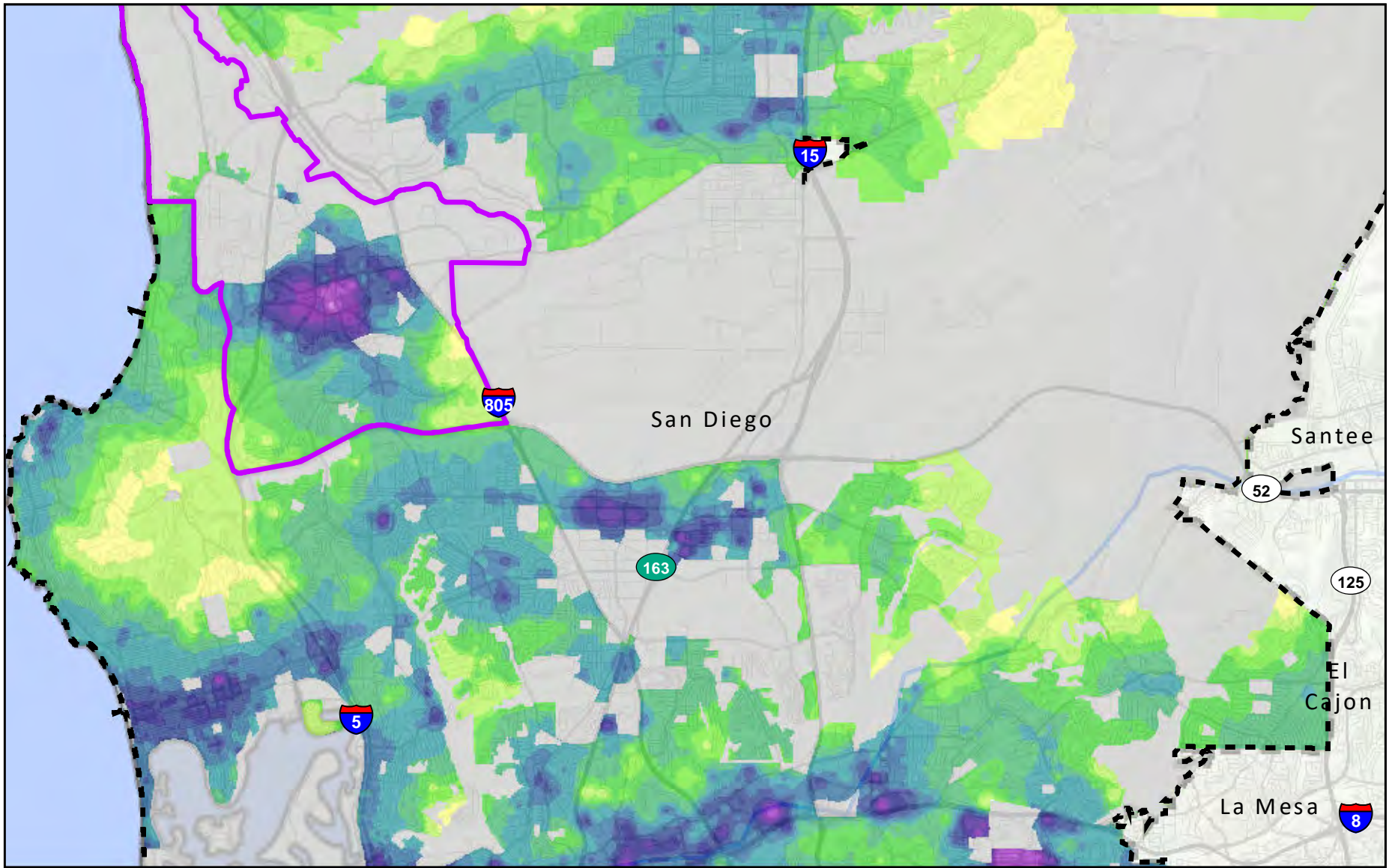


FIGURE 3-1b
Village Climate Goal Propensity Map - South Central



- University Community Plan Area
- San Diego City Limits
- Exclusion Area

Village Propensity Value

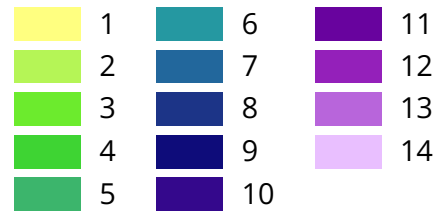
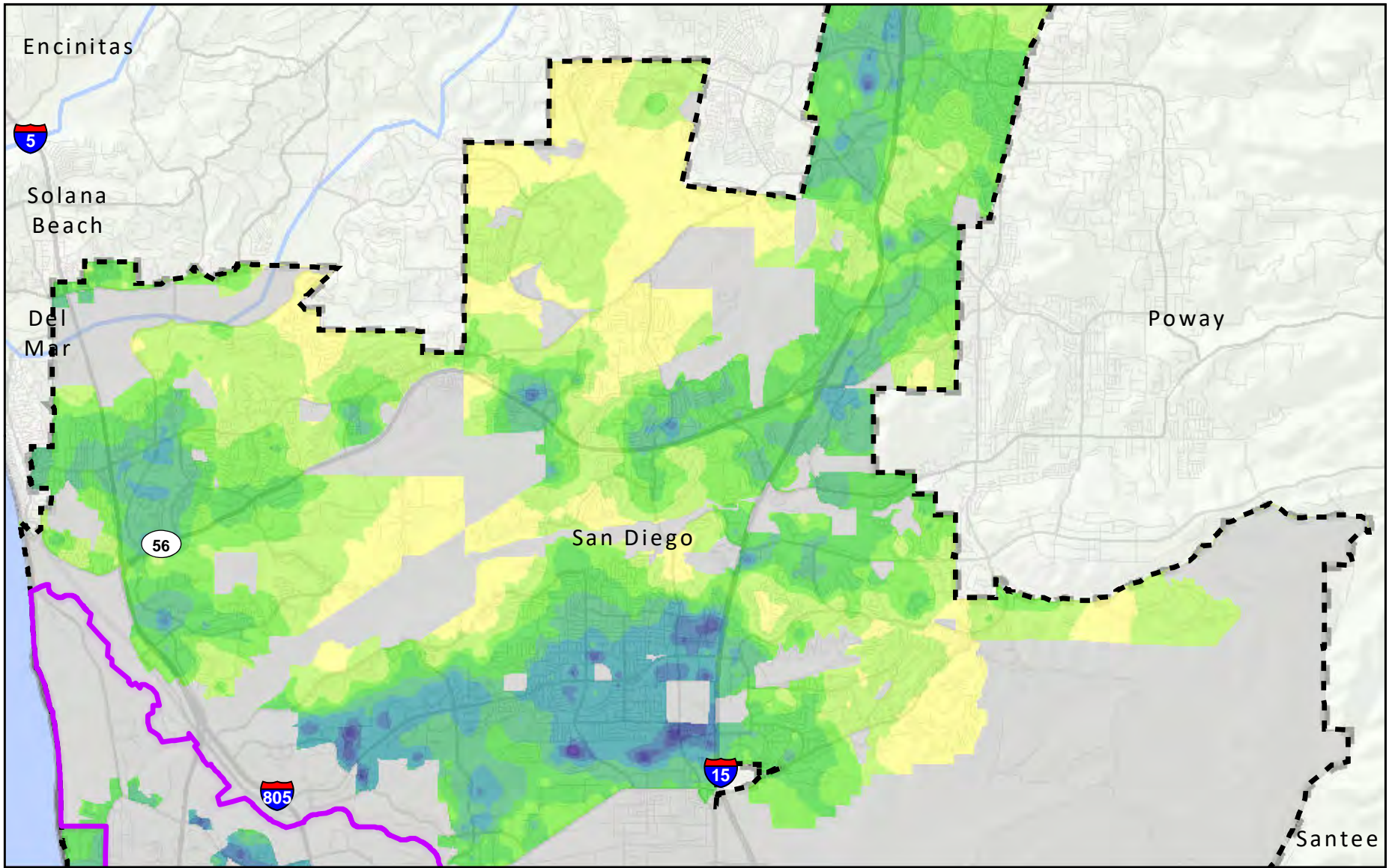


FIGURE 3-1c
Village Climate Goal Propensity Map - North Central



- University Community Plan Area
- San Diego City Limits
- Exclusion Area

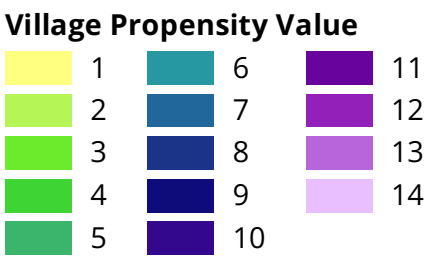
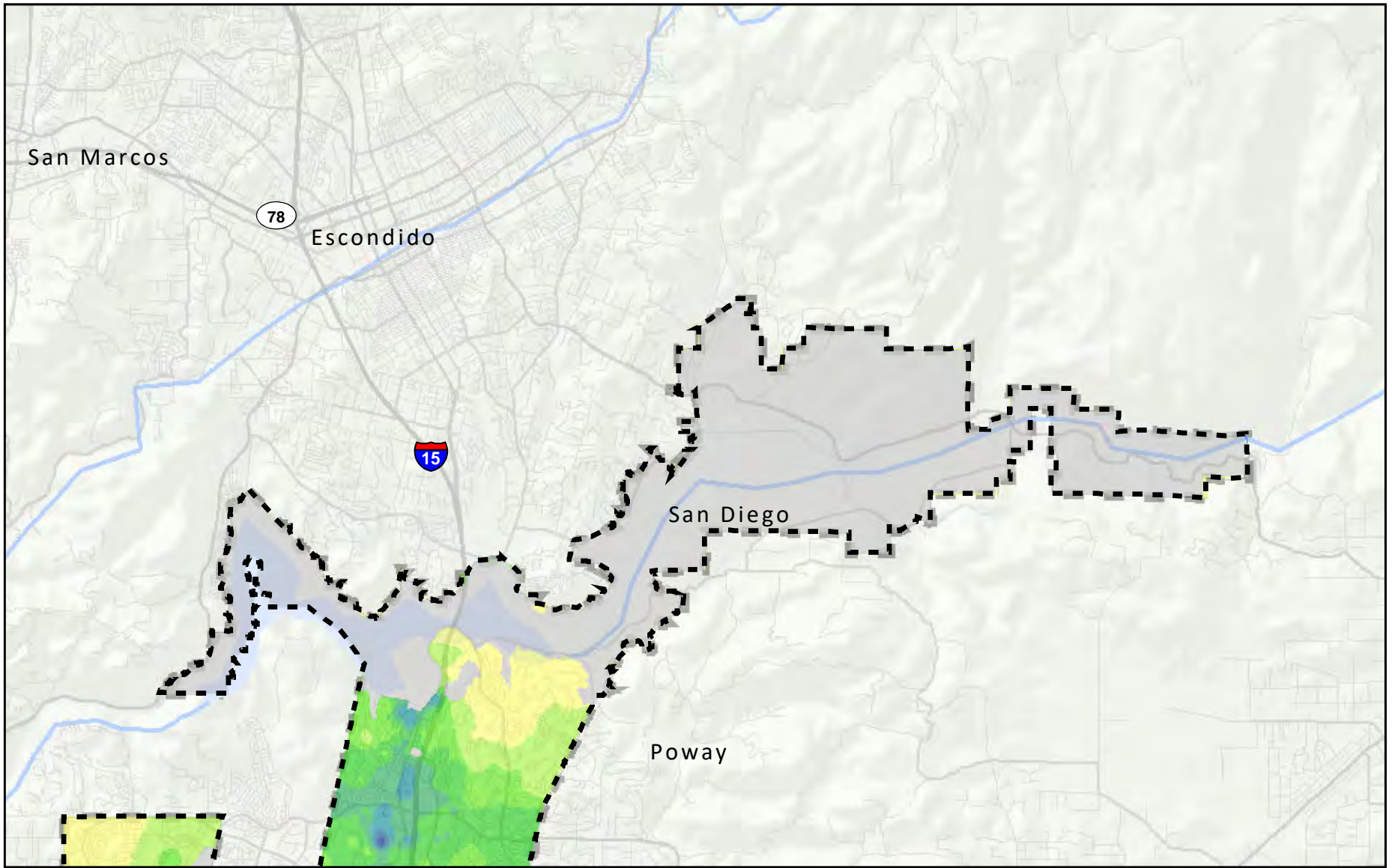


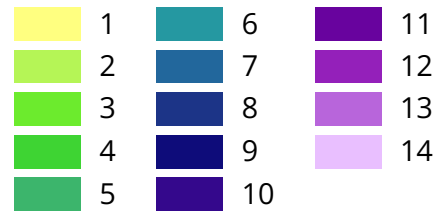


FIGURE 3-1d
Village Climate Goal Propensity Map - North



 San Diego City Limits
 Exclusion Area

Village Propensity Value



 0 Miles 1


FIGURE 3-1e
Village Climate Goal Propensity Map - Northeast

3.5 Project Description

3.5.1 Blueprint SD Initiative

The Blueprint SD Initiative includes a comprehensive amendment to the General Plan to better align the City of Villages Strategy to reflect the latest goals, policies, and plans for housing, environmental protection, and climate change adaptation and sustainable growth. The Blueprint SD Initiative would amend the General Plan to reflect an updated citywide land use and policy framework designed around the 2050 regional transportation network to promote reductions in per capita GHG emissions and VMT. The Blueprint SD Initiative identifies complementary land use, transportation, and related policies to support future development according to the revised land use framework. The land use and policy amendments would build upon climate goals outlined in the CAP and Climate Resilient SD Plan.

The Blueprint SD Initiative land use framework is defined by the Village Climate Goal Propensity Map, which assigns village propensity values ranging from low to high (i.e., 1 through 14) throughout the City. Areas of the City with a medium to high village propensity value (i.e., 7 through 14) are areas where the City would support the redesignation of land uses to increase development capacity, supporting more homes and jobs. The City may support increases in development intensities in other areas of the City provided the overarching goals of the Blueprint SD Initiative would be achieved. Future land use changes would be implemented through future comprehensive community plan updates, specific plans, and/or focused community plan amendments. Future increases in development intensities would support higher density residential and mixed-use development, supporting more homes near transit, especially in areas that contribute to the reduction of per capita VMT and GHG emissions. By aligning housing production with planned transportation investments, the updated citywide land use strategy intends to address the CAP and mobility mode share goals by promoting opportunities to walk/roll, bike, and ride transit. This updated growth framework would guide future land use changes as part of CPUs, specific plans, and FPAs.

The Blueprint SD Initiative identifies areas for future medium and high-density residential and mixed-use development to support increases in housing and jobs in the City. The Blueprint SD Initiative includes several components evaluated as part of this PEIR, including a comprehensive General Plan Refresh, future plan amendments including CPUs, specific plans, and/or FPAs to align opportunities for additional homes and mixed-use development consistent with the Climate Smart Village Areas in the Village Climate Goal Propensity Map, and future LDC updates. Each of these components is described below.

3.5.1.1 General Plan Refresh

As part of the General Plan Refresh, the General Plan's policies would be comprehensively amended to reflect new data and information without changing the General Plan framework from the 2008 General Plan. The Blueprint SD Initiative's framework for identifying areas for future homes and jobs was used to guide these amendments to the General Plan. A key component of the General Plan Refresh is the proposed amendment to the Land Use and Community Planning Element (hereinafter

referred to as the “Land Use Element”). The Land Use Element is required by state law (Government Code Section 65302) and designates the general distribution, location, and extent of uses of land for housing, businesses, industry, open space, and other uses. The Land Use Element is implemented through the LDC (Chapters 11–15 of the SDMC), which establishes detailed regulations for the use and development of land. The revised Land Use Element includes updated land use designations, revised density ranges, new and updated goals, and new and updated policies consistent with the City of Villages Strategy to meet housing, climate protection, and sustainability goals.

Amendments to the Land Use Element include updates to reflect existing conditions in the City. Based on the limited availability of vacant, developable land in the city, the amended Land Use Element identifies infill development to meet the housing, jobs and services needs of the city. An amendment to the City of Villages Strategy has been identified to facilitate the planning of future homes and jobs in the City by focusing on the development of pedestrian-friendly, mixed-use, activity centers that are connected to the regional transit system. A key goal is the reduction of vehicle trips and associated GHG emissions by improving opportunities to walk/roll, bike, and take transit. Revised and updated goals for the City of Villages Strategy are as follows:

- A sustainable land use pattern that helps the City meet the needs of current and future generations, while helping advance climate goals.
- Mixed-use villages located throughout the City that are connected by high quality transit.
- Mixed-use villages that serve a wide variety of daily community needs for homes, jobs, public facilities, recreation, and other services and amenities.
- Mixed-use villages that offer a variety of homes that are affordable for people with different incomes and needs.
- Pedestrian-friendly, mixed-use, villages that are characterized by inviting, accessible, and attractive public streets and spaces.

The General Plan Refresh replaces the 2008 General Plan Figure LU-1: Village Propensity Map with an updated Village Climate Goal Propensity Map that identifies areas for the prioritization of future residential and mixed-use development, supporting more homes and jobs. This map forms the basis for defining where future growth is anticipated throughout the City in addition to the anticipated intensity of development. The updated Village Climate Goal Propensity Map incorporates the 2050 regional transportation network.

The amended Land Use Element includes updates to several tables to reflect current land uses and acreages as these previous tables relied largely on 2006 data. Changes to Figure LU-2: General Plan Land Use and Street System, includes updates to the street system and General Plan land uses as of 2023 (Figure 3-2). Changes to Figure LU-3: Planning Areas and Prospective Annexation Areas, are proposed to reflect possible changes to the City’s boundary resulting from potential annexations (Figure 3-3). An update to Figure LU-4: Proposition A Lands, is also proposed to reflect the latest community plan area boundaries.

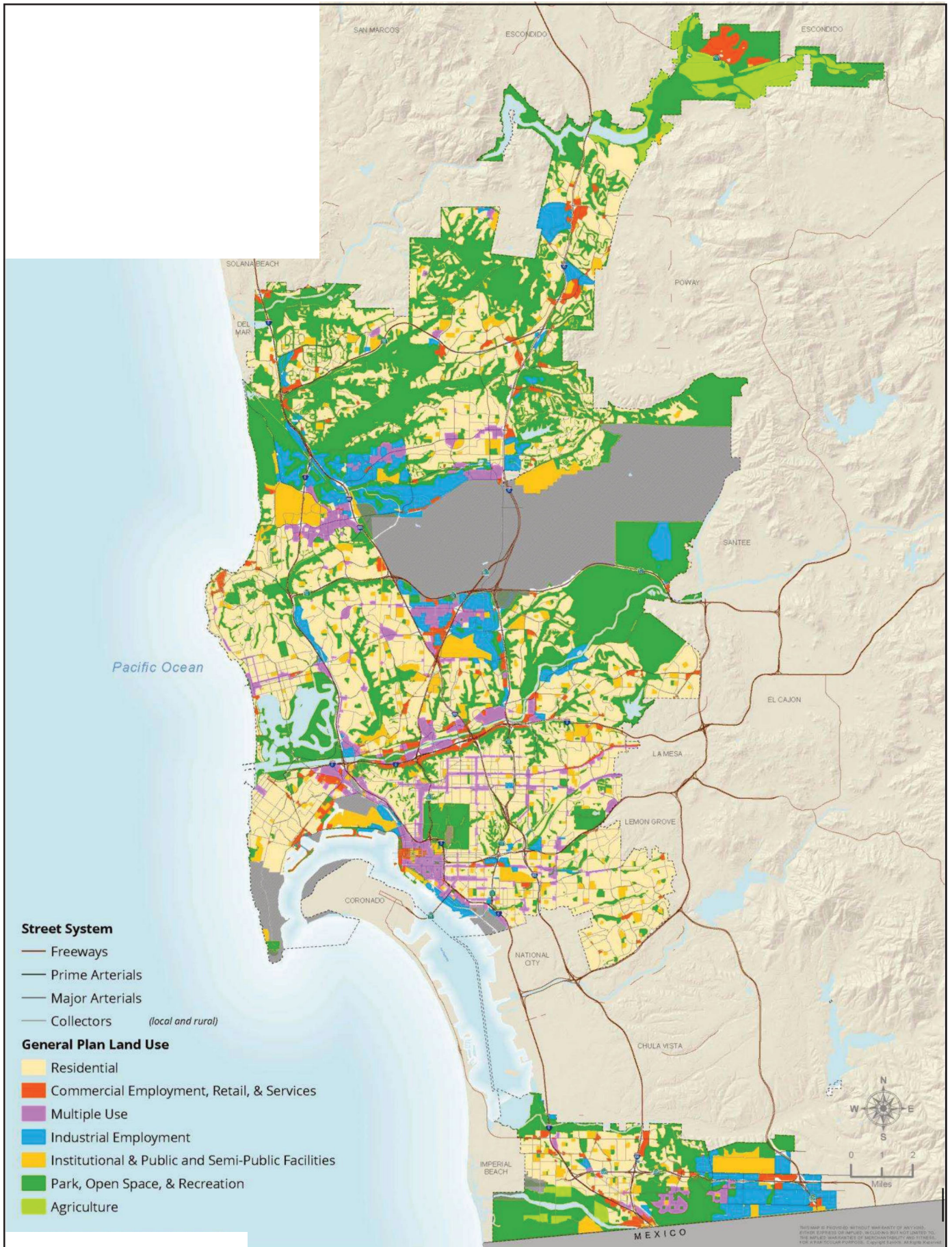


FIGURE 3-2
General Plan Land Use Street System

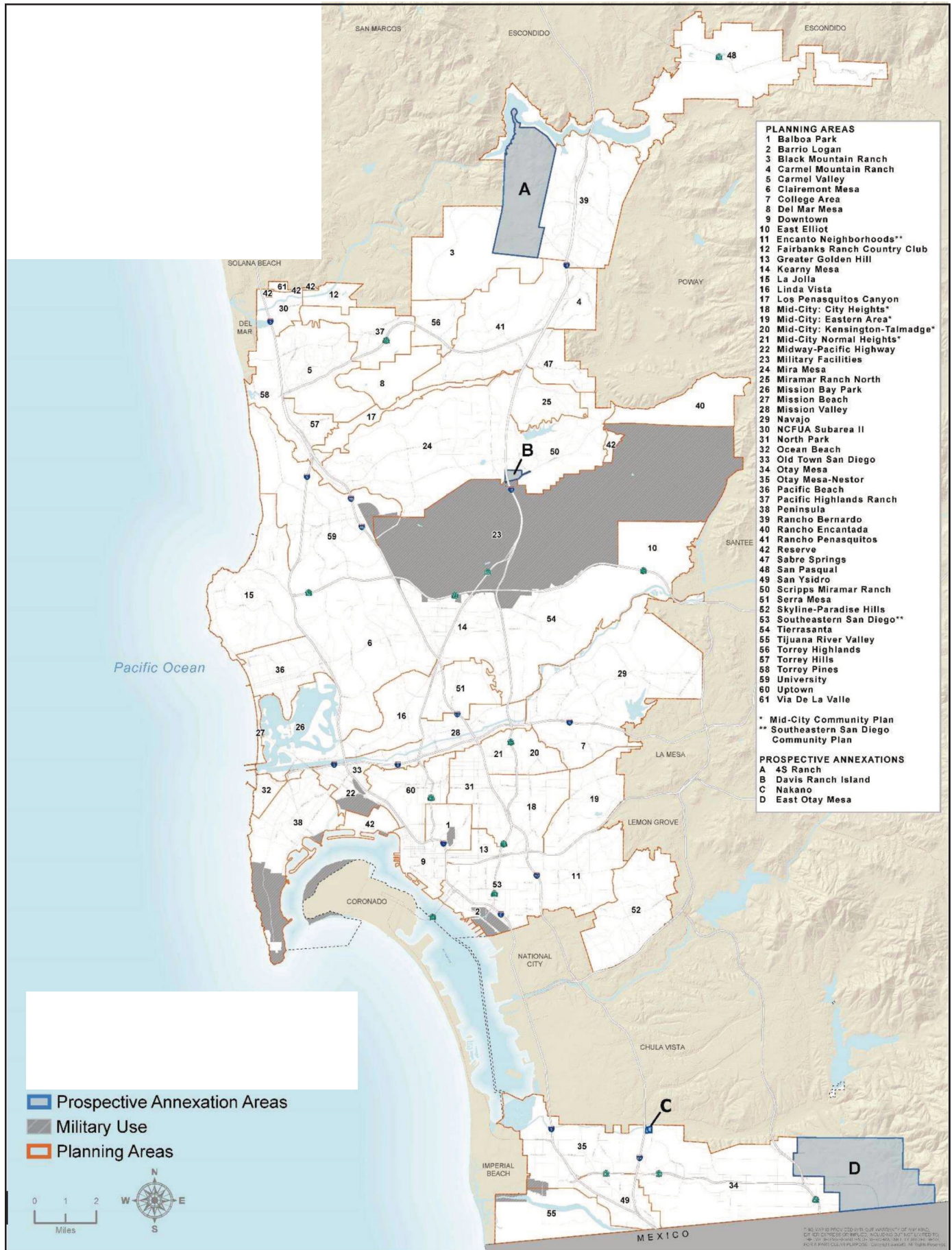


FIGURE 3-3

Planning Areas and Prospective Annexation Areas

In addition to the Land Use Element, the following elements are proposed to be amended to reflect more current conditions, updated data sources, and the latest City plans and policies while continuing to maintain the framework of the General Plan and City of Villages Strategy. A summary of changes within each element is provided below.

- **Mobility Element:** The Mobility Element is required by state law (Government Code Section 65302). The Mobility Element designates the general location and extent of existing and proposed major throughfares, transportation routes, terminals, military airports, maritime ports, and other local public utilities and facilities. The amended Mobility Element reflects SANDAG's Regional Plan and the updated transportation network and includes an updated policy framework to encourage complete streets planning principles and concepts that will result in dynamic, vibrant corridors that support all modes of travel. The amended Mobility Element also identifies new goals and policies that help walking/rolling, bicycling, and using shared mobility devices to become more viable for short trips, and for transit to link highly frequented destinations more efficiently to reflect changes in mobility technology since 2008. The amended Mobility Element advances the City's strategy for increased mobility choices in a manner that strengthens the City of Villages Strategy and Land Use Element; helps achieve a clean and sustainable environment; and furthers equitable access, particularly focusing on improving access to areas with the greatest need.

The amended Mobility Element includes revisions to several tables to provide current data reflecting existing conditions and updated City policy direction. For example, changes to Table ME-3, Parking Strategies Toolbox, includes the addition of shared mobility corrals, shared micro-mobility, and goods movement/freight as parking tools.

The Mobility Element includes updated Figures ME-1A and ME-1B representing planned transit and land use connections (Figures 3-4 and 3-5). These figures depict the updated General Plan land uses and Climate Smart Village Areas with planned high frequency transit service and existing transit service. Updates to the existing and proposed bikeways are depicted on an updated Figure ME-2 (Figure 3-6).

- **Urban Design Element:** The Urban Design Element is an optional Element of the General Plan allowed by state law (Government Code Section 65302). Urban design is the visual and sensory relationship between people and the built and natural environment. Citywide urban design policies in the Urban Design Element help to guide the built environment. The amended Urban Design Element includes updates to goals and policies to promote the use of objective and measurable development standards to align with changes in state law. For example, the revised Urban Design Element includes new Policy UD-B.5 which promotes providing active uses that front transit corridors and support the public realm. This would include considering the incorporation of retail, community-serving uses, lobbies, entrance courts, sidewalk cafes, recreational amenities, and other active spaces at the ground level.

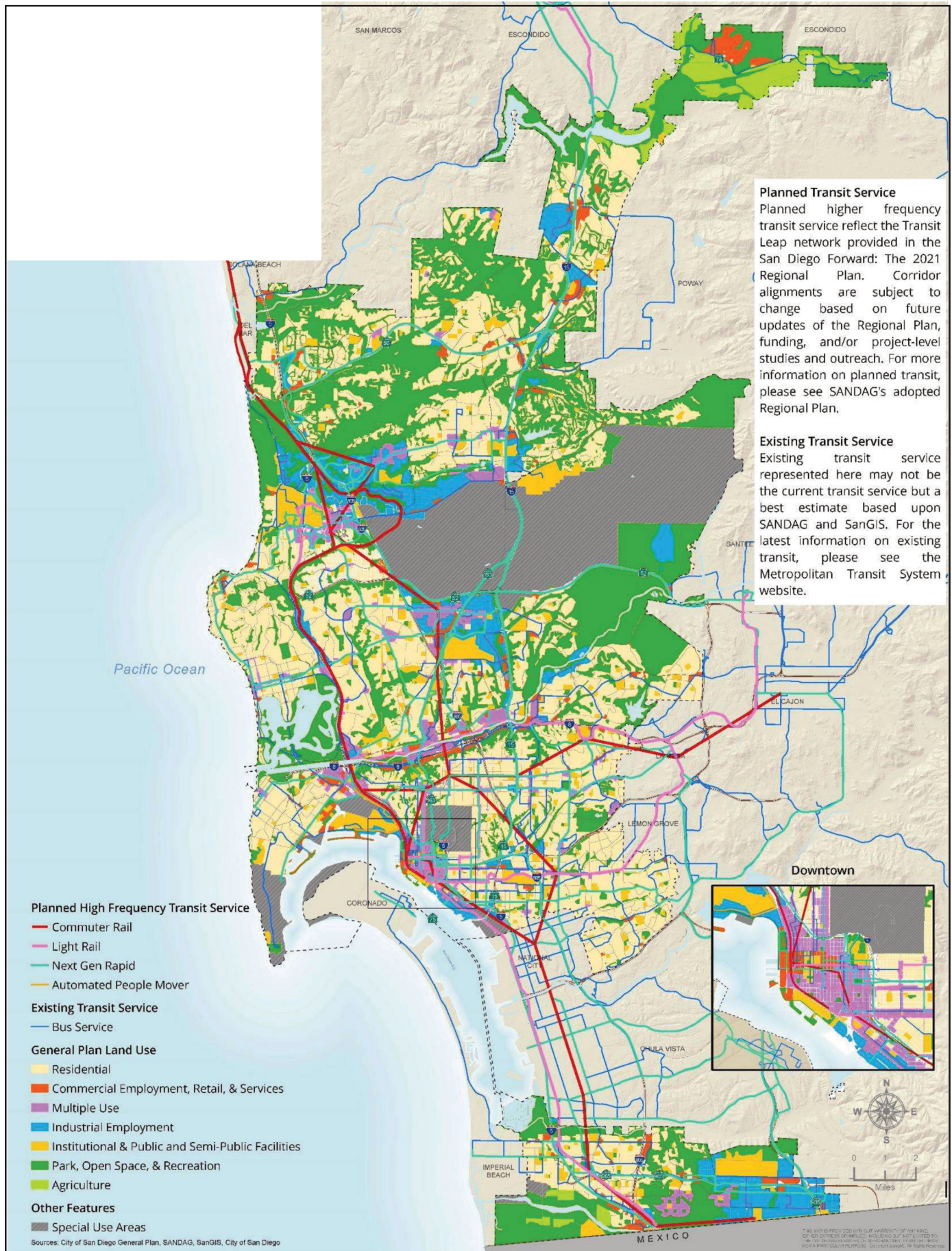


FIGURE 3-4

Transit and Land Use Connections with Plan Land Use

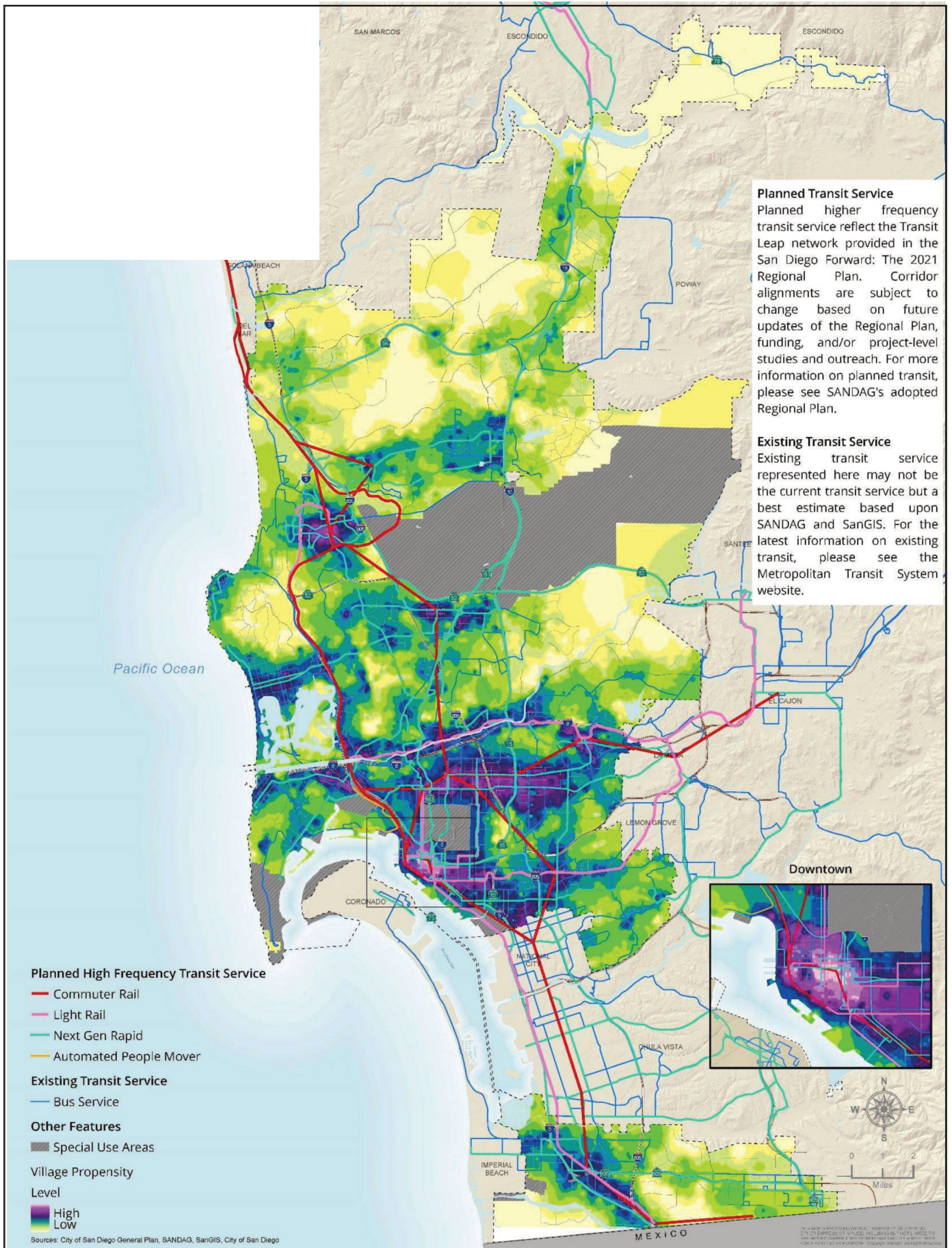


FIGURE 3-5

Transit and Land Use Connections with Village Propensity

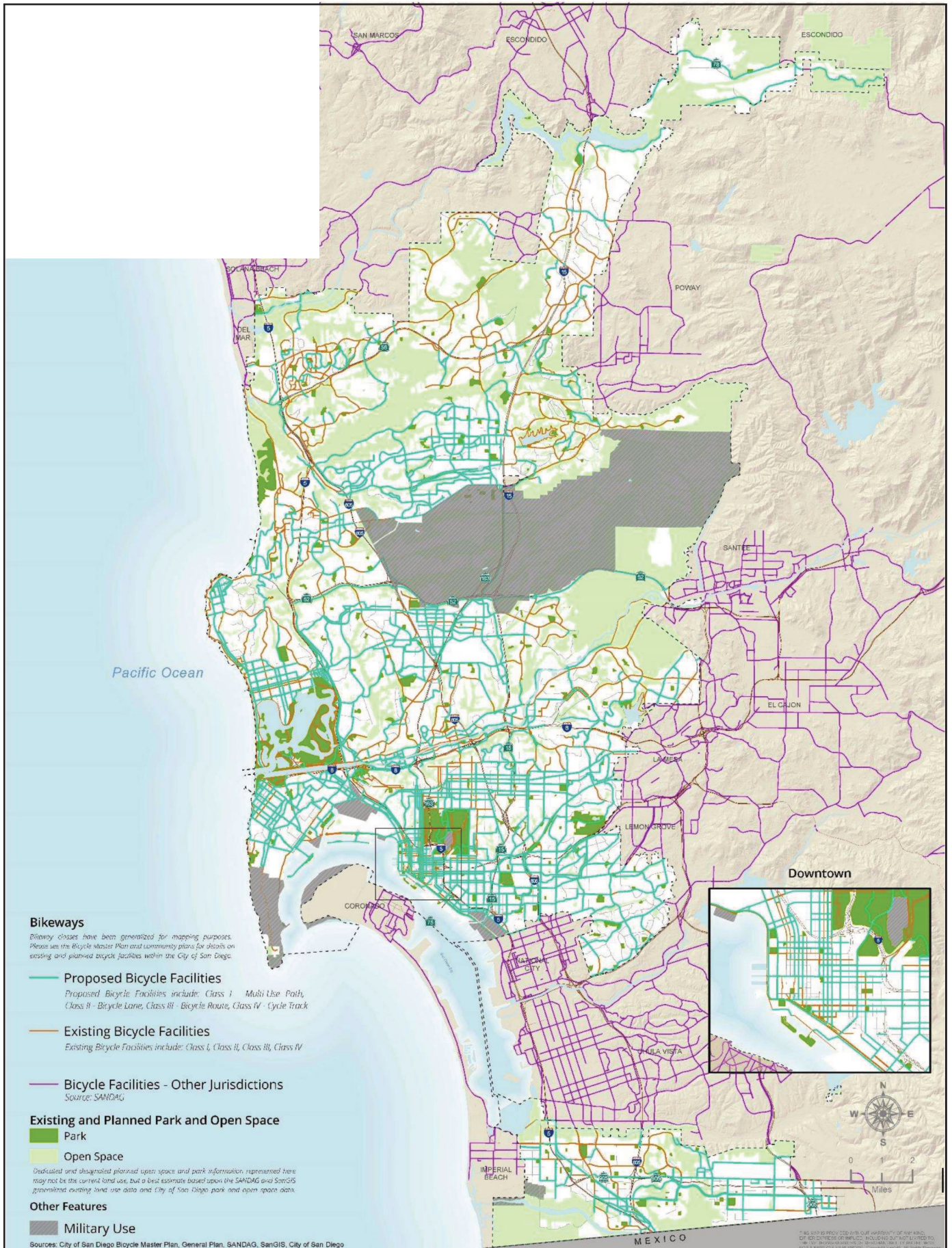


FIGURE 3-6
 Existing and Proposed Bikeways

- **Economic Prosperity Element:** The Economic Prosperity Element is an optional Element of the General Plan allowed by state law (Government Code Section 65302). Economic prosperity is a key component to quality of life. The City's economy influences physical development and determines the City's capacity to fund essential services. The amended Economic Prosperity Element includes updated policies to reflect the changes to the Land Use Element and provide greater flexibility to co-locate industrial uses with housing, especially workforce housing, where compatible. In addition, the revised Economic Prosperity Element includes updates to both text and Figures (EP-1, EP-2, EP-4, EP-5, and EP6) to reflect more recent data sources. Policy EP-G.2 is amended to reflect the Promise and Opportunity Zone and Policy EP-G.10 is amended to reflect Enhanced Infrastructure Financing Districts and Property and Business Improvement Districts.
- **Public Facilities, Services, and Safety Element:** The Public Facilities, Services, and Safety Element is required by state law (Government Code Section 65302). The Public Facilities, Services, and Safety Element reduces the potential short- and long-term risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. The amended Public Facilities, Services, and Safety Element includes amendments to remove reference to the City's previous Capital Improvement Program Prioritization process to reflect the adoption of Build Better SD. Figures updates are also proposed to reflect the status and location of existing facilities such as police, library, fire, and wastewater facilities. Updates related to public safety include the geotechnical relative risk area map. The updates to the element also include changes to address Senate Bill 99 [Government Code Section 65302, subdivision (g)(5)] which requires Safety Elements to identify residential developments in any hazard area that do not have at least two emergency evacuation routes. Updates also address Assembly Bill 747 (Government Code Section 65302.15) which require jurisdictions to identify evacuation routes and their capacity, safety, and viability under various emergency scenarios.
- **Recreation Element:** The Recreation Element is an optional Element allowed by state law (Government Code Section 65302). The Recreation Element seeks to maintain and enhance public recreation opportunities and facilities for all users. The amended Recreation Element includes an updated Figure RE-1, Community Plan Designated Open Space and Parks Map which includes updates to military uses, and neighborhood, community, regional, and open space parks (Figure 3-7).

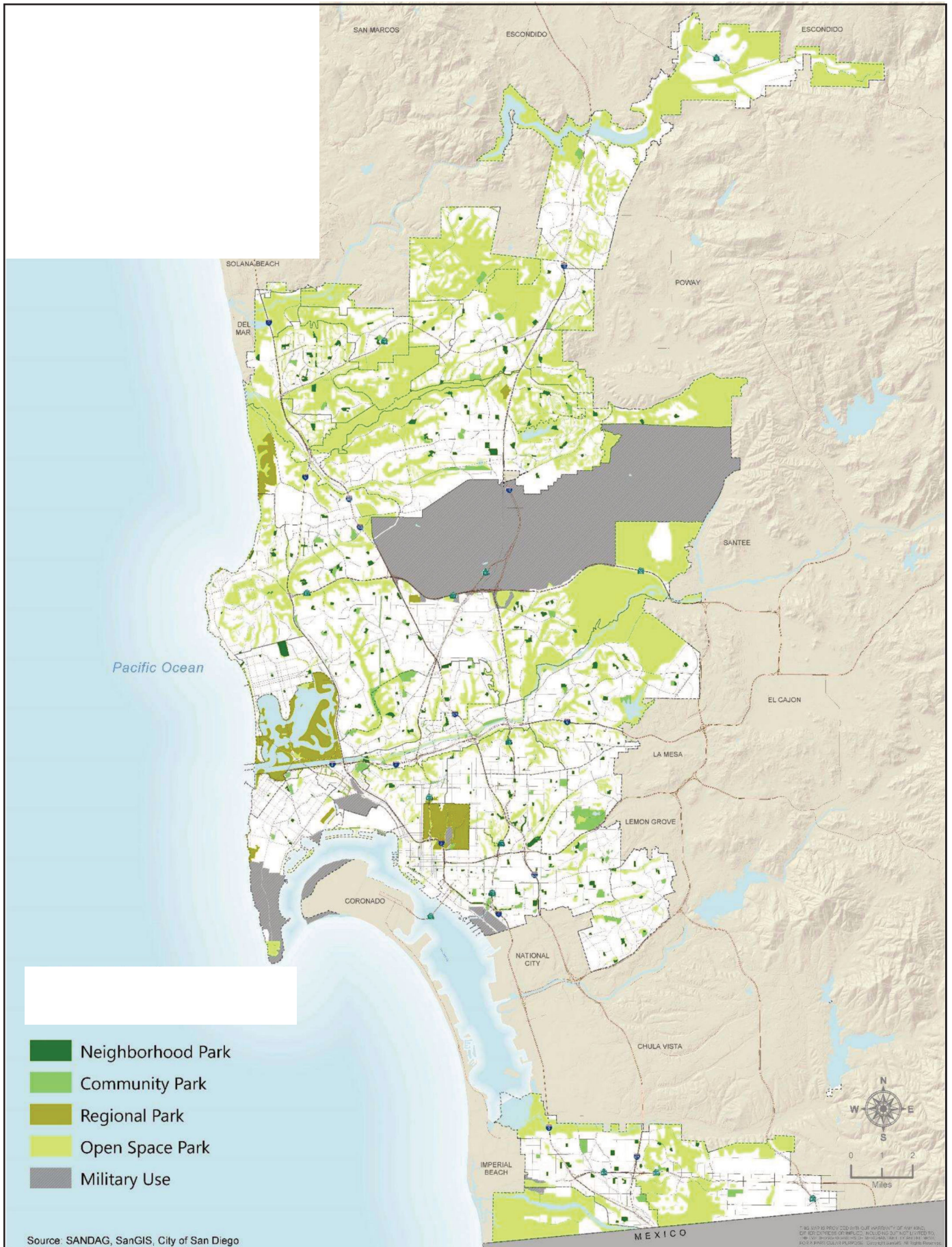


FIGURE 3-7

Community Plan Designated Open Space and Parks Map

- **Conservation Element:** The Conservation Element is required by state law (Government Code Section 65302). Conservation addresses the planned management, preservation, and utilization of natural resources and landscapes. The Conservation Element considers the effects of the development as described in the Land Use Element. The amended Conservation Element incorporates updated policies to align the City's conservation framework with the revised land use strategy and align with the goals of the CAP, Climate Resilient SD Plan, and the City's Vernal Pool Habitat Conservation Plan that was adopted in 2018. The amended Conservation Element includes updates to Table CE-1 and Figures CE-1 through CE-6 to reflect current conditions and the most up-to-date data.
- **Noise Element:** The Noise Element is required by state law (Government Code Section 65302). The Noise Element identifies and appraises noise problems in the City. The amended Noise Element includes updated noise compatibility policies related to multiple dwelling units; vehicle and vehicular equipment sales and services use; wholesale, distribution, and storage use; and industrial use to support the revised land use strategy in the proposed Land Use Element. The amended Noise Element includes updates to Table NE--3: Land Use Noise Compatibility Guidelines. Amendments to Table NE-3 include revisions to the exterior noise exposure limits for vehicle and vehicular equipment sales and service uses, wholesale, distribution, storage uses, and industrial uses.
- **Appendices:** The amended appendices add the Blueprint SD Initiative Village Climate Goal Propensity map methodology and provide an update to the Community Plan Land Use Designations and General Plan Land Use Designations. The appendices have also been updated to reflect the latest policies and data in the region.
- **Glossary:** The amended Glossary includes new and revised definitions for key terms.

The following elements are not proposed to be adopted or amended with this project:

- **Historic Preservation Element:** The Historic Preservation Element is an optional Element of the General Plan allowed by state law (Government Code Section 65302). The Historic Preservation Element guides the preservation protection, restoration, and rehabilitation of historical and cultural resources. A future amendment to this element could be undertaken as part of a future and separate initiative.
- **Environmental Justice Element:** The City does not currently have an Environmental Justice Element but one is currently in process (as a separate action from the project). To comply with SB 1000, the Environmental Justice Element will be adopted or reviewed as a separate action prior to the project and will address equity and environmental justice more fully across the City.

3.5.1.2 Blueprint SD Assumptions

As detailed in Figures 3-1a through 3-1e and discussed in Section 3.4 above, the Village Climate Goal Propensity Map defines areas in the City where the City would support the redesignation of land uses to increase development capacity, supporting more homes and jobs, and would specifically focusing development within areas with a medium to high village propensity value (i.e., 7 through

14). Future land use changes across the City would be implemented through future community plan updates, specific plans, and/or focused plan amendments which would focus additional residential and mixed-use development intensities within the Climate Smart Village Areas (i.e., areas with medium and higher village propensity). The village propensity values identified in the Village Climate Goal Propensity Map serve as a general guide for the City to identify opportunities for future homes and jobs as part of future CPUs, specific plans, and FPAs, with the potential for higher densities and intensities being assigned to areas with a higher village propensity. In general, opportunities for future homes and jobs are anticipated less in areas with a lower village propensity, but future CPUs, specific plans, and focused plan amendments could still plan for additional homes in areas with a lower village propensity when higher densities and intensities are considered appropriate for the surrounding area. Additionally, the boundaries of these Climate Smart Village Areas could shift in the future. As updates to SANDAG's Regional Plan and the regional transportation network occur, the village propensity values identified in the Village Climate Goal Propensity Map could be adjusted depending on an area's village characteristics and proximity to transit and could result in new Climate Smart Village Areas where opportunities for new development would likely be focused.

To identify the Blueprint SD Initiative village propensity values, a land use modeling effort was used to locate homes and jobs within areas near high frequency transit, with the goal of supporting a shift in mode share from single occupancy vehicles to other non-vehicular models of travel including walking, biking, and transit. Refer to Attachment A of Appendix J for a description of the methodology used in the Blueprint SD Initiative modeling effort. Future land use changes within the Climate Smart Village Areas would be further defined as part of future CPUs, specific plans, and/or focused plan amendments, as discussed further in Section 3.5.1.3.

3.5.1.3 Future Community Plan Updates, Specific Plans, and/or Focused Plan Amendments

Since the adoption of the General Plan in 2008, the City has been in the process of updating community plans to be consistent with the City of Villages Strategy and, since 2015, the CAP. The overarching goals of recent CPUs have focused on maximizing density within Transit Priority Area and VMT efficient areas, ensuring mobility plans provide for all modes of travel, and providing a land use and mobility framework consistent with the CAP and City of Villages Strategy. As part of the Blueprint SD Initiative, the City anticipates updating and/or amending community plans to reflect the updated Village Climate Goal Propensity Map and policy framework, as well as other recent City plans and policies.

The environmental analysis approach for prior CPUs has been to prepare a PEIR for each CPU. Through this process, the environmental analysis has found similar environmental impacts which require similar mitigation frameworks. Due to this, the City identified an opportunity to address the environmental analysis for future CPUs as part of the analysis for the Blueprint SD Initiative. Future plan amendments including CPUs, specific plans, and FPAs, as well as future projects consistent with those plans, and future amendments to the LDC consistent with the General Plan policy framework would be evaluated in the context of this PEIR.

Future CPUs, specific plans, and/or FPAs, and future development consistent with those plans, would be evaluated for consistency with the General Plan policy framework including the Village

Climate Goal Propensity Map (see Figure 3-1a through 3-1e) and the City of Villages Strategy, and thus, would be evaluated for consistency with this PEIR. CEQA Guidelines Section 15183 allows projects consistent with the development density established by zoning, community plan, or General Plan policies for which an EIR was certified to not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. As future CPUs or other plans are amended and as future public and/or privately initiated development projects are proposed that are consistent with the General Plan policy framework, these would be evaluated in light of CEQA Guidelines Sections 15152, 15153, 15162, 15163, 15164, 15168, and/or 15183.

As discussed in Section 3.2.1.2 above, fourteen community plans have been comprehensively updated and/or have undergone an FPA since 2008. Six Specific Plans have also been adopted since 2008. The Clairemont Mesa, College Area, and Mid-City CPUs are in process and are anticipated to be evaluated for consistency with the Village Climate Goal Propensity Map and this PEIR. An amendment to the Uptown Community Plan and an update to the University Community Plan are also in process and are evaluated within this PEIR. Both recently updated community plans and those that need an update could be amended in the future for consistency with the General Plan policy framework including the Village Climate Goal Propensity Map (see Figure 3-1a through 3-1e) and this PEIR. In addition to potential land use changes, future CPUs, Specific Plans, and/or FPAs could include changes to mobility policies and recommended improvements to implement traffic calming measures including but not limited to raised intersections, corner bulb-outs, and roundabouts consistent with the General Plan Mobility Element.

3.5.1.4 Land Development Code Updates

To implement the goals of the General Plan Refresh and the Village Climate Goal Propensity Map, it is anticipated that LDC amendments would be proposed in the future to implement the City's vision as defined in the General Plan, CAP, and other City policy plans and documents. Future LDC amendments may include, but not be limited to, the following:

- Amendments to facilitate ministerial processing of residential and mixed-use development.
- Updates to the Historical Resources Regulations
- Modifying parking regulations
- Changes to support development and mobility improvements

Changes to the LDC would focus on amendments that facilitate implementation of the General Plan policy framework including policies that support reductions in citywide VMT per capita and facilitate development throughout the City and especially within the Climate Smart Village Areas.

3.5.2 Hillcrest Focused Plan Amendment to the Uptown Community Plan

The Hillcrest FPA proposes an amendment to the Uptown Community Plan to redesignate approximately 380 acres of the Hillcrest and Medical Complex neighborhoods with land uses that follow a similar pattern to the planned land uses from the 2016 Uptown CPU with increases to the

planned residential density and non-residential development capacity. The amendment would provide the opportunity for additional homes in the Hillcrest FPA area and is intended to encourage active transportation and provide more opportunities for quality public spaces. By providing the opportunity for additional homes near the employment center of the Medical Complex neighborhood, in an area with access to high frequency public transit and coupled with mobility improvements, the Hillcrest FPA would encourage active transportation and reduce automobile trips for work commutes.

As detailed in Table 3-1, adoption of the Hillcrest FPA would increase the residential unit capacity within the Hillcrest FPA area by approximately 17,218 units compared to the adopted Uptown Community Plan. Compared to the existing units within the Hillcrest FPA area, the Hillcrest FPA could add a total of approximately 29,635 units. Similarly, as detailed in Table 3-2, the Hillcrest FPA would increase the capacity for non-residential floor area by approximately 1,037,600 square feet. The capacity for office/commercial space would be reduced while capacity for institutional/medical space would increase. The Hillcrest FPA would provide capacity for an additional approximately 1,372,500 square feet of retail commercial space.

Table 3-1					
Residential Buildout – Adopted and Proposed Hillcrest FPA/Uptown Community Plan					
Land Use Category	Existing Units	Adopted Uptown Community Plan Units	Proposed Uptown Community Plan Units with the Hillcrest FPA	Change from Existing	Change from Adopted Plan
Multi-family	15,499	27,703	44,921	29,422	17,218
Single-family	7,684	7,897	7,897	213	0
Grand Total	23,183	35,600	52,818	29,635	17,218

Source: City of San Diego 2023
 Note: Source for existing units is SANDAG; Reported data is for overall Uptown Community Plan units.

Table 3-2					
Existing, Adopted, and Proposed Hillcrest FPA/Uptown Community Plan					
Non-Residential Floor Area					
(square feet)					
Land Use Category	Existing Floor Area (2020)	Adopted Plan Floor Area	Proposed Plan Floor Area	Change from Existing	Change from Adopted Plan
Education	413,100	364,200	364,200	-48,900	0
Industrial	19,700	0	0	-19,700	0
Institutional/Medical	2,147,100	1,883,000	2,920,600	773,500	1,037,600
Office Commercial	2,308,400	1,586,000	1,586,000	-722,400	0
Recreational	18,000	18,000	18,000	0	0
Retail Commercial	1,816,400	3,188,900	3,188,900	1,372,500	0
Transportation/Utilities	67,100	67,100	67,100	0	0
Visitor Commercial	360,100	173,900	173,900	-186,200	0
Total Floor Area	7,149,900	7,281,100	8,318,700	1,168,800	1,037,600

The Hillcrest FPA identifies the following guiding principles:

- Celebrate the legacy of the LGBTQ+ community to preserve historical resources and create inclusive spaces;
- Create public spaces to connect people to businesses and services;
- Strengthen connections to make it easier to move around and access businesses, services, housing and surrounding communities
- Support local business to ensure a thriving and sustainable business district; and
- Address housing needs to increase housing opportunities near transit.

The Hillcrest FPA involves an amendment to the Uptown Community Plan and includes the following components:

- Updates to reflect the latest City and regional planning and policy framework, including updated references to the General Plan, CAP, Parks Master Plan, Climate Resilient SD, and SANDAG Regional Plan.
- Updates to reflect current population and existing conditions information.
- Land use policy changes to facilitate implementation of the Hillcrest FPA.
- A new LGBTQ+ cultural chapter to support and highlight the people, spaces, buildings, events, and physical elements that contribute to the history and culture of the LGBTQ+ community in Hillcrest.

3.5.2.1 Land Use

The Hillcrest FPA would increase the allowable development intensity and residential density within approximately 380 acres of the Hillcrest and Medical Complex neighborhoods allowing for additional homes and jobs to be near sustainable transportation options. Generally, higher intensity development would be allowed along primary transit corridors, increasing opportunities for -mixed-use commercial and employment districts. The revised Uptown Community Plan Land Use map is depicted on Figure 3-8.

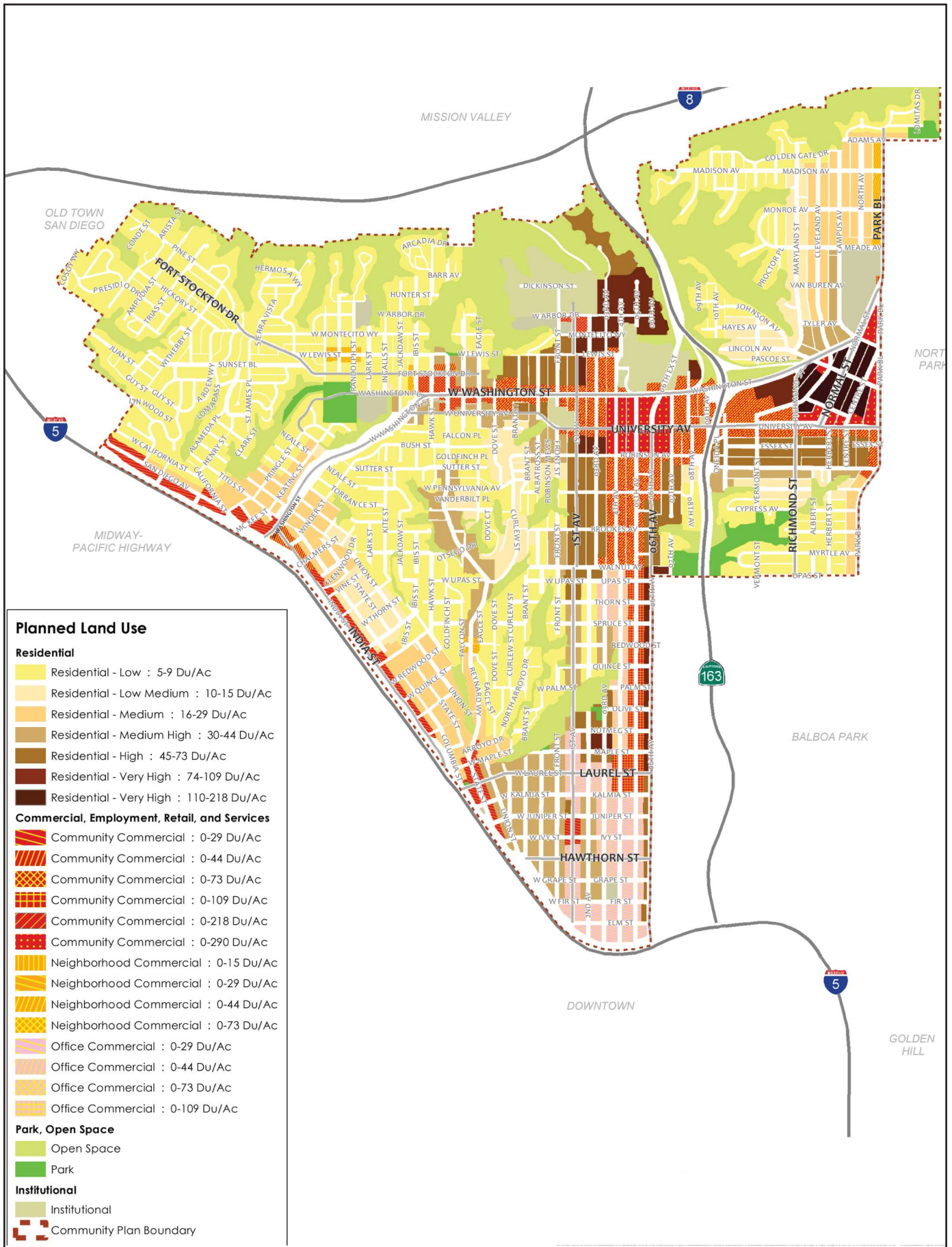


FIGURE 3-8a
Revised Uptown Community Plan Land Use Map

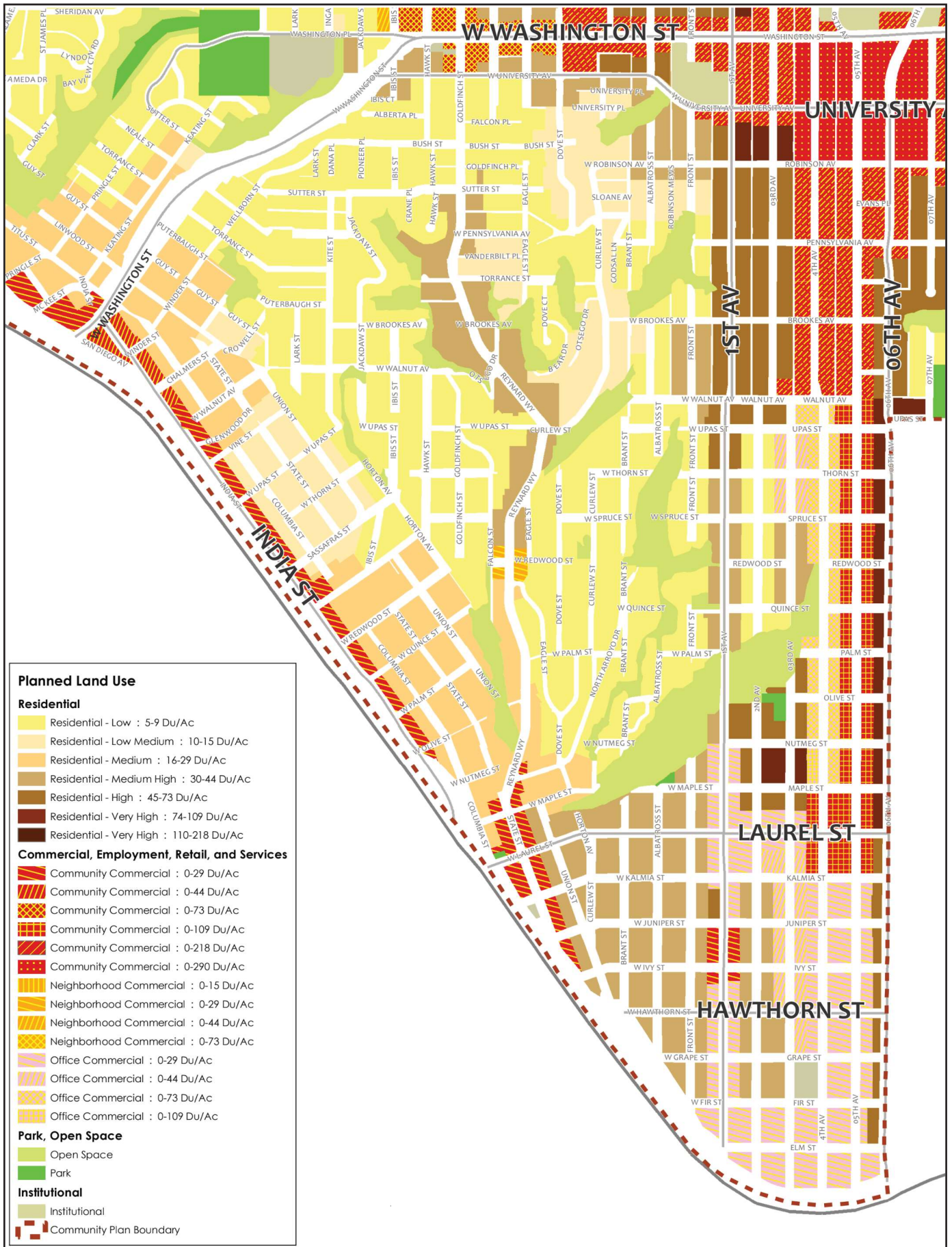


FIGURE 3-8b

Revised Uptown Community Plan Land Use Map - South

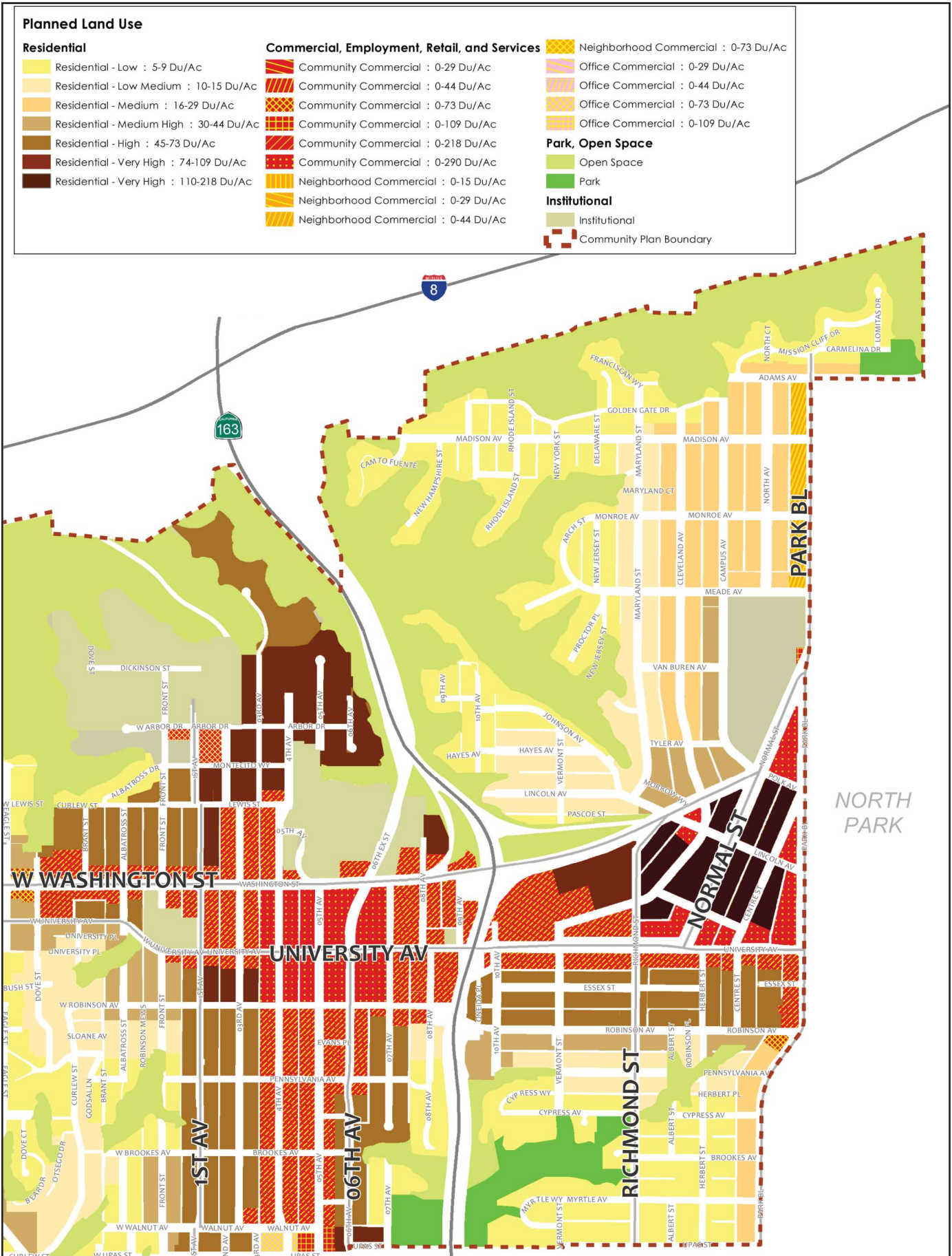


FIGURE 3-8c

Revised Uptown Community Plan Land Use Map - East

The Hillcrest FPA would add the Residential – Multiple Unit (RM)-4-11 base zone to the Hillcrest FPA area which will allow for 110-218 dwelling units per acre and a Floor Area Ratio (FAR) of 7.2. The Hillcrest FPA will also create two new base zones in the Uptown Community Plan to allow for higher residential density land uses and zone categories as follows (see Figure 3-9). These base zones will be associated with the Community Commercial (CC) (Residential Permitted) land use designation and will consist of:

- CC-3-10 zone - 3.0/7.5 FAR, 0–218 dwelling units per acre
- CC-3-11 zone - 4.0/8.0 FAR, 0–290 dwelling units per acre

The Land Use Chapter also provides definitions for Urban Villages and Neighborhood Villages and clarifies that certain policies relating to high intensity commercial, mixed-use development, and “active” commercial business uses apply to Urban Village areas.

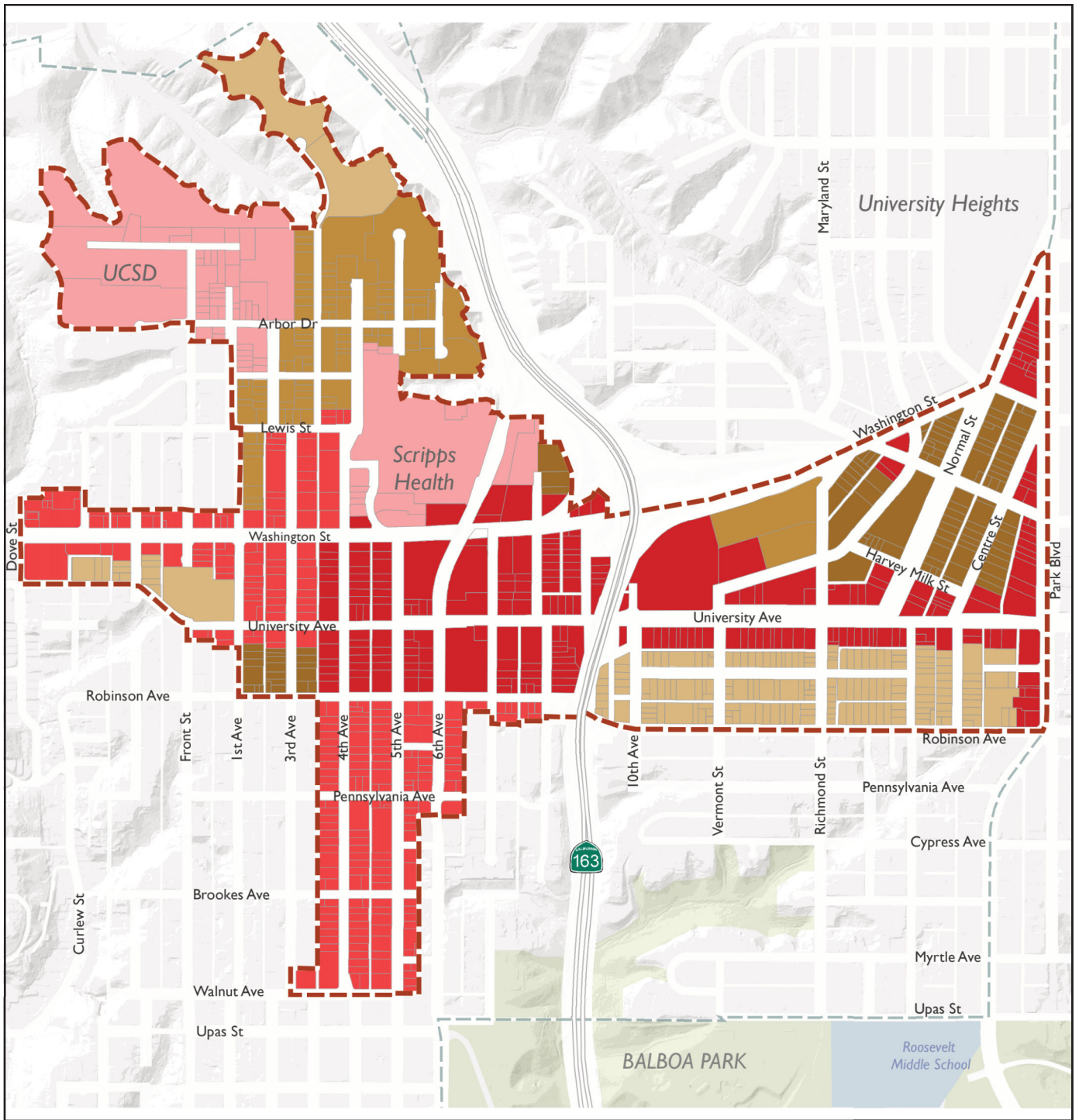
3.5.2.2 Mobility

An amendment to the Uptown Community Plan Mobility chapter is proposed to reflect the City’s latest policy direction regarding mobility with a focus on reductions in per capita VMT in order to be consistent with the City’s CAP. Revisions include new text to support efficient use of curb space, increases in walking, cycling and public transit mode shares, and policy revisions to incorporate desired mobility features such as pedestrian promenades, wayfinding signage, bulb-outs, and traffic calming measures.

Specifically, the Hillcrest FPA supports consideration of traffic-calming measures such as raised intersections, corner bulb-outs, and roundabouts/traffic circles within the community. The following pedestrian corridors have been modified or included:

- University Avenue between First Avenue and Normal Street;
- Normal Street from University Avenue to Campus Avenue /Polk Avenue;
- Robinson Avenue between Eighth Avenue and Park Boulevard; and
- Washington Street at the intersection of Eighth Avenue.

The Hillcrest FPA contains two new policy (MO-1.17) to support coordination with the San Diego Unified School District on pedestrian improvements along Normal Street and potential right-of-way needs for intersection improvements at the El Cajon Boulevard, Normal Street and Park Boulevard intersection, including but not limited to, a roundabout traffic control, new crossings, and a linear park and (MO-1.18) to encourage coordination with Caltrans to improve connections along University and Robinson Avenue bridge overpasses for pedestrians and bicyclists



- RM-3-9
- RM-4-10
- RM-4-11
- CC-3-8
- CC-3-10
- CC-3-11
- Hillcrest Community Boundary
- Community Plan Boundaries

FIGURE 3-9
Hillcrest Focused Plan Area Zoning

The Uptown Community Plan figures identifying revised pedestrian routes, existing and planned bicycle networks, and planned transit facilities are updated to reflect current conditions and updated planned mobility networks (Figures 3-10 through 3-12) and to reflect the City's latest policy direction. Policies have been amended to identify streets that should be improved with bicycle facilities and updates to planned transit based on the Regional Plan. Key changes related to planned transit include the following:

- Commuter rail from downtown San Diego to El Cajon via San Diego State University and La Mesa with a 10-minute all-day frequency, expected to be completed by 2050, contingent upon future funding.

Streetcar service will provide a 10-minute all day frequency service from Downtown San Diego to the Hillcrest neighborhood and is planned to connect to Logan Heights, Golden Hill, South Park, North Park, and University Heights, expected to be complete by 2050, contingent upon future funding.

The Hillcrest FPA contains policies proposed to support further coordination with SANDAG and Metropolitan Transit System on transit connections to Mission Valley and the UCSD La Jolla Campus (policy MO-3.13). A new policy (MO-3.14) is also proposed to identify strategies for implementing mobility hubs which can include public-private partnerships.

The Uptown Planned Street Classifications are depicted in Figure 3-13. Key changes to street classifications within the Hillcrest FPA area include identifying one-way roadway classifications along portions of University Avenue between First Avenue and Ninth Avenue and Robinson Avenue between First Avenue and Tenth Avenue. A new policy (MO-4.15) is also proposed to consider streetscape improvements along Evans Place and Harvey Milk Street to support a pedestrian friendly/shared street environment within a shared right of way.

3.5.2.3 Urban Design

Key changes to the Urban Design chapter of the Uptown Community Plan include new descriptions of promenades and public space design to be consistent with the Parks Master Plan. Promenades are linear public spaces arranged parallel to the public right of way that connect people through neighborhoods to services and transit. Promenades enhance pedestrian safety, provide space for non-traditional park opportunities, and encourage ground-floor activation.

Promenades are proposed as part of the Hillcrest FPA along University Avenue and Robinson Avenue. Implementation of promenades would occur incrementally as private development and investment in the area occurs. Linear promenade requirements for University Avenue and Robinson Avenue would be implemented through the proposed Community Plan Implementation Overlay Zone (CPIOZ) Type A – Hillcrest District, described in section 3.5.2.11b. An additional promenade is planned along Normal Street as a new public space in Hillcrest between University Avenue and Washington Street as part of the existing Uptown Community Plan. This promenade would accommodate community events like the weekly Hillcrest Farmers Market and the San Diego Pride Festival and Parade and would be within the existing right-of-way.

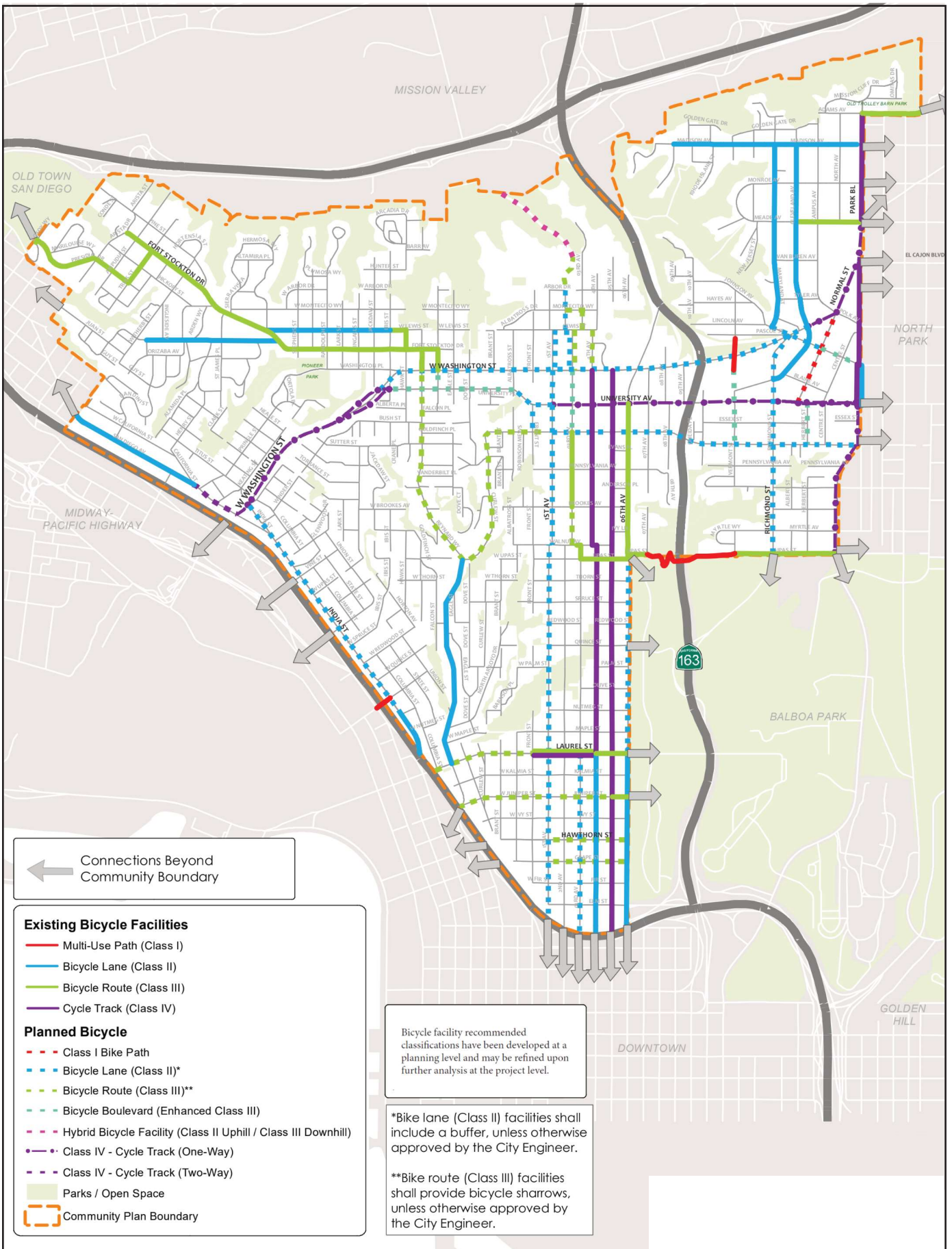


FIGURE 3-10

Uptown Existing and Planned Bicycle Network

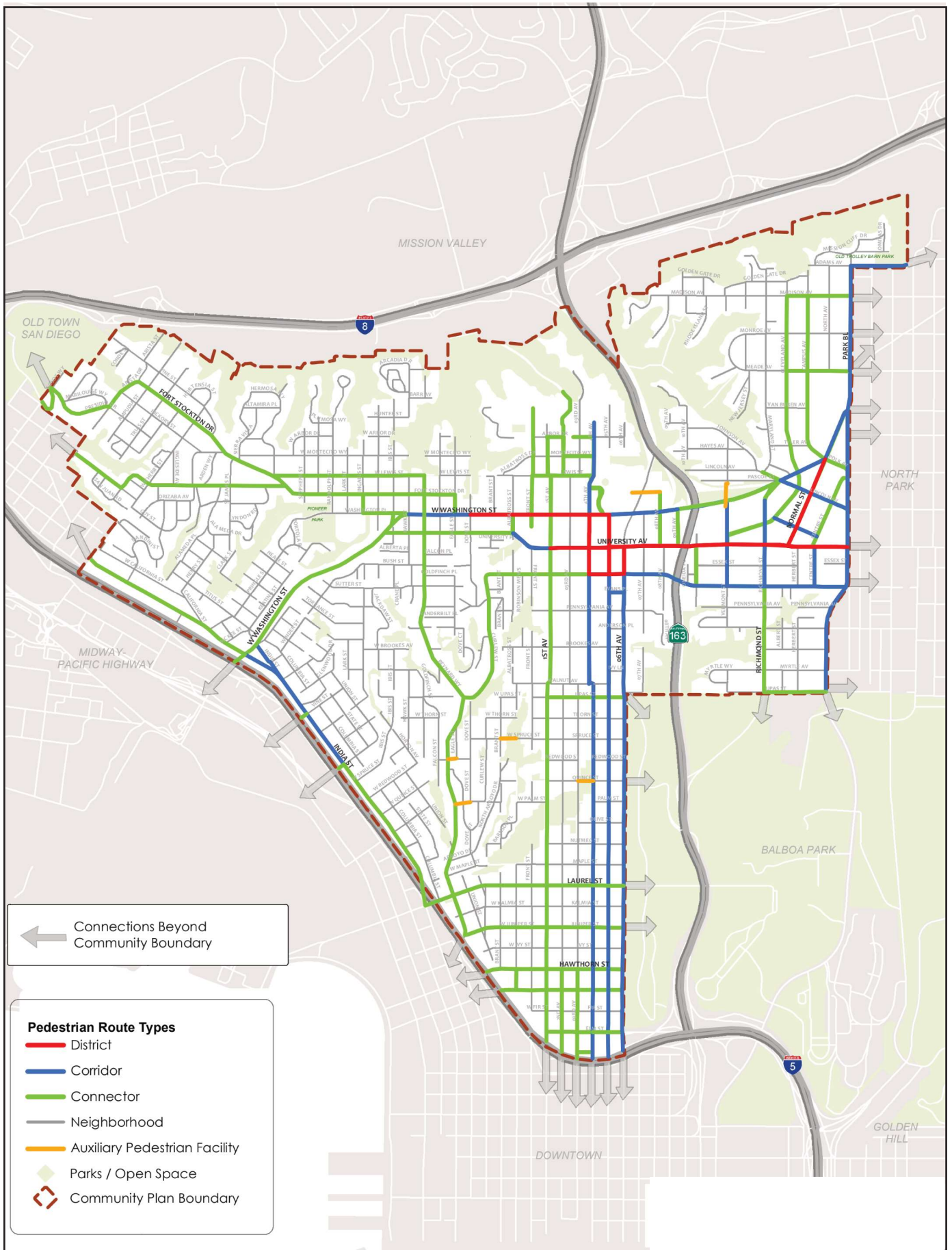


FIGURE 3-11
Uptown Community Plan Pedestrian Routes

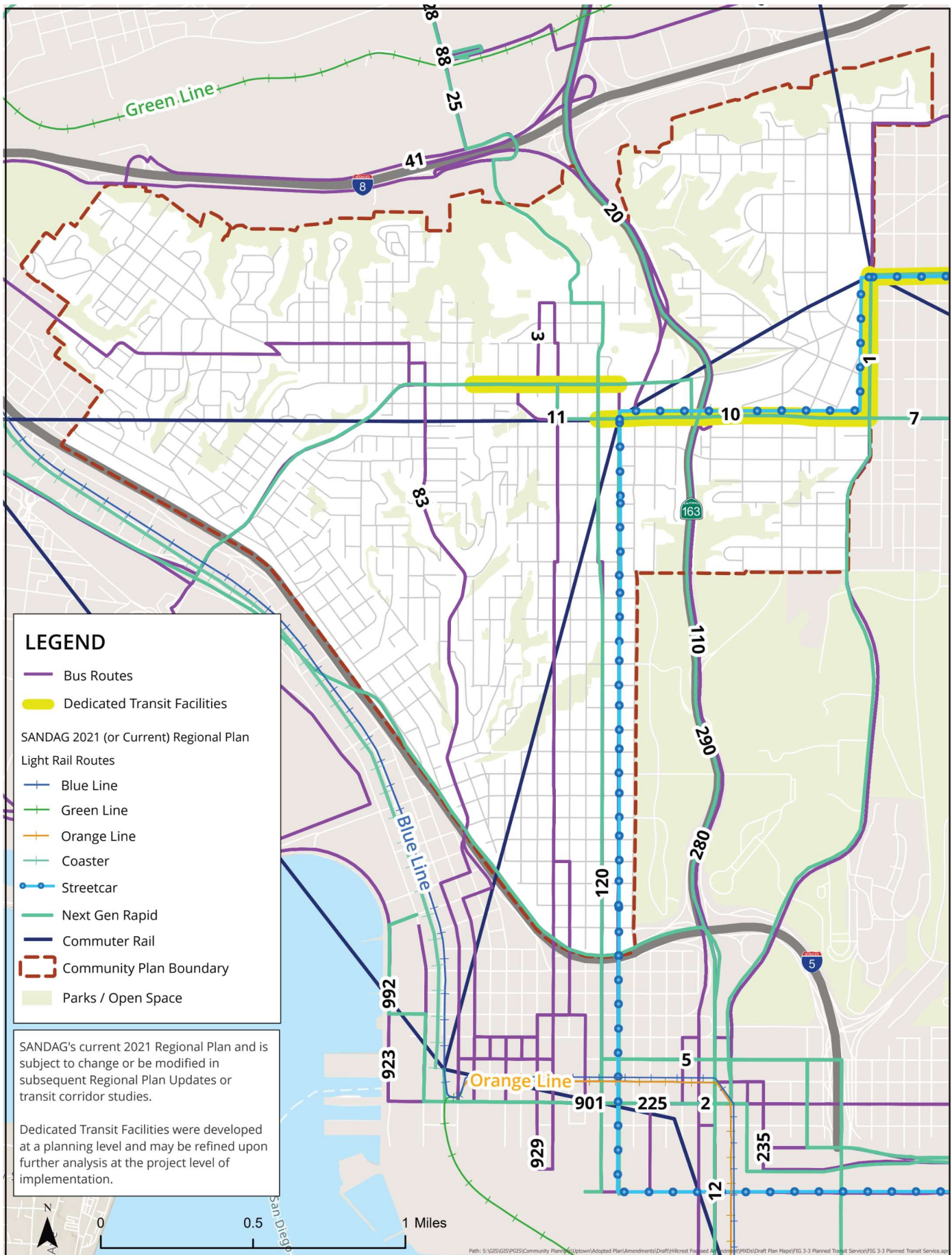


FIGURE 3-12
Uptown Planned Transit Facilities

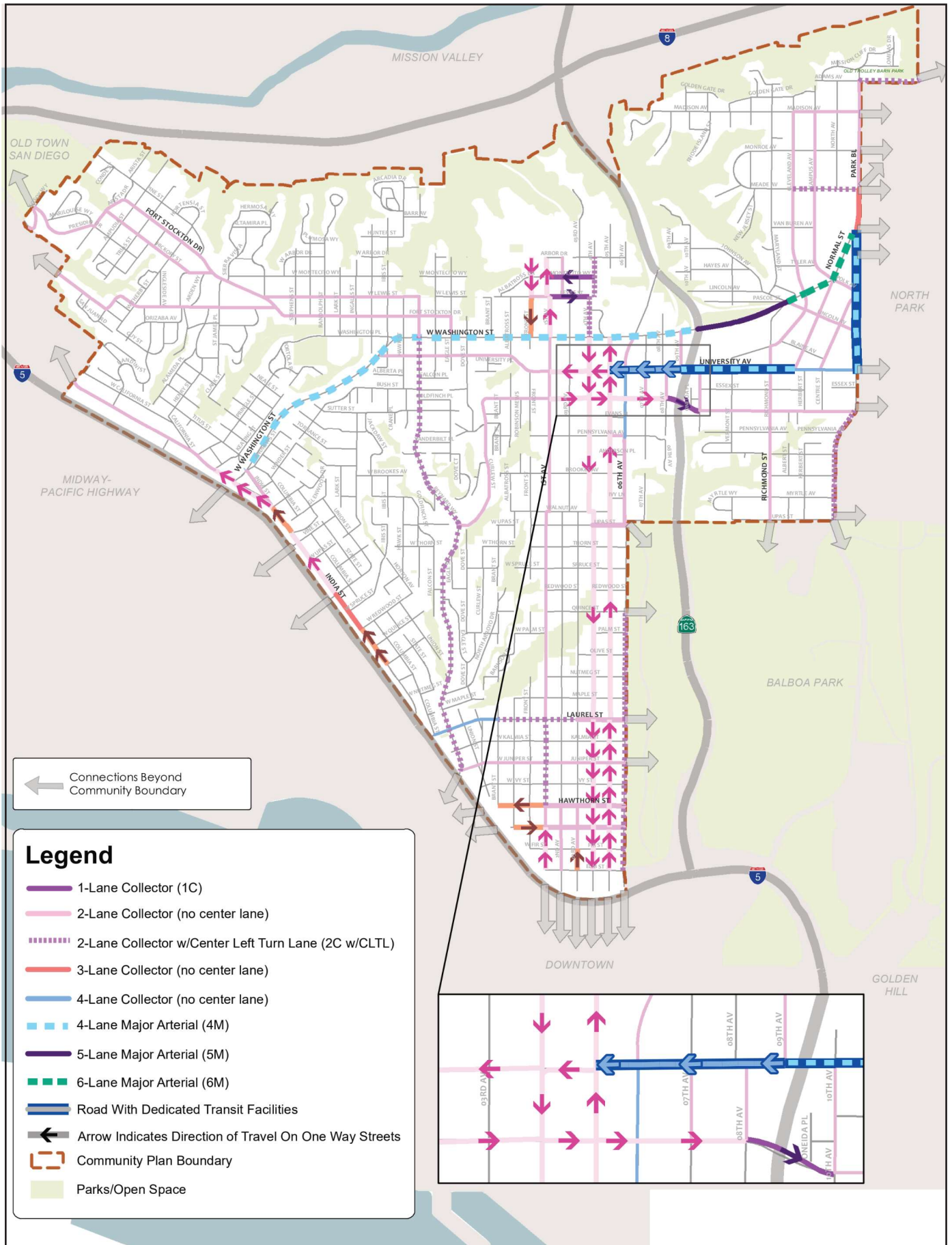


FIGURE 3-13
Uptown Planned Street Classifications

A new section on public space design addresses methods to incorporate pedestrian features into public spaces. The Urban Design chapter includes amended policies and language to support the implementation of promenades and public spaces through the CPIOZ Supplemental Development Regulations (SDRs).

3.5.2.4 LGBTQ+ Cultural District

The Hillcrest FPA would amend the Uptown Community Plan to include a new chapter addressing the LGBTQ+ Cultural District (Figure 3-14). A cultural district is an area of the City formally recognized for its people, history, events, and culture. Cultural districts can be recognized locally by City Council resolution and at the State level with certification from the California Arts Council. Key objectives of the LGBTQ+ Cultural District include the following:

- Commemorate, recognize, and highlight the people, spaces, buildings, events, and physical elements that contribute to the history and culture of the LGBTQ+ community in Hillcrest.
- Elevate the voices of under-represented and under-valued populations and organizations.
- Foster a spirit of pride and solidarity in our community in the face of new opportunities and challenges.
- Continue to offer welcoming safe spaces for the LGBTQ+ community to gather and express itself freely.
- Recognize Hillcrest as a center for community organization and LGBTQ+ activism in the past and currently as a place that continues to foster racial, ethnic, gender, and cultural diversity.
- Acknowledge the importance of entertainment and commercial business establishments and organizations in Hillcrest that welcome, serve, and represent the LGBTQ+ community and form a significant part of the LGBTQ+ culture and history.
- Present a collection of interpretive elements that communicate the intangible values associated with Hillcrest's history and culture.
- Feature a walking corridor consisting of conceptually connected "parklets" or other interpretive elements at key locations that are themed to recognize the locations' significance in LGBTQ+ life in Hillcrest.
- Feature personal quotes and stories from individuals in the LGBTQ+ and/or Hillcrest community.
- Provide policy guidance for the future implementation of public spaces and programming.

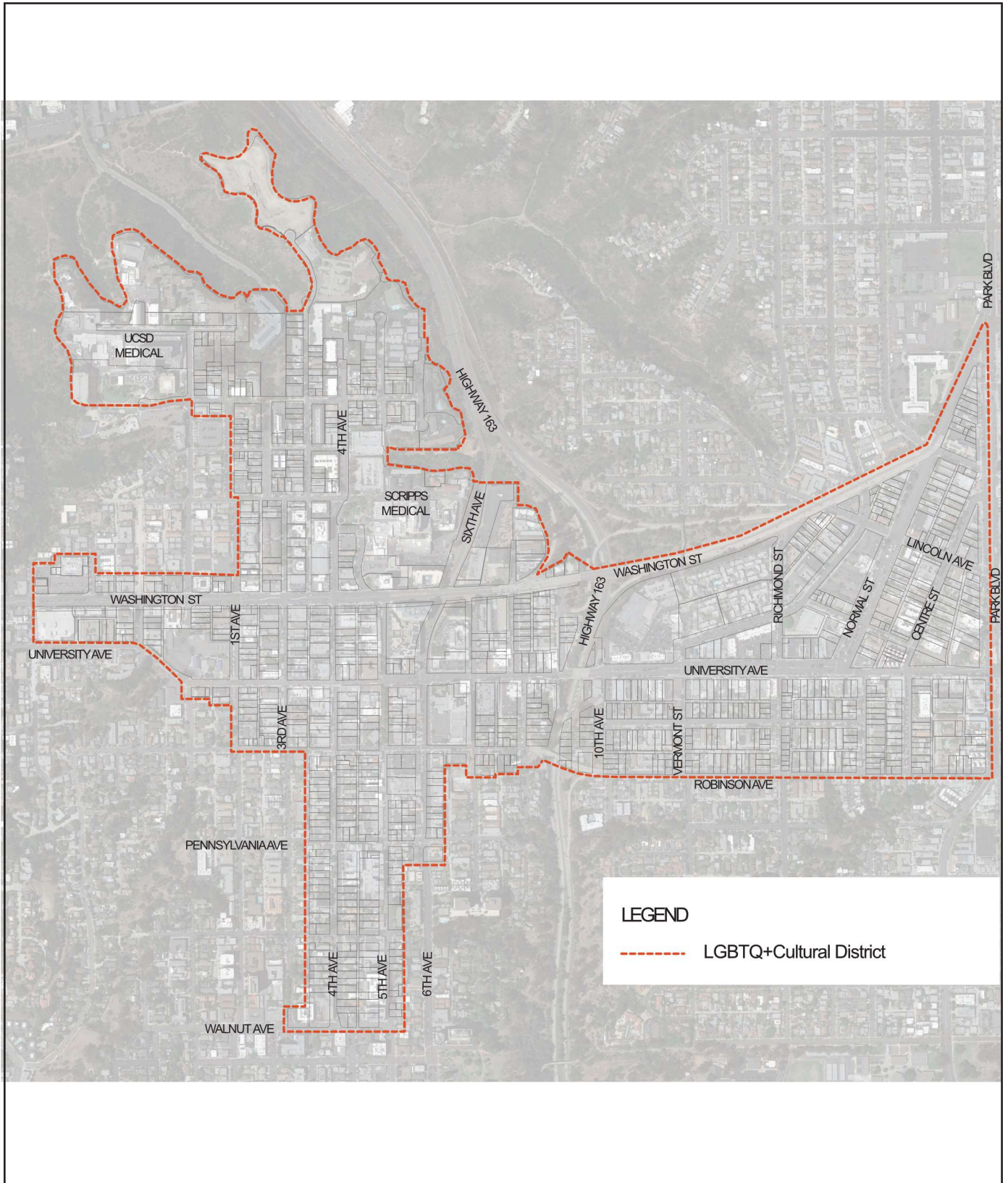


FIGURE 3-14
Uptown LGBTQ Cultural District

In addition to the above objectives, the new chapter identifies how artwork, buildings, signage, and streetscape can be provided to support and reflect the cultural district. A number of policies are identified that would support the LGBTQ+ Cultural District including but not limited to exploring forming a variety of partnerships to strengthen the community, emphasizing stories of diversity; celebrating local artists; supporting protections for small and local businesses; exploring a potential LGBTQ+ Arts and Culture Campus including cultural organizations, hotel, LGBTQ+ businesses, and affordable housing on the California Department of Motor Vehicles site; and considering how signage, wayfinding, and lighting can be integrated into the interpretive elements of the walking corridor. Revisions to policies throughout the Uptown Community Plan are proposed to acknowledge and support protections for the LGBTQ+ Cultural District. Additionally, the Hillcrest FPA proposes a “Walking Corridor” to provide a focus for conceptually connected “parklets” or other interpretive elements at key locations, including essential business establishments and organizations that are themed to recognize the locations’ significance in LGBTQ+ life in Hillcrest.

3.5.2.5 Economic Prosperity

The Hillcrest FPA would amend the Uptown Community Plan Economic Prosperity chapter to reflect updated goals and policies recognizing and protecting Hillcrest’s unique role as a place for LGBTQ+ Cultural District. The updated element includes a new policy (EP-2.4) to support a certification or recognition program for places and events within the LGBTQ+ Cultural District that are tied to protections and incentives to strengthen establishments and minimize the potential loss of valued institutions. This element was also updated to include updates to employment and economic data within the Uptown area. Proposed business improvement districts and maintenance assessment districts are depicted in Figure 3-16.

3.5.2.6 Public Facilities, Services, and Safety

The Uptown Community Plan Public Facilities, Services, and Safety chapter includes amendments to reflect updated City data related to services and facilities such as updated mapping reflecting the rebuilding of Fire Station 5, remodeling of Fire Station 3, and the recently expanded Fire Station 8 and the new Mission Hills Branch library. The text of the element was updated to reflect the latest City goals and policies to reflect mobility and infrastructure goals of the CAP and updated approaches to funding facilities consistent with Build Better SD that prioritizes infrastructure in areas with the greatest needs and growth.

3.5.2.7 Recreation

The Hillcrest FPA would amend the Uptown Community Plan Recreation chapter to incorporate updates based on the latest park data, updates to reflect adoption of the Parks Master Plan, and updated standards for park and recreation facilities. Within the Hillcrest FPA, one new pocket park is proposed at Ninth Avenue and University Avenue (Figure 3-15).

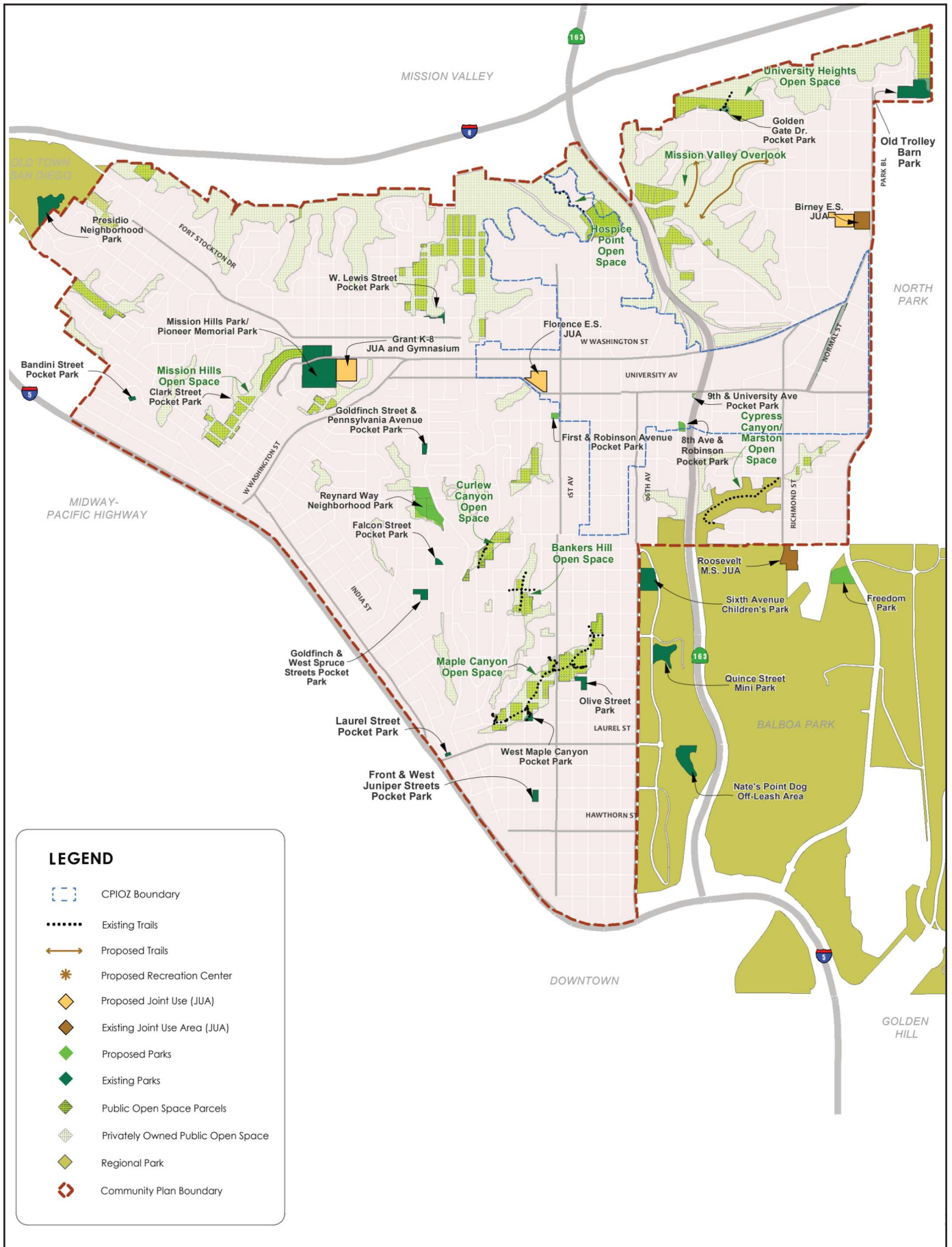


FIGURE 3-15
Uptown Parks, Recreation Facilities and Open Space

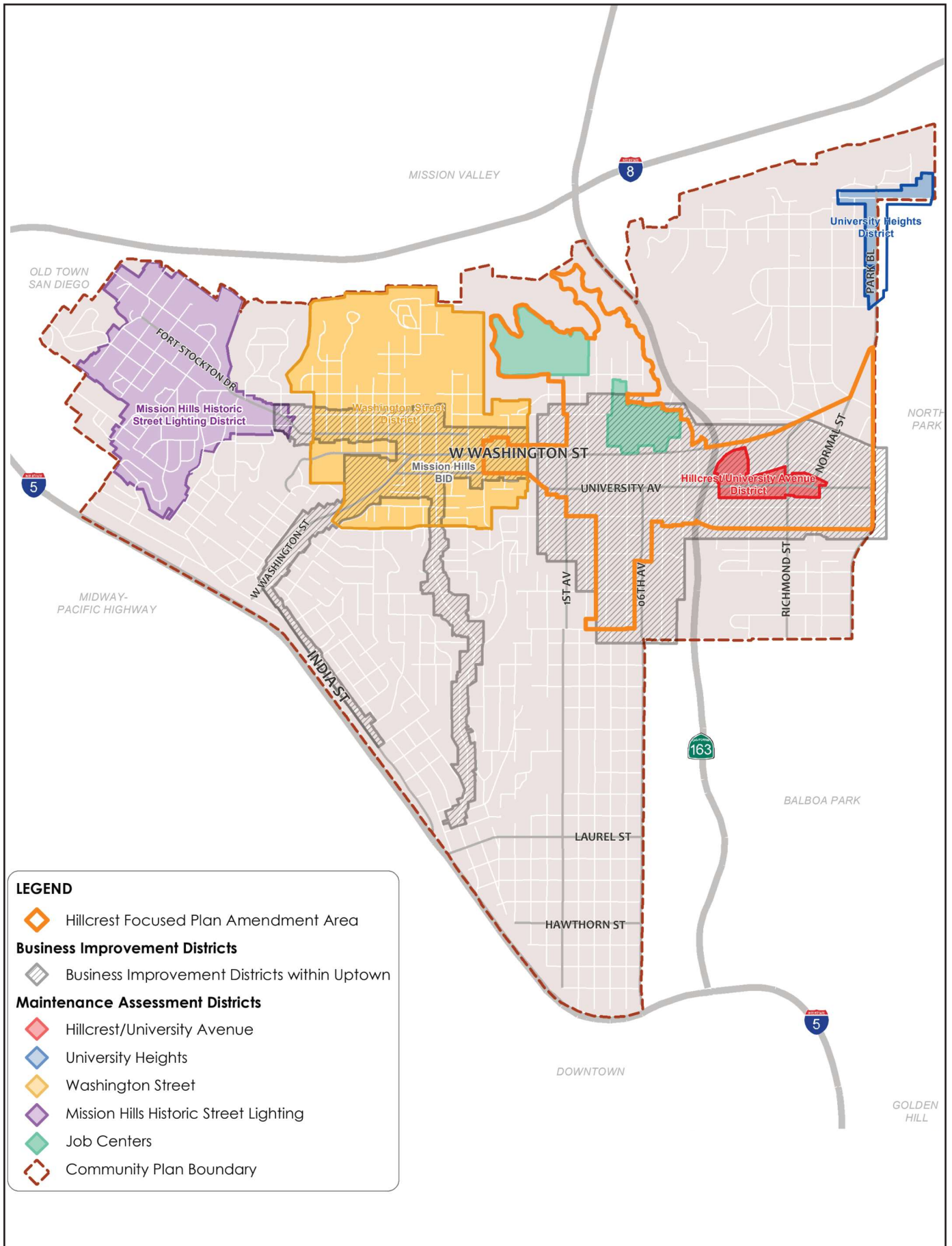


FIGURE 3-16

Uptown Economic Revitalization Areas

3.5.2.8 Conservation

The Hillcrest FPA would amend the Uptown Community Plan Conservation chapter to reflect updates to the City's 2022 CAP regarding the six strategies of the CAP and would update references to policies in the General Plan Conservation Element. Refer to Table 9-1: General Plan Related Conservation Topics and Policies of the Hillcrest FPA for a complete list of how the Uptown Community Plan policies relate to the revised General Plan Conservation Element Sections. The Hillcrest FPA would amend the Uptown Community Plan Conservation chapter to amend existing policy CE-1.12 supporting implementation of the CAP to include a new action that would encourage the installation of improvements to reduce traffic congestion and improve air quality, such as roundabouts.

3.5.2.9 Noise

The Hillcrest FPA would amend the Uptown Community Plan Noise chapter to add a new policy (NE-1.5) which encourages the upfront disclosure of noise levels in mixed-use and residential developments near commercial/entertainment areas during property sales or lease agreements. Policy NE-1.22 would also be amended to clarify that the establishment of a "buffer zone" between the location of special events and Sixth Avenue should be considered with the exception of the Pride festival and parade. Refer to Section 3.5.2.11.d CPIOZ Type A – Commercial Activity Area for a discussion of the Commercial Activity Area and required notifications related to noise.

3.5.2.10 Historic Preservation

The Hillcrest FPA would amend the Uptown Community Plan Historic Preservation chapter to incorporate the latest data regarding the number of designated historical resources and the number of potential historic districts within the Uptown Community Plan area. Tables and figures illustrating the text within the Historic Preservation chapter were also updated and included in a new Appendix E to the Uptown Community Plan. Refer to Section 3.5.2.11.c CPIOZ Type A - Hillcrest Historic District for details about implementation of a potential Hillcrest Historic District.

3.5.2.11 Implementation

A new section regarding CPIOZ (SDMC Chapter 13, Article 2, Division 14) implementation is provided in the Uptown Community Plan Implementation chapter. The Hillcrest FPA would amend the existing CPIOZ Type A – Building Heights and would create three new CPIOZ Type A areas: the Hillcrest District, Hillcrest Historic District, and Commercial Activity Area. As indicated in SDMC Table 132-14B, any development within the boundaries of a CPIOZ Type A where the proposed development complies with the Supplemental Development Regulations (SDRs) can be processed ministerially, otherwise a Process Three Site Development Permit is required.

a. CPIOZ Type A – Building Heights

The Hillcrest FPA would amend the existing CPIOZ Type A – Building Heights in the Uptown Community Plan. The 30-foot height limit in University Heights and 50-foot height limit in Mission

Hills will remain, and the 65-foot height limit in Banker's Hill/Park West would apply to a reduced area outside of the FPA area. The current height limit of 65-feet within the FPA area would be removed and a new height limit of 100-feet would be applied coterminous with the boundary of the Hillcrest Historic District. Figure 3-17 illustrates the CPIOZ areas subject to height limits. Buildings within the University Heights, Mission Hills, and Bankers Hill/Park West CPIOZ boundaries would be subject to SDR A.1 which states that buildings that exceed the height limitations set forth in Table 3-3 may be approved to the maximum allowed height of the applicable base zone, or the maximum allowed floor area of the base zone for zones without a maximum height limit with a Site Development Permit per Chapter 13, Article 2, Division 14 of the SDMC if they comply with the applicable regulations of the SDMC and are consistent with the applicable policies in the General Plan and Uptown Community Plan. Within these areas ministerial approval would be granted for proposed development projects with buildings or structures that do not exceed the height limitations set forth in Table 3-3. Building heights within the proposed CPIOZ-Type A -Hillcrest Historic District would be subject to SDR-C.3 and SDR-C.4.

Location	Height Limit
University Heights	30 Feet
Mission Hills	50 Feet
Bankers Hill/Park West	65 Feet
Hillcrest Historic District	100 Feet

b. CPIOZ Type A – Hillcrest District

The Hillcrest FPA would create a new CPIOZ Type A area, the Hillcrest District (see Figure 3-17). Within the CPIOZ Type A – Hillcrest District area, ministerial approval would be granted for developments that comply with SDR B.1 through B.4 which identify when a project is required to provide a Public Space, a Promenade, or an LGBTQ+ Interpretive Trail improvement, as well as the requirements associated with each improvement. Planned promenades with the Hillcrest District are identified in Figure 3-18. These SDRs supplement the base zone regulations in the SDMC Chapter 13, the Landscape Regulations in SDMC Chapter 14, Article 2, Division 4, the CAP Consistency Regulations in SDMC Chapter 14, Article 3, Division 14, and the City's Street Design Manual. Landscape and public right-of-way improvements required as part of these SDRs may also satisfy applicable SDMC requirements. Additionally, the CPIOZ Type A – Hillcrest District includes SDR-B.5 which applies to all new development within the CPIOZ Type A – Hillcrest District boundaries and which provides requirements related to building facade design.

The Hillcrest Historic District CPIOZ and the Commercial Activity Area CPIOZ (see Figure 3-17) are within the Hillcrest District CPIOZ. The Hillcrest Historic District CPIOZ and the Commercial Activity Area CPIOZ have their own distinct SDRs and are also subject to the districtwide SDRs applicable to the CPIOZ Type A – Hillcrest District.

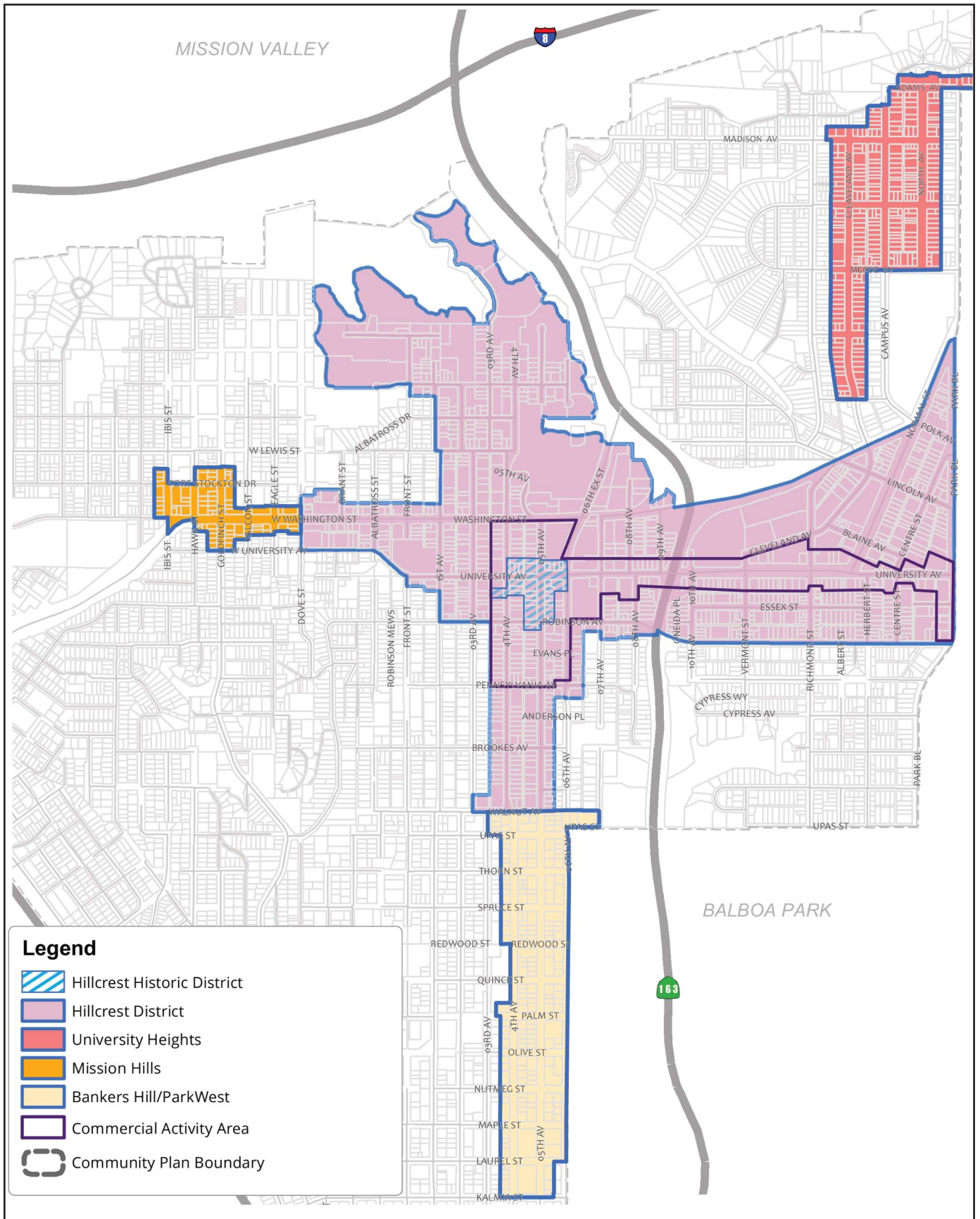


FIGURE 3-17
Uptown Community Plan Implementation
Overlay Zone - Type A

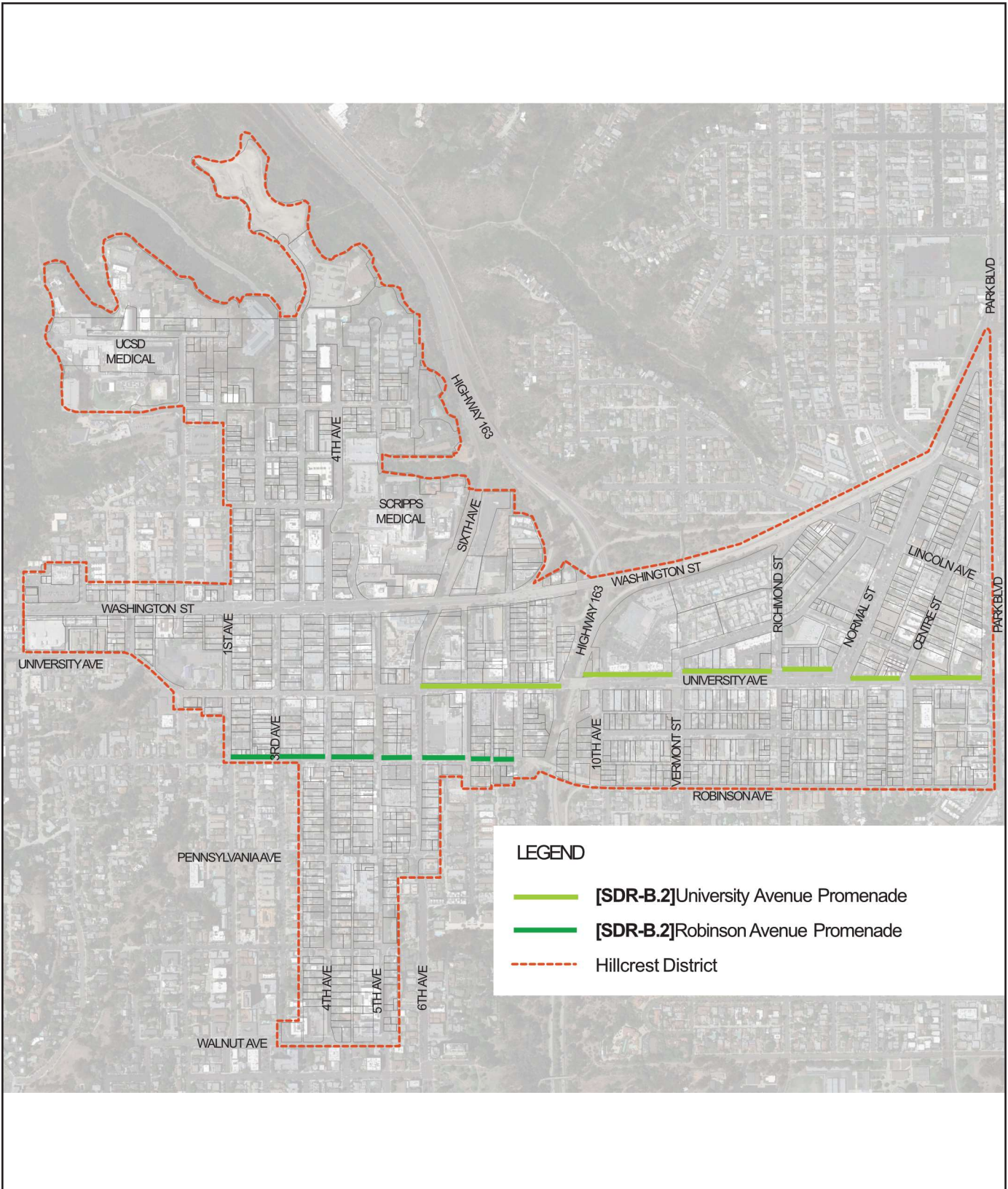


FIGURE 3-18
Hillcrest District Promenades

c. CPIOZ Type A - Hillcrest Historic District

As part of the Hillcrest FPA, a new CPIOZ-Type A – Hillcrest Historic District, is proposed within the Hillcrest FPA area. The proposed CPIOZ-Type A includes SDRs which supplement the City's Historical Resources Regulations and will only apply to development within the proposed Hillcrest Historic District. The City has begun processing of the Hillcrest Historic District, which involves meetings with the property owners and tenants as well as hearings before the Historical Resources Board and its Policy Subcommittee. The designation process is scheduled to conclude shortly after the scheduled adoption of the Hillcrest FPA. The district, which is commercial in nature, was developed at zero-foot front and side yard setbacks, resulting in a development pattern of storefronts set up against the sidewalk and unornamented utilitarian side and rear walls. As a result, character defining features are primarily limited to the front facade. The SDRs are designed to protect the significant historic character defining features – namely the storefronts and the 1-3 story pedestrian scale along the streetscape – while allowing for new development within the district. The proposed SDRs provide design regulations for contributing and non-contributing resources as identified in the Hillcrest Historic District nomination and by the HRB when designated (SDRs-C.1 and C.2), building heights within the CPIOZ area (SDR-C.3), and building stepbacks (SDR-C.4). Future development within the CPIOZ-Type A – Hillcrest Historic District would be required to comply with the SDRs identified in the CPIOZ. Development that complies with these SDRs may be considered a minor alteration under the City's Historical Resources Regulations, and therefore meet the exemption criteria from a Site Development Permit.

d CPIOZ Type A - Commercial Activity Area

The CPIOZ Type A – Commercial Activity Area (see Figure 3-17) includes SDRs which supplement the sidewalk cafes, streetaries, and active sidewalks regulations in SDMC Chapter 14, Article 1, Division 6. These SDRs only apply to properties within the CPIOZ Type A – Commercial Activity Area. The purpose of these SDRs is for new development to provide noticing to prospective buyers and renters within the CPIOZ boundaries regarding noise associated with eating and drinking establishments, while allowing for those uses to operate within or abutting a development with residential uses.

The CPIOZ contains SDR D.1, which would limit the hours of operation for establishments within the Commercial Activity Area CPIOZ boundary, and would also prohibit a sidewalk cafe, streetary, or active sidewalk in an alley abutting a residential development. The CPIOZ also includes SDR -D.2 which would require new residential development within the Commercial Activity Area to prominently display a Commercial Activity Area Disclosure Notice in any onsite rental or sales offices and provide this notice to prospective buyers or renters of a residential dwelling unit prior to entering into an agreement to purchase or rent the dwelling unit.

The CPIOZ Type A – Commercial Activity Area also includes SDR-D.3 which applies to Legacy Commercial Retail Sales Establishments, which are defined as an establishment located within the Commercial Activity Area that have operated at the same location for 30 years or more and have not had any interruption in operations for more than two years. SDR-D.3 provides regulations regarding the demolition of Legacy Commercial Establishments and the leasing of the subsequent replacement space and requires that a development proposing the demolition of a building with a

Legacy Commercial Retail Sales Establishment shall provide notice of intent to demolish the establishment 9 months prior to the start of demolition and shall allow the Legacy Commercial Retail Sales Establishment to occupy the space until 6 months prior to the start of demolition. Development shall provide first right of first refusal to the Legacy Commercial Retail Sales Establishment to lease a comparable tenant space in the development at a cost per leasable square footage equal or less than the existing tenant space with a 10-year term.

3.5.3 University Community Plan Update

The University CPU is a comprehensive update to the existing University Community Plan. The University CPU establishes an updated vision and objectives that aligns with the General Plan policies, including those proposed and amended by the Blueprint SD Initiative and City of Villages Strategy, as well as recently adopted policy direction from the CAP, Parks Master Plan, and Climate Resilient SD. The University CPU also takes into consideration the Regional Plan. The University CPU updates the land use plan for the CPU area to help achieve the desired vision and objectives for the community. The University CPU identifies several guiding principles, plan goals and policies, and identifies procedures for plan implementation, as well.

University CPU guiding principles include the following:

- **Renowned Institutions** – The development of institutions that provide world leading research, higher education, and healthcare which contribute to the built environment and support the economic growth and attractiveness of the community.
- **A Vibrant Mixed-Use Urban Core** – A land use pattern that focuses growth into a vibrant urban core which contains regional transit connections and a distinct range of uses, character, streetscapes, places, urban form, and building design as a leader in sustainability.
- **A Diversified Housing Inventory** – A housing inventory that contains a broad range of housing types and costs to accommodate a variety of age groups, household sizes and compositions, tenure patterns, and income levels.
- **A Center of Economic Activity** – An employment center with scientific research, technology and office uses that provide jobs in proximity to residential, retail, and visitor-serving uses connected by transit that supports the economic viability and attractiveness of the community.
- **A Complete Mobility System** – A mobility system that provides multi-modal options and a complete network for travel within the community and connectivity to the region, enhancing economic growth, livability, and sustainability.
- **A Sustainable Community Integrated with its Natural Environment, Open Space, and Recreational Areas** – Preservation of open space, watershed protection and improvement, restoration of habitat, enhancement of species diversity, improvement of population-based parks and recreation areas, and provision of connections for wildlife and people, contribute to community character, enhance quality of life, and preserve unique natural resources.

The changes proposed to the University CPU land use plan address the demand for homes and jobs and reflect the recent extension of the UC San Diego Metropolitan Transit System Blue Line Trolley service to UCSD and other existing and planned transit services.

Table 3-4 identifies the existing, adopted plan and proposed plan non-residential build-out square footage for the University CPU area. Compared to the adopted University Community Plan, the University CPU would result in an overall community-wide increase of approximately 36,800,000 square feet of planned non-residential floor area. Compared to the existing amount of non-residential square footage, the University CPU would result in an overall increase of approximately 40,582,000 square feet of planned non-residential floor area.

Table 3-5 identifies the total number of existing homes by type and the total number of homes that could be built for the adopted University Community Plan and proposed University CPU. Compared to the adopted University Community Plan, the University CPU would result in an overall community-wide increase of approximately 29,000 additional planned residential units. Compared to the existing amount of residential units, the University CPU would result in an overall increase of approximately 30,480 additional residential units.

Table 3-4					
Existing, Adopted, and Proposed University Community Plan Non-Residential Floor Area (square feet)					
Land Use Category	Existing Floor Area (2020)	Adopted Plan Floor Area	Proposed CPU Floor Area	Change from Existing (2020)	Change from Adopted Plan
Education	633,000	633,000	633,000	0	0
Industrial Park/Research and Development	10,600,000	14,050,000	27,243,000	16,643,000	13,193,000
Institutional	602,000	602,000	602,000	0	0
Institutional-Higher Education	27,800,000	27,800,000	27,800,000	0	0
Institutional-Medical	2,730,000	2,730,000	2,730,000	0	0
Light Industry/Warehouse	2,091,000	2,929,000	797,000	-1,294,000	-2,132,000
Office Commercial	11,405,000	10,361,000	29,462,000	18,057,000	19,101,000
Recreation	108,000	108,000	108,000	0	0
Retail Commercial	1,721,000	2,259,000	7,957,000	6,236,000	5,698,000
Visitor Commercial	1,595,000	1,595,000	2,535,000	940,000	940,000
Grand Total	59,285,000	63,067,000	99,867,000	40,582,000	36,800,000
CPU = Community Plan Update					
Source: City of San Diego 2020					
Note: Existing square feet are from the November 2020 University Community Plan Update Adopted Plan Buildout Report.					

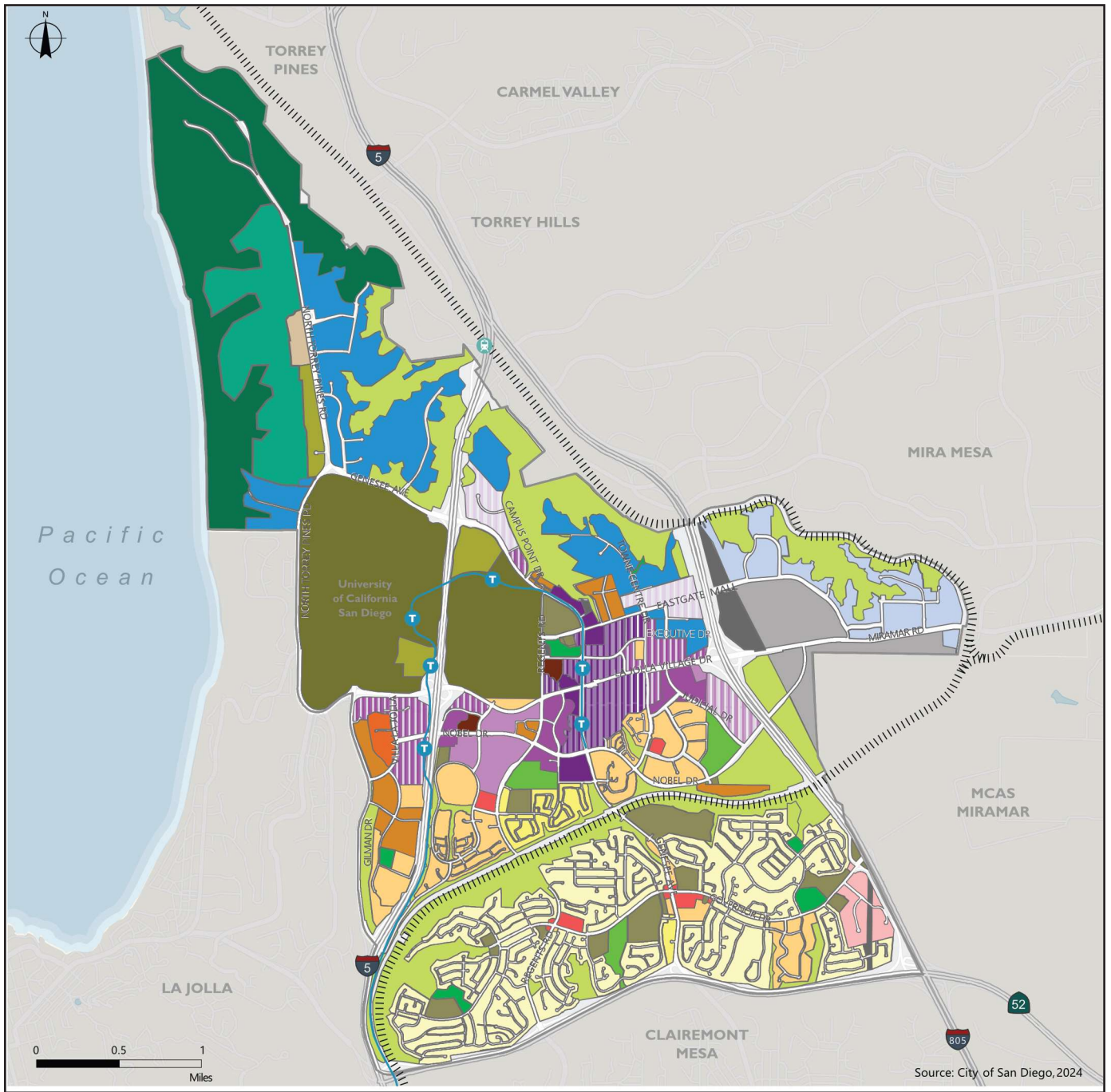
Table 3-5 Residential Buildout – Adopted and Proposed Community Plan					
Land Use Category	Existing Units	Adopted Plan Units	Proposed CPU Units	Change from Existing	Change from Adopted Plan
Multi-family	21,790	23,220	52,220	30,430	29,000
Single-family	4,730	4,780	4,780	50	0
Grand Total	26,520	28,000	57,000	30,480	29,000
CPU = Community Plan Update Source: City of San Diego 2020 Note: Existing units are from the November 2020 University Community Plan Update Adopted Plan Buildout Report.					

3.5.3.1 University Community Plan Update Components

a. Vision and Land Use Framework

The Vision and Land Use Framework chapter of the University CPU establishes the overarching priorities and land use plan for the University CPU area. The land use framework balances climate goals with the need for sustainable economic growth by focusing higher density and intensity land uses around transit and job centers. Planned land uses support employment and commercial activity and introduce residential areas through a new land use designation called the Urban Village designation where compatible with the Airport Land Use Compatibility Plan (Figure 3-19).

As indicated in Figure 3-19, the highest density Urban Village designations are centered around the Executive Drive and University Towne Center (UTC) Blue Line Trolley stops. The highest density residential areas are located along the La Jolla Village Drive and Nobel Drive corridors, while lower and medium density housing makes up most of the University CPU area south of Rose Canyon. Community Village designations, allowing a mix of residential and commercial uses, are found at major intersections throughout the University CPU area. Open Space, Scientific Research, and Light Industrial uses are also located in the University CPU area north of Rose Canyon.



- | | | | | | |
|--|---------------------------------------|--|--|--|------------------------------|
| | Residential Low-2 (5-9 du/ac) | | Urban Village Med-2 (0-54 du/ac, FAR up to 3.0) | | Resource Based Park |
| | Residential Low-3 (10-14 du/ac) | | Urban Employment Village Med-2 (0-54 du/ac, FAR up to 3.0) | | Open Space |
| | Residential Low-4 (15-29 du/ac) | | Urban Village High-1 (0-109 du/ac, FAR up to 3.0) | | Neighborhood Park |
| | Residential Medium-1 (30-44 du/ac) | | Urban Employment Village High-1 (0-109 du/ac, FAR up to 3.0) | | Community Park & Rec. Center |
| | Residential Medium-3 (55-73 du/ac) | | Urban Village High-2 (0-145 du/ac, FAR up to 5.0) | | Light Industrial |
| | Residential High-1 (74-109 du/ac) | | Urban Employment Village High-2 (0-145 du/ac, FAR up to 3.0) | | Institutional |
| | Commercial Office Med-3 (0-73 du/ac) | | Urban Village High-3 (0-218 du/ac, FAR up to 7.0) | | UC San Diego |
| | Community Village Med-3 (0-73 du/ac) | | Urban Employment Village High-3 (0-218 du/ac, FAR up to 7.0) | | Hospital |
| | Visitor Commercial Low-4 (0-29 du/ac) | | Prime Industrial | | Utility |
| | | | Golf Course | | Military |

FIGURE 3-19

University Community Plan Update Proposed Land Uses

The Vision and Land Use Framework chapter includes the following goals:

- Encourage transit-oriented, mixed-use development centered around the Trolley stations and other major transit stops with high-frequency service.
- Establish a series of walkable, mixed-use urban villages across the University Community that support the housing and employment needs of the community and region.
- Increase the overall capacity of homes across the community to promote a better balance of jobs and housing.
- Promote the creation of a wide range of housing types that can accommodate various age groups, household sizes and compositions, and income levels.
- Revitalize shopping centers into mixed-use areas that provide quality neighborhood amenities alongside multi-family housing stock, while continuing to provide local goods and services.
- Support the future of the University Community as a regional employment center for biotech, life sciences, scientific research and development, and other base sector industries.
- Promote a land use pattern that seeks to reduce per capita GHG emissions and VMT.

Priorities:

- Support a Thriving Economy – Support biotech and life sciences, UCSD, and community--centered urban villages to reinforce the community's role as a major employment center.
- Maximizing Transit Investment Success – Increase connectivity between transit stops and public spaces, maximize transit-oriented development and create human-scale streetscapes to capitalize on the Blue Line Trolley Extension.
- Allowing a Variety of New Homes – Support a variety of housing options, including affordable and fair housing, for families, seniors, students, and service workers of all income levels.
- Ensuring a Sustainable Future – Co-locate housing and employment centers to reduce VMT and travel times, encourage sustainable building design, and promote open space to further CAP goals for reducing GHG emissions and lead to a more resilient future.
- Designing Streets for People – Reduce stress on cyclists, make walking/rolling a desirable option, and make transit more comfortable to improve people's overall mobility.

As part of the land use changes proposed with the University CPU, the Nexus Technology Centre Specific Plan would be rescinded. The Nexus Specific Plan includes Industrial and Scientific Research uses in a campus environment. The buildings within the Nexus Technology Centre Specific Plan area are low scale, similar in style, and symmetrically arranged around a formal plaza. The University CPU proposes a combination of Scientific Research and Urban Village land use designations for this area.

Affordable Homes Requirement

The University CPU also includes Supplemental Development Regulation (SDR) J.1 which states that development with a residential use shall comply with one of the following:

1. Satisfy the Inclusionary Affordable Housing Regulations as set forth in Chapter 14, Article 2, Division 13 of the SDMC through either the provision of required affordable dwelling units on-site in accordance with SDMC section 142.1305(a)(1), or the construction or rehabilitation of affordable units off-site within a Sustainable Development Area within the University CPU area; or
2. Payment of the Inclusionary in Lieu Fee in accordance with SDMC Section 142.1305(a) (4), plus the provision of a minimum of 5 percent of the total dwelling units affordable to households whose income does not exceed 80 percent of the area median income either on-site or off-site within a Sustainable Development Area within the University CPU area; or
3. Payment of the Inclusionary in Lieu Fee in accordance with SDMC Section 142.1305(a) (4), plus a minimum of 10 percent of the total dwelling units which shall be affordable to households whose income does not exceed 120 percent of the area median income either on-site or off-site within a Sustainable Development Area within the University CPU area; or
4. Payment of the Inclusionary in Lieu Fee in accordance with SDMC Section 142.1305(a) (4) at 180 percent of the fee per dwelling unit.

b. Urban Design

The Urban Design chapter of the University CPU provides guidance to encourage the transformation of the community from an auto-centric area with separated land uses into a connected, mixed-use, transit-oriented community centered around a rich and vibrant public realm. The Urban Design chapter promotes transit-oriented development by focusing new development near transit infrastructure to promote walkability and accessibility. The Urban Design chapter encourages private development to provide privately-owned public open spaces, such as promenades, platforms, podiums, paseos, and plazas, to offer additional amenities that complement existing and planned parks and open space in the community.

The Urban Design chapter includes the following goals:

- A community that is orderly, visually pleasing, and contributes to a sense of place and context through the deliberate arrangement of buildings, open space, parking, and circulation.
- Development that contributes to vibrant, accessible, and comfortable public spaces and gathering areas that are integrated with building and landscape design to support social interaction, recreation, and everyday civic life.

- A pattern of growth that contributes to reduced automobile dependency, promotes transit access and multi-modal circulation, and maximizes the benefits of transit infrastructure in the community.
- A community with a clear and unique sense of place and community identity made evident in its streetscapes, parks and open spaces, canyons and mesas, buildings, art installations, and transit infrastructure.

The Urban Design chapter promotes the City of Villages strategy which focuses growth into mixed-use activity centers that are pedestrian-friendly, centers of community life, and linked to the regional transit system. As shown in Figure 2-7, the University CPU area is divided into six Urban Design Districts: North Torrey Pines, Campus Point & Towne Center, University Towne Center, Nobel/Campus, South University Neighborhood, and Miramar.

North Torrey Pines

The North Torrey Pines Urban Design District is in the northern portion of the CPU area. The area is a prime employment center with jobs primarily in the healthcare, life sciences, and biotechnology industry. The North Torrey Pines Urban Design District is located just east of the Torrey Pines Golf Course and the Scripps Institution of Oceanography, and just north of UCSD and the Salk Institute for Biological Studies.

Although density is limited within this Urban Design District, there are still unrealized opportunities to intensify the area through the conversion of large surface parking lots and underdeveloped parcels. As properties become re-envisioned due to changing needs, North Torrey Pines Road can be enhanced to provide a more pleasing streetscape. Enhancing connections to both the Trolley and Coaster stations will improve overall mobility of the area. In addition, making the most out of the proximity to open space (canyons, bluffs, and the ocean) will help establish a unique sense of place. This can be achieved through better connections to Torrey Pines State Park and Golf Course, in addition to the integration of more canyon overlooks.

Campus Point & Towne Center

The Campus Point and Towne Center Urban Design District is located just north of the core of the CPU area, along Campus Point Drive and Towne Centre Drive and is a prime employment center north of Genesee Avenue. The Campus Point & Towne Centre Urban Design District is served by the Voigt Drive Trolley Station and transit stops along Eastgate Mall. The Campus Point & Towne Centre Urban Design District includes Eastgate Mini Park #1 and #2 and is located just north of the Mandell Weiss Eastgate City Park.

This Urban Design District has the potential to redevelop underutilized lots and buildings into modern facilities including micro-mobility hubs, plazas, and other desirable amenities. Paseos can further link this area to the surrounding natural landscape by providing publicly accessible connections to recreational facilities located along the canyon rim, such as trails, paths, and outlooks.

University Towne Center

The University Towne Center Urban Design District is in the core of the University CPU area. The UTC Urban Design District is accessible by transit including the Executive Drive Trolley Station and the UTC Trolley Station located at the UTC Transit Center. The UTC Urban Design District is home to large employers, visitor destinations, and regional destinations, including the UTC shopping center. The UTC village area also includes Mandell Weiss Eastgate City Park, is adjacent to Doyle Elementary School and Community Park, and is just north of University City High School and Nobel Athletic Area and Library.

Many tall buildings and underdeveloped sites exist in this area. As underutilized areas are re-envisioned to serve new needs, there is an opportunity to establish a unique and iconic skyline and create a network of elevated walkways, plazas, and other public spaces connected to Trolley platforms. As new buildings are constructed and existing ones are updated, it is essential that they all provide an attractive ground floor and create a welcoming pedestrian experience at the street level. A new promenade along Executive Drive will provide a desirable community amenity and connect into a larger 3-mile "Neighborhood Connector" loop that offers fitness and recreation opportunities. Orienting buildings towards transit, breaking down large blocks with internal streets and paseos, and creating well-designed public spaces will help transition this area from an auto-oriented environment into the premier pedestrian district for the community.

Nobel/Campus

The Nobel/Campus Urban Design District is in the western portion of the University CPU area, just south of UCSD. The Nobel/Campus Urban Design District is home to several shopping centers, visitor destinations, and the Nobel Drive Trolley Station. The western portion of the Nobel/Campus Urban Design District is located a half-mile north of Villa La Jolla Park. The eastern portion of the Nobel/Campus Urban Design District is adjacent to Doyle Elementary School and Community Park and the proposed Regents Road North linear park, with access to Rose Canyon to the south.

Organizing new buildings around a north-south "main street" or other communal area that connects directly to the Trolley station can establish a stronger sense of place and clear connection to transit. Introducing a greater mix of uses, including retail goods and services, entertainment, office, and residential, supported by community gathering spaces and an improved public realm can create a vibrant neighborhood and welcoming sense of place.

South University Neighborhood

The South University Neighborhood Urban Design District is located in the southern portion of the University CPU area, south of Rose Canyon Open Space Park. The South University Neighborhood Urban Design District includes two shopping centers: UC Marketplace to the west and University Square shopping center to the east. The neighborhood includes both single-family and multi-family housing; is located near Spreckels and Marie Curie Elementary Schools, Standley Middle School, Standley Park and Recreation Center, the University Community Branch Library; and is just south of University City High School.

The vision for this area is to create a mixed-use village through infill development that complements existing residential and retail uses. With new development there will be the opportunity to introduce more neighborhood-serving uses in the area and add opportunities related to the public realm, placemaking, and connectivity.

Miramar

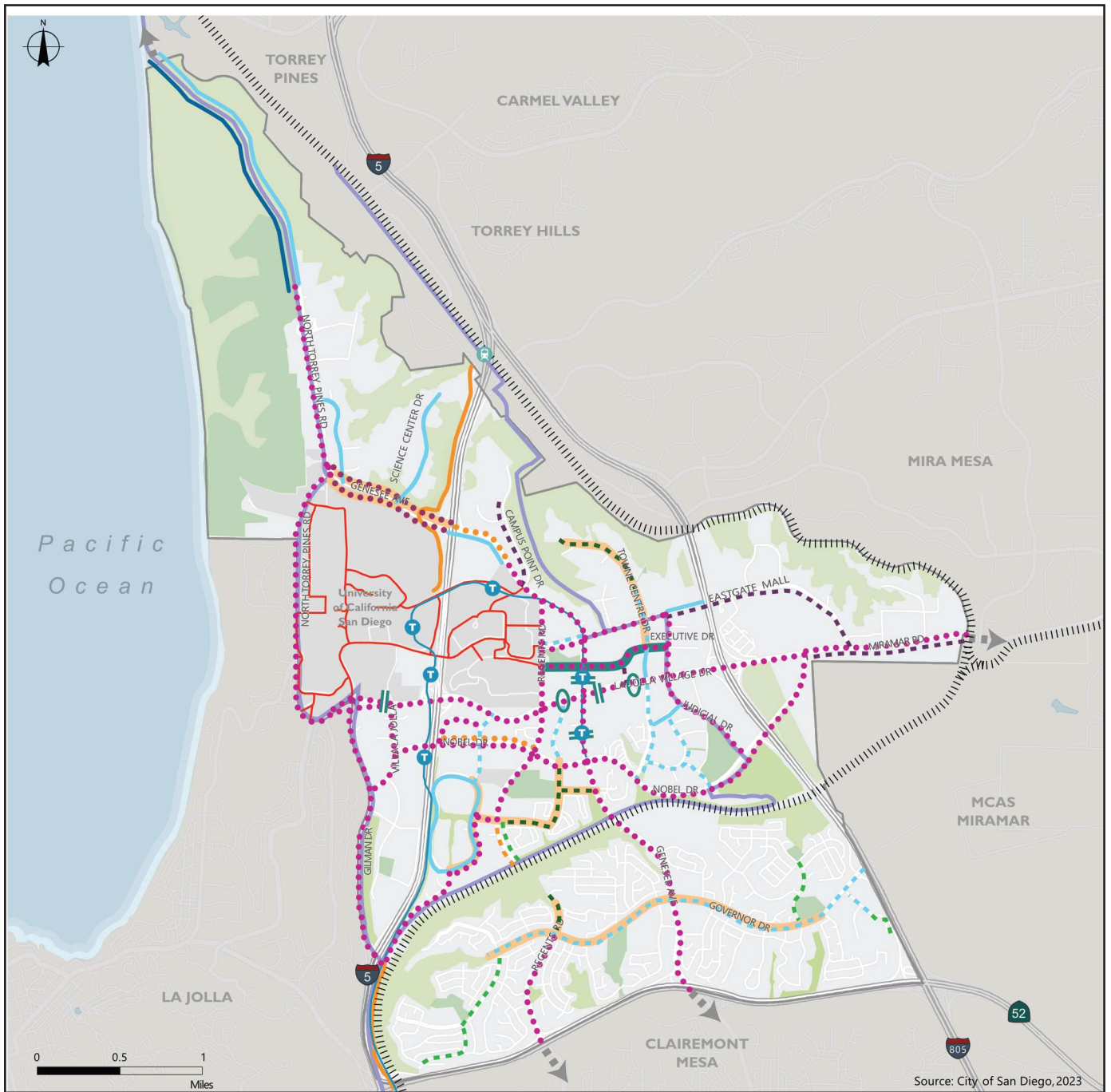
The Miramar Urban Design District is in the eastern portion of the University CPU area, east of I-805. The Miramar Urban Design District consists of industrial, public utility, and military uses.

Providing employee-serving amenities, such as outdoor seating and shaded areas, can create pockets of activity and improve the public realm. The creation of a multi-use path along Eastgate Mall can provide a valuable connection between the University and Mira Mesa communities as well as improve access to UC San Diego. This area experiences high temperatures and would benefit from the integration of trees, especially in areas where people congregate like bus stops. There are also opportunities to highlight resource conservation efforts, including water reclamation and vernal pools.

c. Mobility

The University CPU Mobility chapter promotes improving active transportation, increasing transit accessibility, and embracing intelligent technologies and management strategies to help encourage more people to walk/roll, bike, or ride transit, and decrease their auto dependence. The Mobility chapter identifies mobility improvements such as planned bicycle classification modifications, planned transit, potential transit, and planned roadway classification modifications. The proposed mobility improvements would support increased active transportation facilities to provide enhancements to streetscapes and street functionality that support pedestrian, bicycle, and transit activity and complete streets features wherever possible.

Figure 3-20 illustrates the existing and planned bicycle facilities for those roadways. Figure 3-21 depicts future pedestrian routes within the plan area. Figure 3-22 shows planned transit facilities while Figure 3-23 shows potential transit facilities. Planned roadway classification for the plan area are shown in Figure 3-24.



Existing Facilities to Remain

- Class I - Bicycle Trail / Multi-Use Path
- Class II - Standard/Buffered Bicycle Lane
- Class II - (One-Way, Two Lanes)
- UC San Diego Bike Network
- Active Transportation Bridge

Planned Improvements

- - - Class I - One-Way Multi-Use Path
- - - Class I - Two-Way Bicycle Trail / Multi-Use Path
- - - Class II - Standard/Buffered Bicycle Lane
- - - Class III - Bicycle Route
- - - Class III - Bicycle Boulevard
- - - Class IV - Cycle Track (One-Way)
- - - Class IV - Cycle Track (One-Way, Two Lanes)
- - - Class IV - Cycle Track (Two-Way)
- Pedestrian Improvement
- Traffic Calming Enhancements
- Promenade






- SANDAG 2021 Regional Plan Adopted Regional Bike Network
- - - Bicycle Facility in or Planned for Adjacent Community

FIGURE 3-20

University Community Plan Planned Bicycle Facilities



Existing Transportation

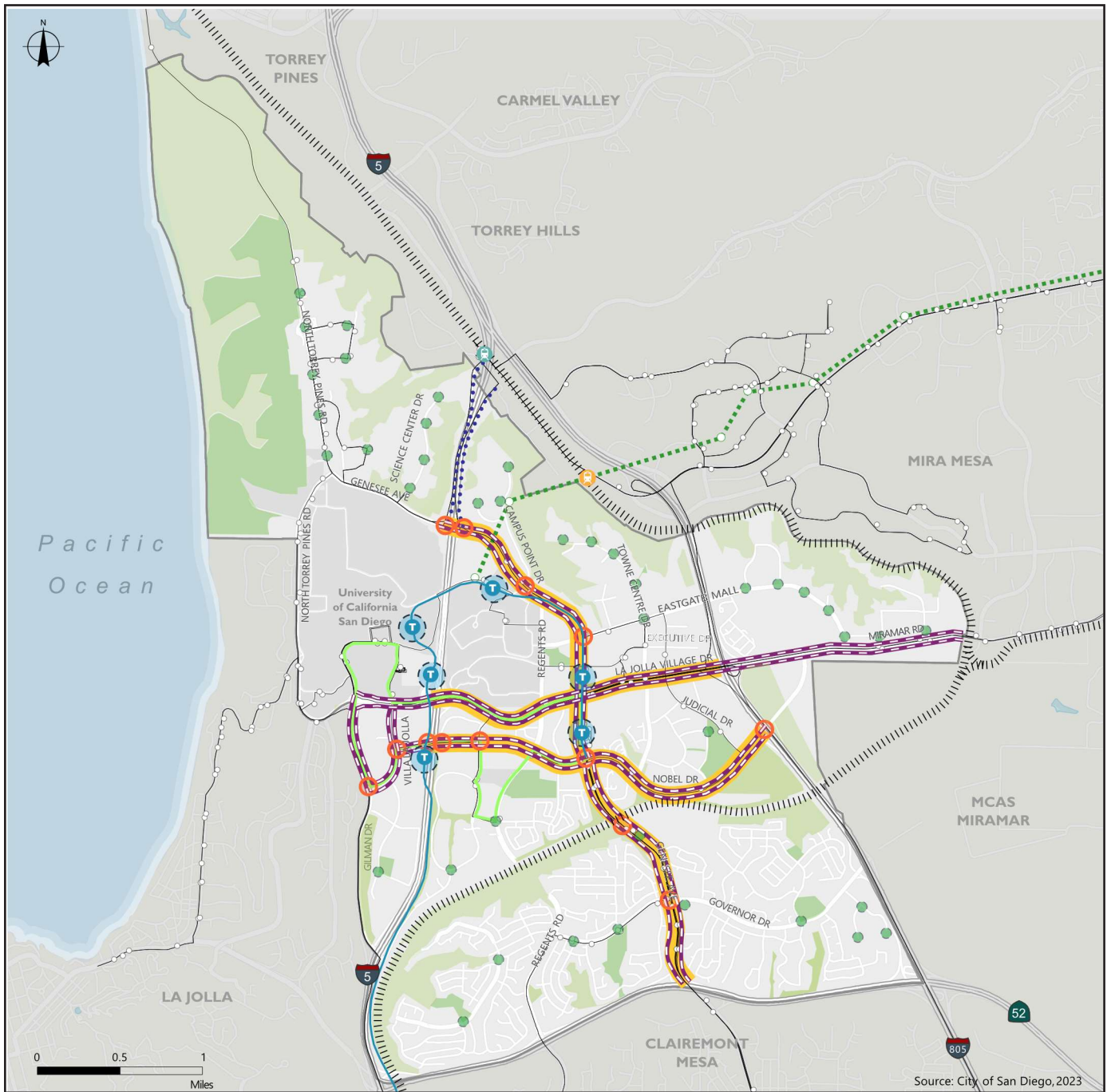
-  Coaster Station
-  Railroad
-  Mid-Coast Trolley Extension
-  Trolley Station
-  Active Transportation Bridge

Planned Pedestrian Typology

-  Connector
-  Corridor
-  District
-  Path
-  Ancillary Facility
-  Pedestrian Improvement









FIGURE 3-21

University Community Plan Planned Pedestrian Facilities



Source: City of San Diego, 2023

Existing Transit

-  Mid-Coast Trolley Extension
-  Trolley Station
-  Coaster Station
-  COASTER/Amtrak
-  Existing Transit Route
-  Bus Stop
-  SuperLoop
-  Existing MobilityHub

Potential Improvements








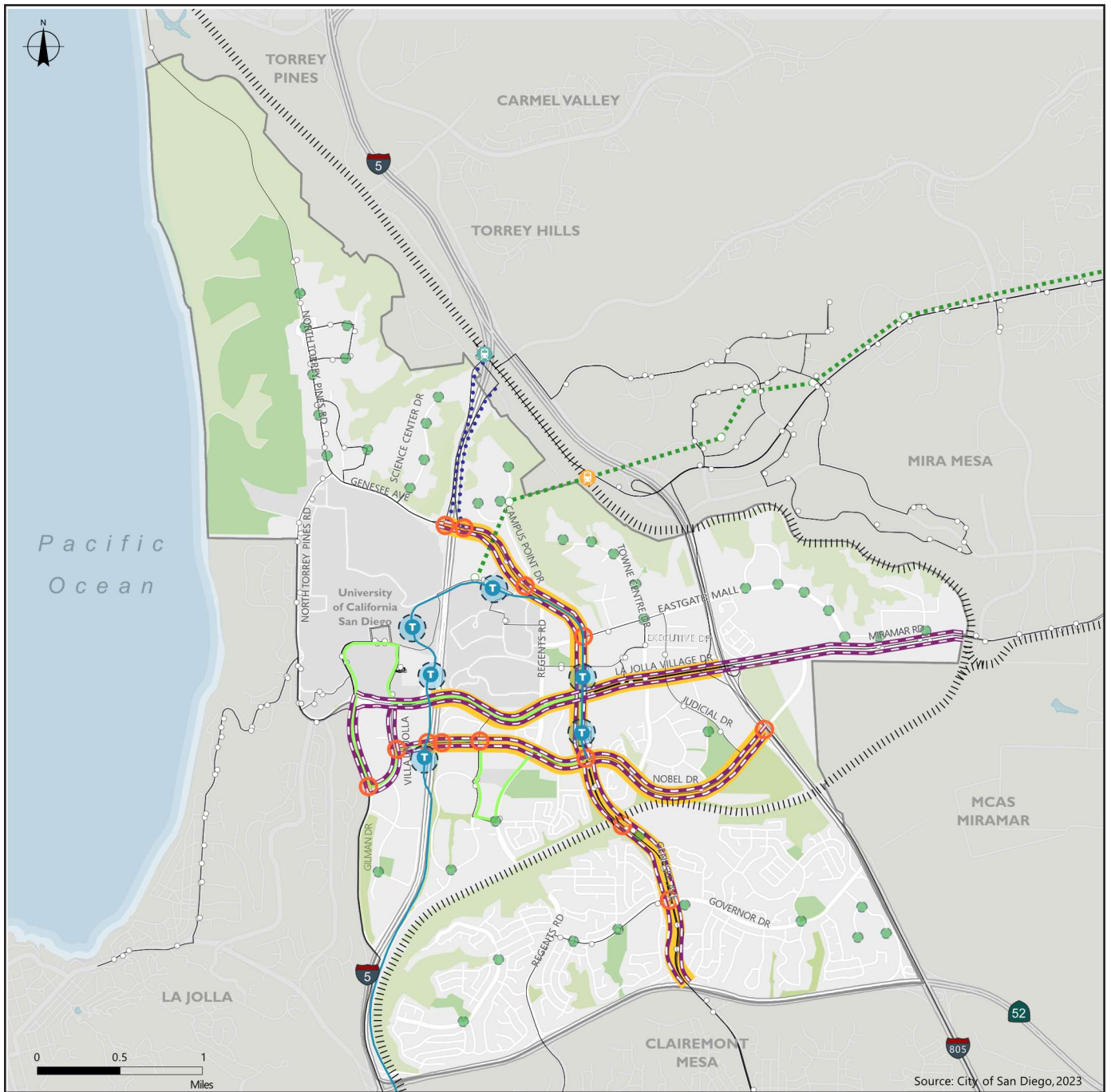
-  Aerial Skyway Alignment Options/Skyway Stops
-  Proposed Coaster Station Relocation
-  Micromobility Hub
-  Bus On Shoulder
-  Flexible Lane
-  Adaptive Signal Timing/Transit Signal Priority
-  SMART Corridor

FIGURE 3-22

University Community Plan Planned Transit Facilities



Source: City of San Diego, 2023

Existing Transit

- Mid-Coast Trolley Extension
- Trolley Station
- Coaster Station
- COASTER/Amtrak
- Existing Transit Route
- Bus Stop
- SuperLoop
- Existing Mobility Hub

Potential Improvements

- Aerial Skyway Alignment Options/Skyway Stops
- Proposed Coaster Station Relocation
- Micromobility Hub
- Bus On Shoulder
- Flexible Lane
- Adaptive Signal Timing/Transit Signal Priority
- SMART Corridor

FIGURE 3-23
University Community Plan Potential Transit Facilities



Planned Street Classification Network

- | | | | | | |
|--|---------------------------------------|--|---------------------------------------|--|---------------------------------------|
| | 2-Lane Collector | | 4-Lane Collector (w/ TWLTL) | | 6-Lane Major Arterial |
| | 2-Lane Collector (w/ TWLTL) | | 4-Lane Major Arterial | | 6-Lane Prime Arterial |
| | 2-Lane Major Arterial | | 4-Lane Major Arterial (w/ flex lanes) | | 6-Lane Prime Arterial (w/ flex lanes) |
| | 2-Lane Major Arterial (w/ flex lanes) | | 4-Lane Prime Arterial | | SMART Corridor |
| | 3-Lane Collector | | 4-Lane Prime Arterial (w/ flex lanes) | | |
| | 3-Lane Major Arterial | | 5-Lane Major Arterial | | |
| | 3-Lane Major Arterial (w/ flex lanes) | | 5-Lane Prime Arterial (w/ flex lanes) | | |

*TWLTL: Two-Way Left Turn Lane

FIGURE 3-24

University Community Plan Planned Roadway Network

The Mobility chapter includes the following goals:

- A connected and integrated transportation network that prioritizes active transportation and improves personal mobility to schools, residences, activity centers and employment hubs within the community and throughout the region.
- A balanced, multimodal transportation network that prioritizes safe, accessible, sustainable, and enjoyable travel options for all users.
- Enhanced access to public transit, linkages within the community, the City of San Diego and the region, and opportunities to increase transit ridership.
- A mobility system that embraces emerging technologies, smart infrastructure, and is aimed at improving mobility options, efficiency, and meeting CAP goals for the transportation system.

d. Parks and Recreation

The Parks and Recreation chapter of the University CPU promotes a well-connected system of parks, recreational facilities, and open space that provide opportunities for passive and active recreation, social interaction, community gatherings, the enhancement of the public realm, and the protection of sensitive natural resources. The Parks and Recreation chapter promotes trail improvements, the enhancement of existing parks to increase their recreational value, as well as the addition of new parks, either through the acquisition of public parkland, the redevelopment of City-owned sites and rights-of-way, or development in collaboration with new residential developments and improvements to the public realm. Figure 3-25 identifies existing and proposed parks and Figure 3-26 identifies existing and proposed trails.

To meet the guidelines for a minimum of 100 Recreation Value-Base points per 1,000 residents, the University community's projected 2050 population of 144,200 results in a need for 14,400 Recreational Value Points to meet General Plan standards. To meet the guidelines for a minimum of 17,000 square feet per 25,000 residents, the University community's projected 2050 population results in the need for 98,000 square feet of recreation center building space to meet General Plan standards (1 recreation center per 25,000 residents). The need is the equivalent of 5.7 recreation centers sized at 17,000 square feet each. To meet the aquatic complex guidelines (an aquatic complex serves a population of 50,000), the University community's projected population results in the need for approximately 2.8 aquatic complexes to meet the General Plan standard.

The Parks and Recreation chapter includes the following goals:

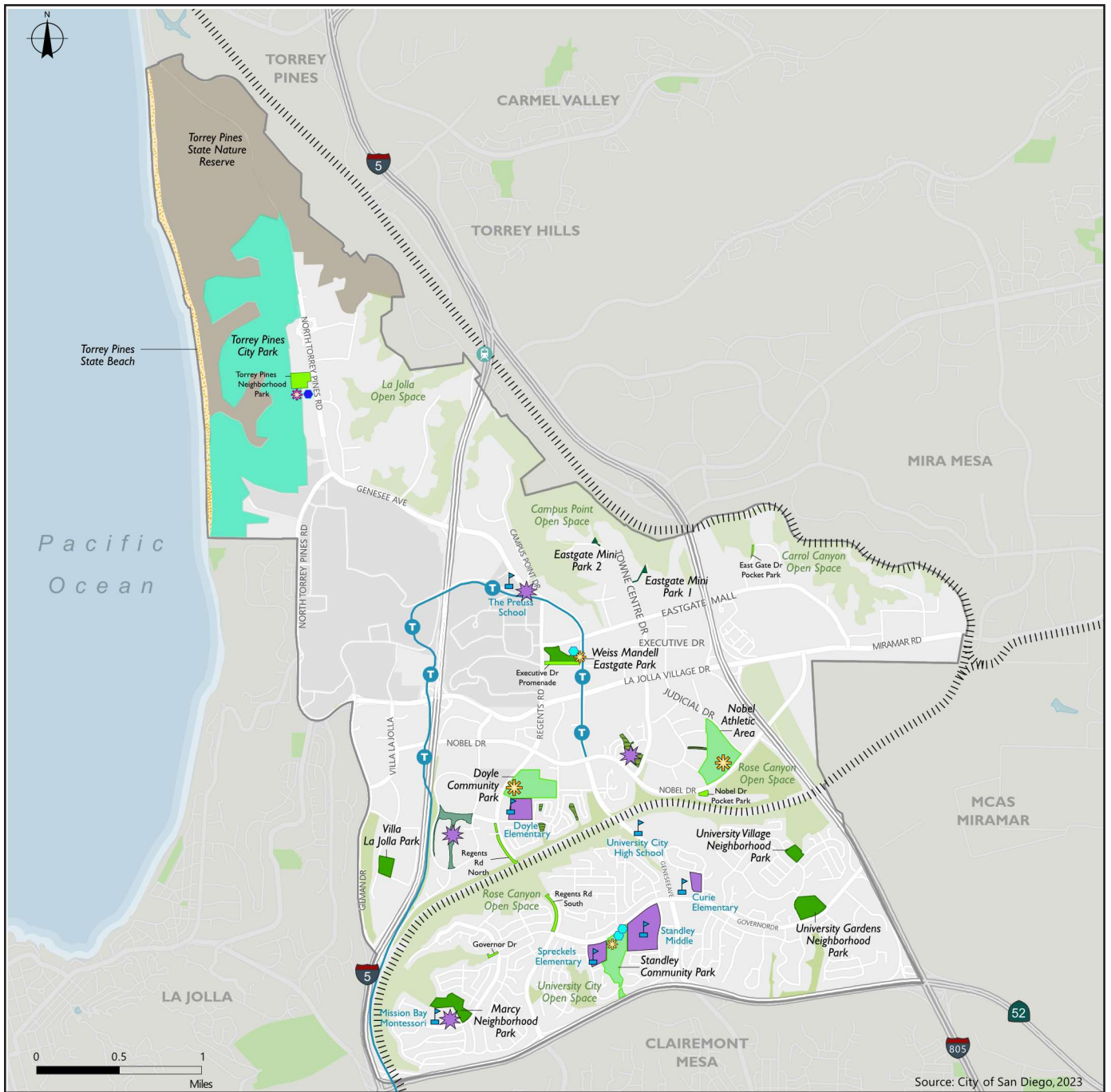
- Expand park equity by meeting the needs of a broad range of users of all ages and abilities, including children and teenagers of all ages and genders, seniors, and persons with disabilities.
- Increase recreational value by keeping pace with population growth through additional investments in existing parks, acquisition of additional available land for parks, and the additional new parks and public spaces as part of new private development projects.

- Maximize park access by strategically investing in existing parks and developing new parks and recreational facilities in/near Urban Villages and employment areas more widely accessible by transit and bicycle and pedestrian facilities.
- Improve overall park connectivity by linking population-based parks with resource-based parks and open space lands through a system of pedestrian paths, bikeways, and transit.
- Promote sustainability by utilizing “green technology” and other sustainable practices, such as “green streets” that double as pedestrian amenities and stormwater infrastructure.
- Protect, preserve, and restore natural areas and sensitive biological resources.
- Incorporate resiliency into parks and open space planning through implementation of conservation and landscape management strategies that address climate change.
- Establish an open space system that will utilize the terrain and natural drainage system to guide the form of urban development, enhance neighborhood identity, and separate incompatible land uses.

e. Open Space and Conservation

The Open Space and Conservation chapter promotes the preservation and enhancement of resources within the plan area. As shown in Figure 3-27, the University CPU proposes to dedicate several City-owned properties as open space pursuant to Charter Section 55. Total acreage of open space dedication includes approximately 161 acres of land including the Nobel Hill and Nobel “bowtie” properties located just north of Rose Canyon. These two additions would provide a continuous connection of Multi-Habitat Planning Area (MHPA) lands through Rose Canyon connecting existing City-owned open space and private open space easements. The Roselle Canyon and Sorrento Headlands properties to be dedicated are located north of Genesee Avenue, east of I-5 and west of I-805 before both interstates merge. These properties are part of a larger continuous open space system under conservation in both public and private ownership.

The project includes MHPA boundary line corrections to add a total of approximately 25.97 acres of City-owned land into the MHPA (Figure 3-28). Additionally, approximately 2.70 acres of City-owned right-of-way traversing Rose Canyon, located within the MHPA, would be vacated and the MHPA conservation status changed from MHPA 75 percent conserved to MHPA 100 percent conserved.



Source: City of San Diego, 2023

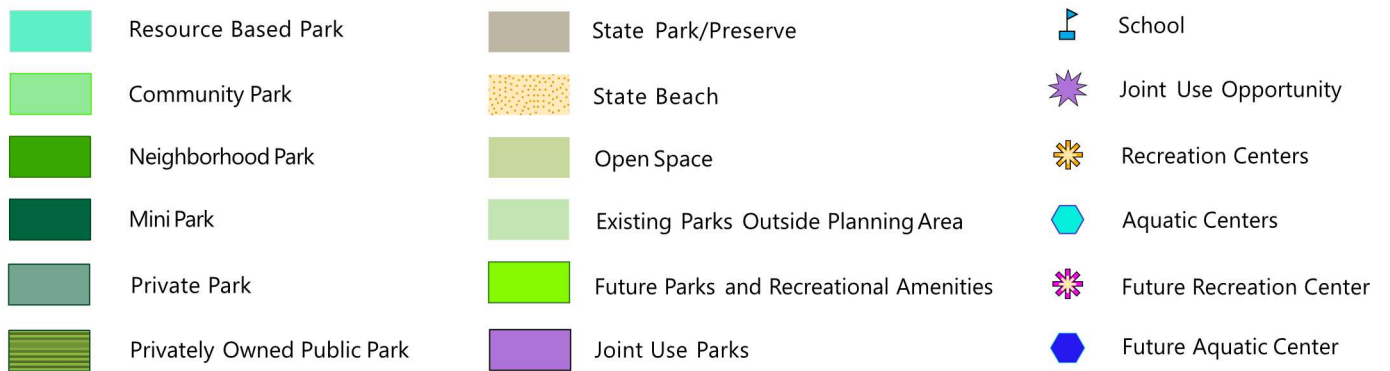
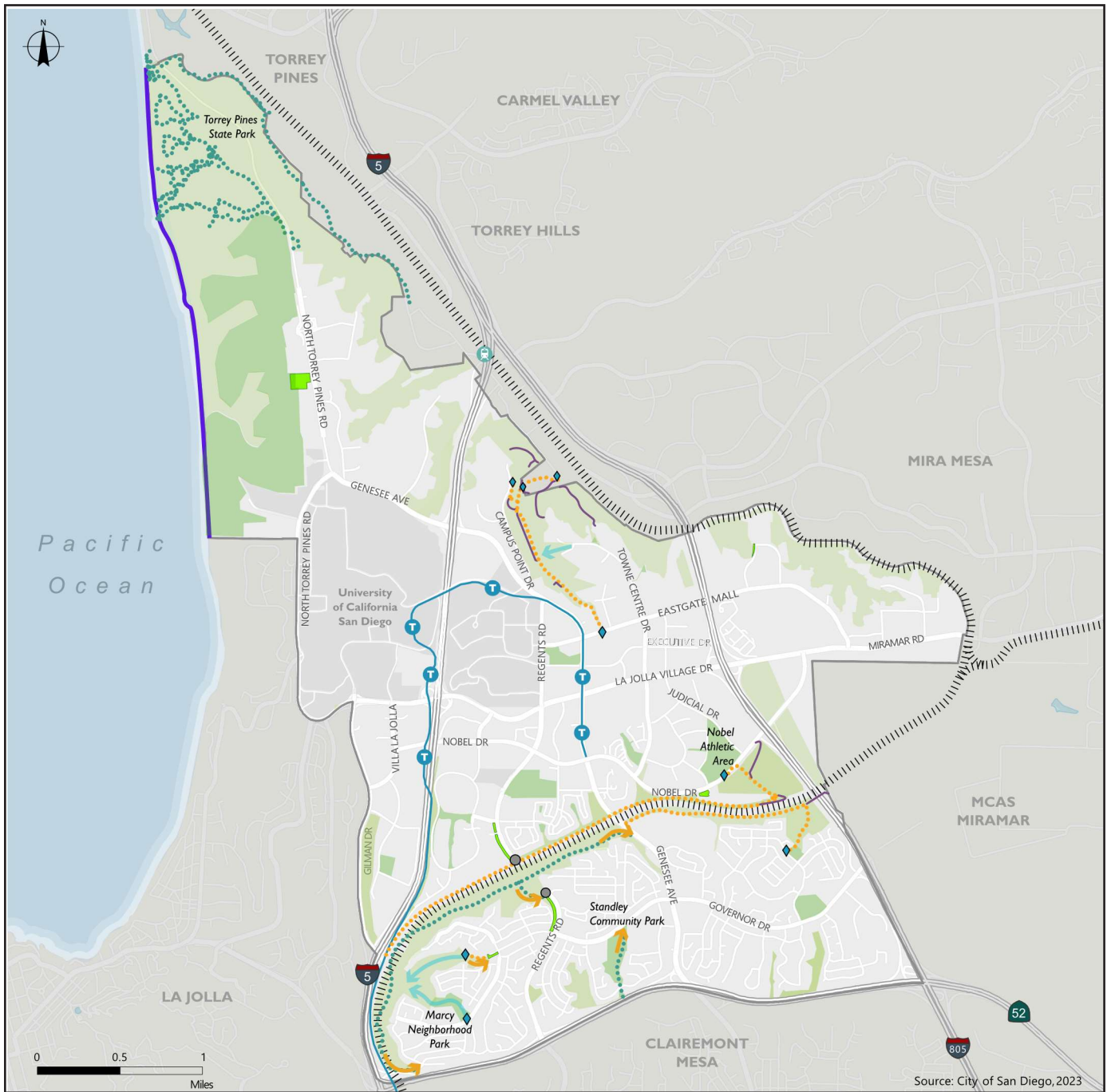


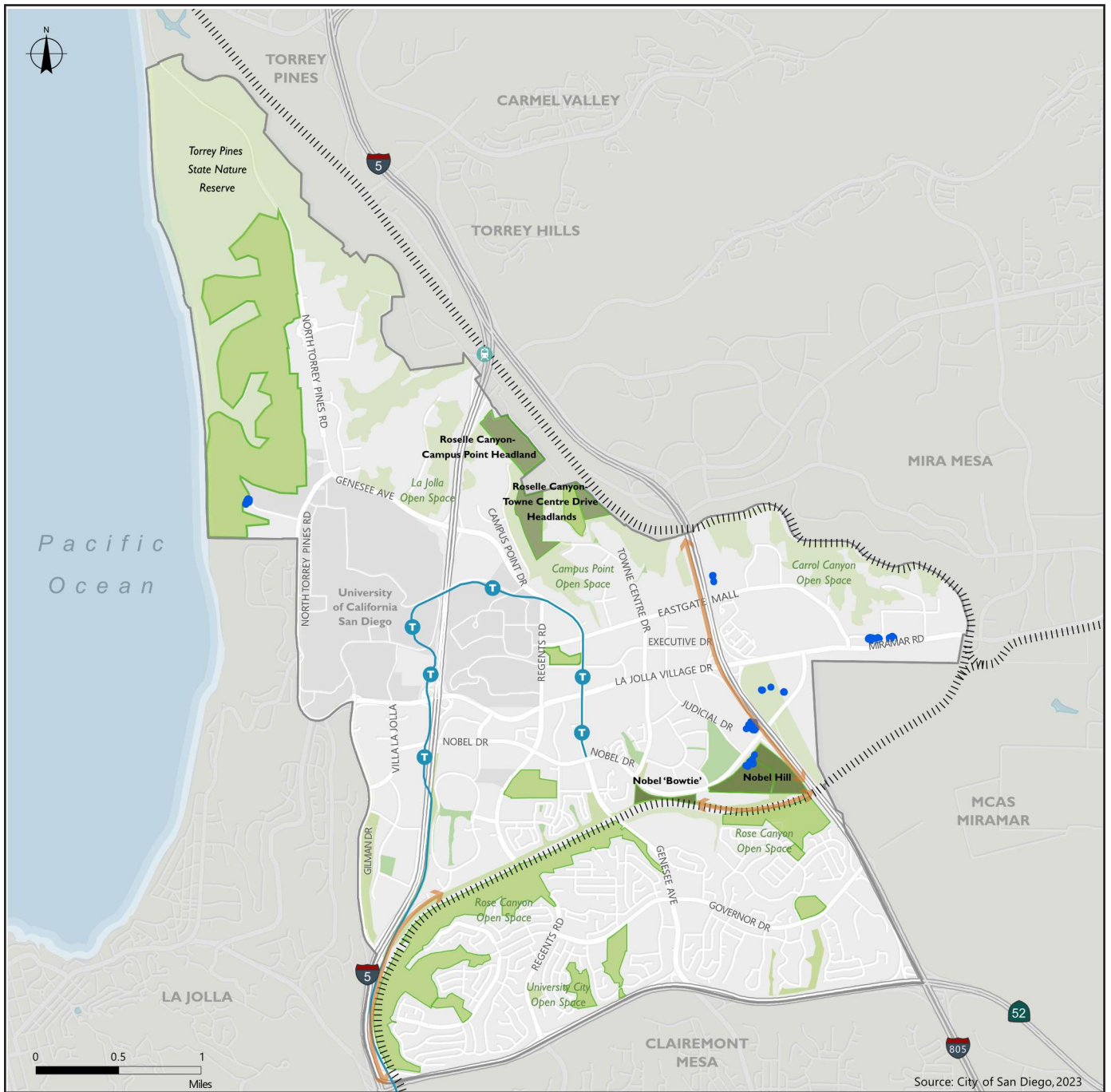
FIGURE 3-25
University Existing and Proposed Parks



Source: City of San Diego, 2023

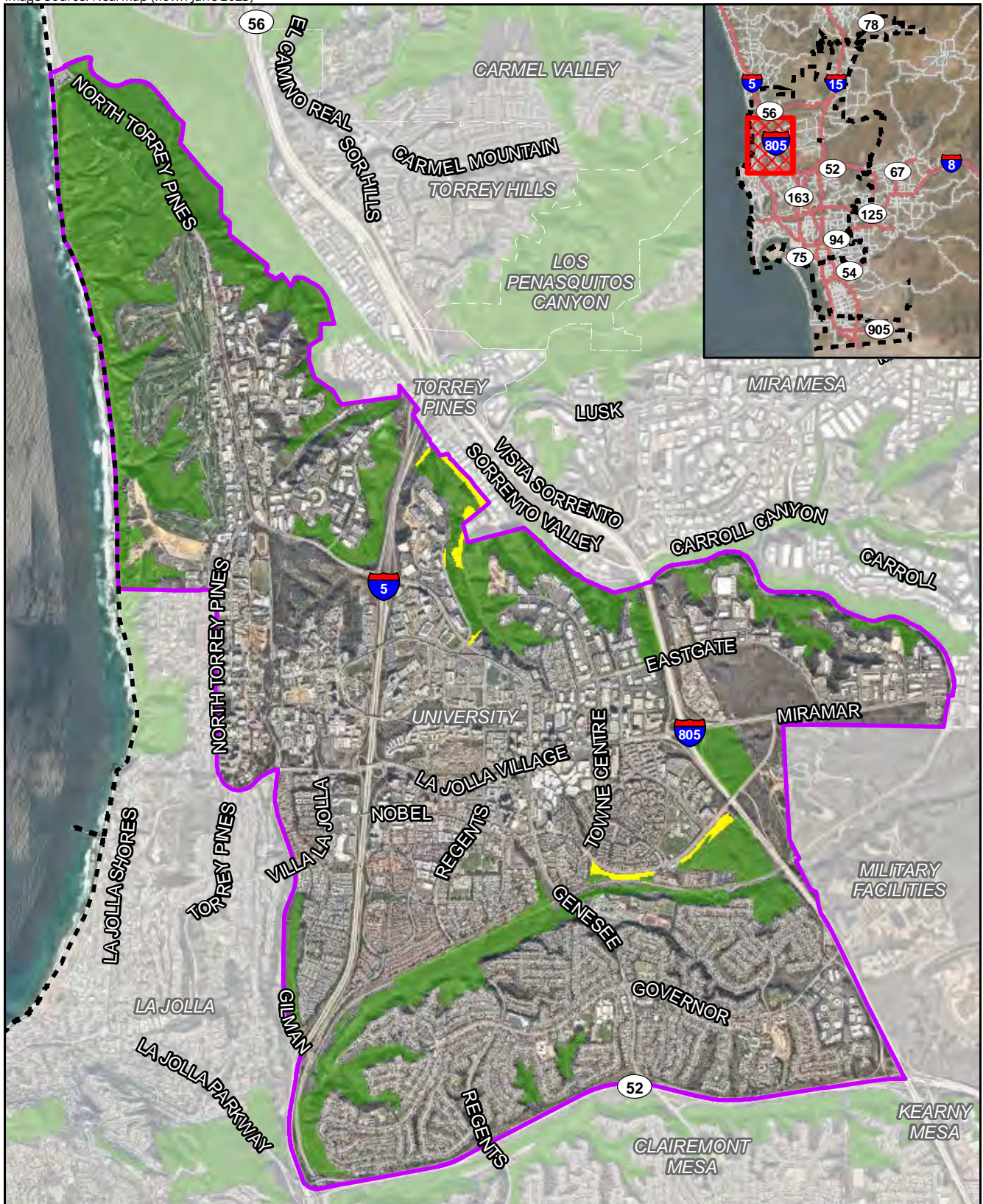
- Possible Overlook
 - Possible Trailhead
 - Existing Trailhead
 - Future Parks and Recreational Amenities
- Existing Informal Trail - To Be Closed
 - Proposed New Trail (location to be determined)
 - Existing Informal, Proposed as a Formal Trail
 - Existing Formal Trail
 - Publicly Accessible Shoreline





FIGURE 3-26
University Existing and Proposed Trails



- Parks
- Designated Open Space
- Dedicated Open Space
- Dedicated Open Space (proposed subject to City Council action)
- Vernal Pools
- MSCP Core Biological Resource Area Corridor

FIGURE 3-27
Open Space to be Dedicated Pursuant to Charter 55



-  University Community Plan Update Area
-  San Diego City Limits
-  City of San Diego MHPA
(Multi-Habitat Planning Area)
-  MHPA Additions

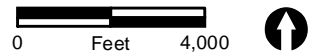


FIGURE 3-28
University Community Plan Update Area
Multi-Habitat Planning Area Additions

The Open Space and Conservation chapter includes the following goals:

- Preservation and enhancement of biologically diverse ecosystems and improved viability of endangered, threatened, and sensitive species and their habitats.
- Preservation and enhancement of wetland resources, including estuarine and coastal waters, creeks, bays, riparian wetlands, and vernal pools, to provide ecosystem functions and services, wildlife habitat, water quality improvement, carbon sequestration, and resilience to climate change.
- Protection, enhancement, and long-term management of an open space system that preserves canyonlands, habitat, and sensitive biological resources.
- Development patterns that preserve natural landforms, public and private open spaces, wildlife linkages, sensitive species and habitats, watersheds, and natural drainage systems, and that contribute to clean air and clean water and help the City meet its climate action goals.
- Sustainable design that reduces GHG emissions and dependency on non-renewable energy sources, makes efficient use of resources, and incorporates sustainable landscaping, water use, and stormwater management.
- Opportunities for compatible public access to open space, including portions of the MHPA, through low impact passive recreation, scenic overlooks, environmental education, and research.

f. Historic Preservation

The Historic Preservation chapter of the University CPU provides a summary of the prehistory and history of the University plan area. The Historic Preservation chapter is guided by the General Plan for the preservation, protection, restoration, and rehabilitation of historical, archaeological, and tribal cultural resources throughout the plan area.

The Historic Preservation chapter includes the following goals:

- Identification and preservation of significant historical resources in the University community.
- Provision of educational opportunities and incentives related to historical resources.

A University Community Plan Historic Context Statement (Appendix B) and Focused Reconnaissance Survey (Appendix C) were prepared for the University CPU. The Focused Reconnaissance Survey evaluated master-planned residential communities representative of common tract style housing with repetitive house models and other features indicative of a master development plan. The survey addressed these communities from a district perspective rather than as individual properties because tract style homes typically do not have the ability to rise to a level of individual significance under most designation criteria. The purpose of the Historic Context Statement and Reconnaissance

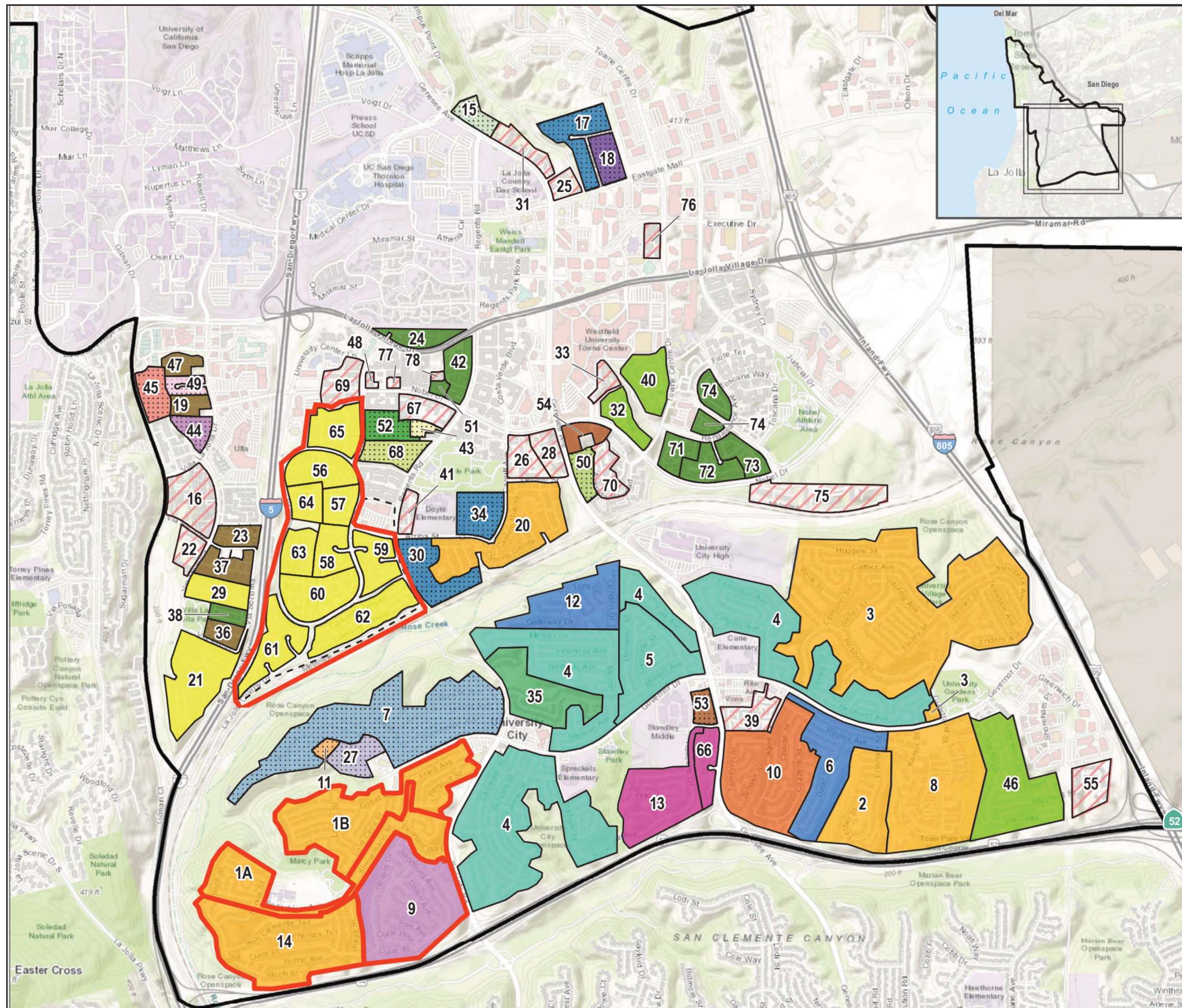
Survey was to determine which residential communities would require future study to determine eligibility for historic district designation, and which communities would not. Based on the results of the Historic Context Statement and Focused Reconnaissance Survey, revisions to the City's Historical Resources Guidelines are proposed to exempt specified areas within the University community from historic review under SDMC Section 143.0212. The study found that the following master-planned communities within the plan area have the potential for historical significance including La Jolla Colony, University Hyde Park, San Clemente Park Estates, University City West A, and University City West B. These communities are identified as Tier I communities and are depicted on Figure 3-29 and would require further study to determine historic significance consistent with SDMC Section 143.0212. The proposed amendment to the Historical Resources Guidelines of the City's Land Development Manual would exempt all remaining non-Tier I master-planned communities depicted on Figure 3-29 from potential historic review under SDMC Section 143.0212.

g. Public Facilities, Services, and Safety

The Public Facilities, Services, and Safety chapter of the University CPU illustrates existing and planned public facilities in the plan area. The Public Facilities, Services, and Safety chapter promotes remediating former industrial sites to provide an opportunity to develop parks, plazas, or open space. The chapter also identifies that the plan area could designate and develop a "resilience hub." Resilience hubs are community serving facilities that provide support and resources to community members before, during, and after a climate hazard or natural hazard event.

The Public Facilities, Services, and Safety chapter includes the following goals:

- A community well-served by public facilities that promote neighborhood health, safety, and livability.
- A system of public facilities that are accessible by transit, located near or within mixed-use development, are technologically equipped, and environmentally sustainable.
- A healthy, safe, and livable community that reduces the risk posed by fire, flooding, hazardous materials, geologic and seismic hazards, and extreme temperatures.



- University Community Plan Area Boundary
- Notable Developer**
- American Housing Guild
- Bren Company
- Fireside Homes
- Harry L. Summers
- Lear Land Corporation
- Lion Property Company
- McKellar Development Corporation
- Penasquitos Inc. (Irvin J. Kahn and Associates)
- Ray Hommes Company
- Tech Bilt Company
- The Douglas Allred Company
- Time Development Company
- Other Developer**
- Angelucci Enterprises
- Baldwin Company
- Broadmoor Homes
- Dass Construction Company
- Diamond Enterprises
- Ernest Hahn
- The Luckey Co.
- Heritage West Development Company
- M. David Kelly Development Company
- Marsco Development Corporation
- Medici Equities
- Playmor
- Real Investments Corporation
- Remmco Associates
- Unknown Developer
- La Jolla Colony
- Tier 1 Communities Recommended for Additional Study

Master-Planned Communities

- | | |
|--|--|
| 1. University City West B (1960) | 40. Vista La Jolla Townhomes (1979) |
| 2. University City West A (1960) | 41. Dieguenos (1979) |
| 3. Pennant Village (1961) | 42. La Jolla Village Park (1979) |
| 4. University Village (1961-1969) | 43. The Pines (1979) |
| 5. University Hills (1962-1971) | 44. Villa Mallorca (1980) |
| 6. Panorama Park (1962) | 45. La Jolla Terrace (1980) |
| 7. Flair (1963) | 46. Canyon Ridge (1980-1984) |
| 8. University City Manor (1964) | 47. Boardwalk (1981) |
| 9. University City Village (Leisure Life Village) (1965) | 48. La Jolla Gardens (1981) |
| 10. University Hyde Park (1967) | 49. Cambridge (1982) |
| 11. Fireside University City Homes (1967) | 50. La Jolla City Club (1982) |
| 12. Diamond Manor (1967-68) | 51. Villa Europa (1982) |
| 13. The Bluffs (1968) | 52. La Jolla International Gardens (1982) |
| 14. University Park North (1968) | 53. Regency Villas (1983) |
| 15. San Clemente Park Estates (1970) | 54. University Towne Square (1985) |
| 16. La Jolla Vista (1971) | 55. Star Village (1985) |
| 17. La Jolla Village Apartments (1972) | 56. Verano (1985-1987) |
| 18. Genesee Vista (1973) | 57. Marbella (1985-1987) |
| 19. La Jolla Mesa (1974) | 58. Madrid (1985-1987) |
| 20. Woodlands North (1974) | 59. Las Palmas (1985-1987) |
| 21. Genesee Highlands (1974) | 60. Barcelona (1985-1987) |
| 22. SouthPointe (1974-1979) | 61. La Paz (1985-1987) |
| 23. Villa Toscana (1975) | 62. Valencia (1985-1987) |
| 24. Woodlands La Jolla (1975) | 63. Avanan La Jolla Apartments (1985-1987) |
| 25. La Jolla Village Tennis Club (1976) | 64. Avalon La Jolla Colony (1985-1987) |
| 26. La Jolla Canyon (1976) | 65. Mirada at La Jolla Colony (1985-1987) |
| 27. La Jolla Terrace (1976) | 66. Villas at University Park (1987) |
| 28. West Hills Homes (1976) | 67. The Venetian (1987) |
| 29. Pacific Gardens Apartments (1976) | 68. La Jolla del Sol (1987) |
| 30. EastBluff (1977) | 69. Villa Vicenza (1988) |
| 31. Playmor Terrace West (1977) | 70. Cambridge Terrace (1989) |
| 32. Canyon Park Apartments (1977) | 71. La Florentine (1990) |
| 33. Vista La Jolla (1977) | 72. Avanti (1990) |
| 34. Torrey Pines Village Apartments (1978) | 73. Capri (1990) |
| 35. Playmor Terrace (1978) | 74. Casabella (1990) |
| 36. Topeka Vale (1978) | 75. Casabella (1990) |
| 37. Woodlands South (1978) | 76. Lucera (1990) |
| 38. Woodlands West I and II (1978) | 77. Devonshire Woods (1990) |
| 39. La Jolla Park Villas (1978) | 78. Pacific Regents (1990) |
| | 79. Park Place (1990) |

FIGURE 3-29

University Community Plan Area Tier I Master-Planned Communities

h. Implementation

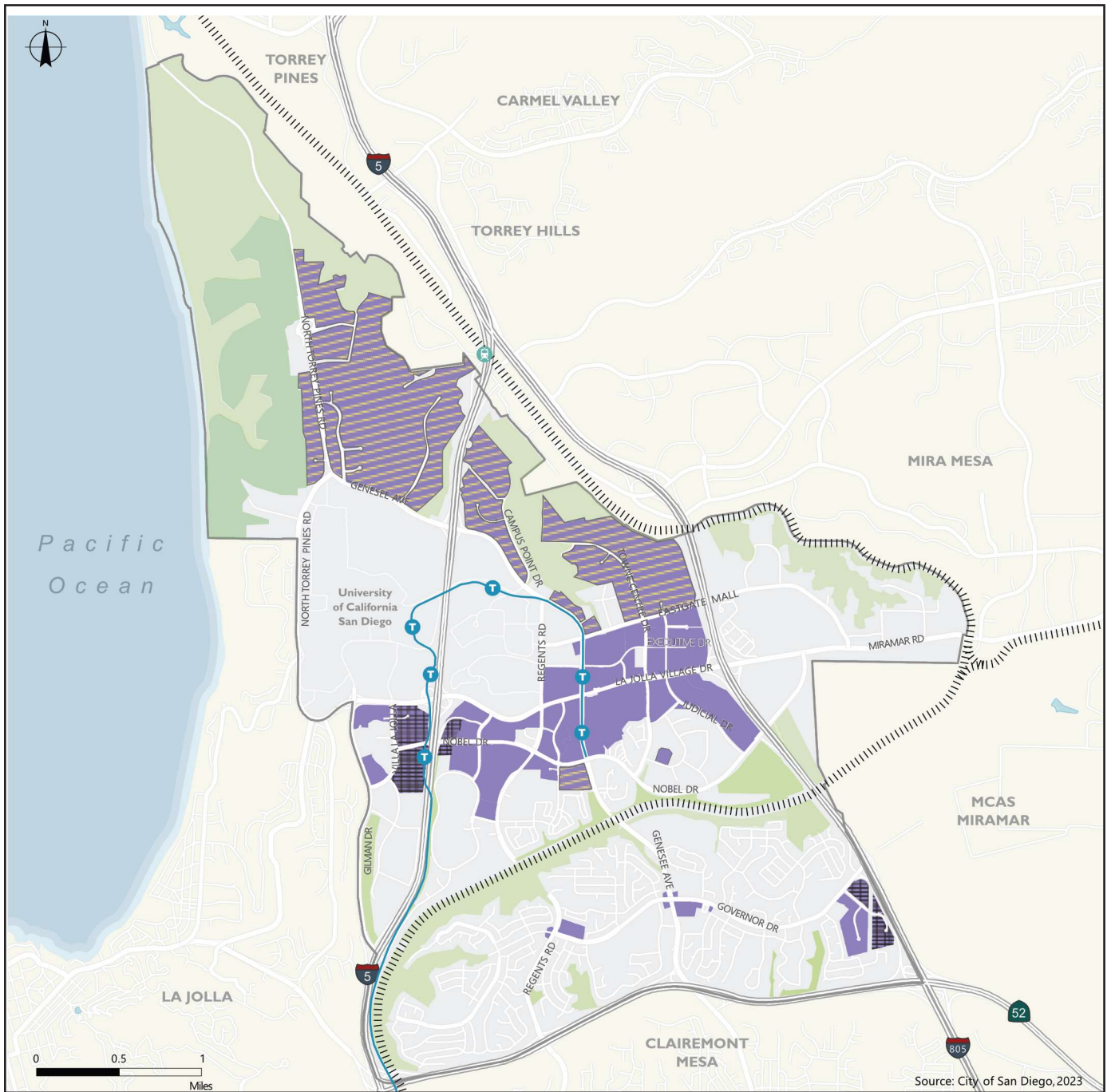
The Implementation chapter of the University CPU includes policies which provide specific direction, practice, guidance, and directives to support and implement the University CPU's land use, mobility, urban design, parks, and public facilities goals. These policies, combined with the zoning regulations in the LDC, provide a policy and regulatory framework to guide development within the CPU area, and will be used by City staff and decision-makers to assess if a development is consistent with the University CPU.

The Implementation chapter also proposes a CPIOZ-Type A which would be applied within the boundaries of the CPU area per SDMC Chapter 13, Article 2, Division 14, as shown on Figure 3-30, and includes SDRs that are tailored to implement the vision and policies of the University CPU. The University CPU includes general SDRs, which are applicable to all projects within the CPIOZ area as shown on Figure 3-30, and area-specific SDRs, which are to be implemented by projects according to the CPIOZ sub-areas as depicted in Figure 3-30. The CPIOZ includes SDR-A.1 through SDR-A.5, which provide development regulations for public spaces in the CPIOZ area. SDR-A.1 and SDR-A.2 provide regulations regarding the provision of public spaces and associated amenities and their design requirements. SDR-A.3 provides specific design requirements for the provision of a promenade along Executive Drive. SDR-A.4 and SDR-A.5 detail when an exemption to the requirement to provide public spaces under SDR-A.1 applies and provides regulations regarding the Public Space In Lieu Fee Option.

The CPIOZ also includes SDRs related to pedestrian connectivity (SDR-B.1), building transitions for residential development (SDR-C.1), building transitions for open space areas (SDR-C.2), parking structure screening (SDR-D.1), urban parkway street trees (SDR-E.1), pedestrian improvements to UTC Transit Center (SDR-F.1), complete streets (SDR-G.2), the provision of community serving retail within developments that have a residential use that are located on property designated as community village in the University CPU (SDR-H.1 and SDR-H.2), the requirement to not have exterior common open space within 30-feet from the property line abutting a freeway right of way (SDR I.1), the provision of affordable housing in a proposed residential or mixed-use development (SDR-J.1).

3.5.3.2 Local Coastal Program Amendment

Portions of the University CPU area within the Coastal Zone are subject to the California Coastal Act. The California Coastal Act requires all jurisdictions within the Coastal Zone to prepare a Local Coastal Program (LCP), which includes issue identification, a land use plan, and implementation (zoning) ordinances. Actions associated with the University CPU within the Coastal Zone would require a future California Coastal Commission action to approve an amended LCP that integrates the University CPU actions.



- Community Plan Implementation Overlay Zone
- Canyon-Adjacent Supplemental Development Regulations Apply
- Freeway-Adjacent Supplemental Development Regulations Apply

FIGURE 3-30
University Community Plan Implementation Overlay Zone

3.6 Discretionary Actions

3.6.1 Blueprint SD Initiative

Adoption of an amendment to the General Plan to incorporate the changes addressed in the Blueprint SD Initiative as part of the General Plan Refresh would require approval of the following discretionary actions:

- Adopt a resolution certifying the PEIR for the General Plan Amendment, the University CPU, and the Hillcrest FPA and adopting the Findings, Statement of Overriding Considerations, and Mitigation, Monitoring and Reporting Program.
- Adopt an amendment to the General Plan.

3.6.2 Hillcrest Focused Plan Amendment

Adoption of an amendment to the Uptown Community Plan to incorporate the changes addressed in the Hillcrest FPA would require approval of the following discretionary actions:

- Adopt a resolution adopting the Hillcrest Focused Plan Amendment to the Uptown Community Plan.
- Adopt an amendment to the General Plan land use map consistent with the Hillcrest Focused Plan Amendment to the Uptown Community Plan.
- Adopt an ordinance rezoning land within the Uptown Community consistent with the Hillcrest Focused Plan Amendment to the Uptown Community Plan.
- Adopt an ordinance amending SDMC Section 131.1402 to include the revised Community Plan Implementation Overlay Zone within the Uptown Community.
- Adopt an ordinance amending SDMC Sections 131.0507, 131.0522, 131.0531, 131.0540, 131.0543, Table 131-05B, and Table 131-05E to add new Commercial Community base zones (CC-3-10 and CC-3-11) to implement the corresponding land use designations in the Hillcrest Focused Plan Amendment to the Uptown Community Plan.

3.6.3 University Community Plan Update

Adoption of the University CPU would require approval of the following discretionary actions:

- Adopt a resolution adopting a comprehensive update to the University Community Plan and LCP.
- Adopt an amendment to the General Plan land use map consistent with the University Community Plan.

- Adopt an ordinance rezoning land within the University CPU area consistent with the updated Community Plan.
- Adopt an ordinance amending SDMC Section 131.1402 to revise the CPIOZ within the University CPU area.
- Adopt a resolution establishing an alternative fee option for public spaces.
- Adopt an ordinance dedicating public open space within the University CPU area pursuant to City Charter Section 55.
- Adopt an ordinance amending the Historical Resources Guidelines of the Land Development Manual to exempt specified areas within the University CPU area from historic review under SDMC Section 143.0212.
- Adopt an ordinance rescinding the Nexus Technology Centre Specific Plan.
- California Coastal Commission certification of the Update to the University Community Plan and LCP.

3.7 Future Actions

The Blueprint SD Initiative, which includes a General Plan refresh and an update to the General Plan's Village Propensity Map (General Plan Figure LU-1), among other actions, seeks to encourage and identify opportunities for future mixed-use and higher-density residential development throughout the City and especially within the Climate Smart Village Areas. The Blueprint SD Initiative, the Hillcrest FPA, and the University CPU do not include site-specific development proposals, and therefore, site-specific environmental analysis of future development anticipated within the City is not included within this PEIR. However, the PEIR anticipates future growth would occur consistent with the Blueprint SD Initiative, Hillcrest FPA, and University CPU. The PEIR analysis establishes a framework to allow for site specific analysis and evaluation consistent with the City's existing regulatory framework and proposed mitigation framework. Future development within the scope of this PEIR would be subject to subsequent ministerial and discretionary reviews in accordance with the City's zoning and development regulations, General Plan, Community Plan policies, and would be reviewed for consistency with this PEIR. The locations and details of project-specific developments are unknown at this time; however, the PEIR analysis anticipates growth throughout the City and identifies a mitigation framework that could be applied to future actions, where appropriate.

Future development would be subject to further environmental review to determine if actions are within the scope of this PEIR. Future actions would require compliance with applicable local, state, and federal policies, guidelines, directives, regulations, and implementation of the mitigation framework contained in this PEIR at the time the development is proposed.

The City is the lead agency for purposes of CEQA. Within certain project areas, California Coastal Commission approvals may be required to implement development proposals. A non-exhaustive list

of potential future approvals that could be required to implement the Blueprint SD Initiative, Hillcrest FPA, and the University CPU are listed in Table 3-6.

Table 3-6 Potential Future Approvals Required to Implement the Project
<p>City of San Diego</p> <ul style="list-style-type: none"> Amendments to the San Diego Municipal Code, including the Land Development Code Coastal Development Permits Community Plan Updates and Amendments Specific Plans Focused Plan Amendments Development Permits Street and other easement Vacations, Release of Irrevocable Offers of Dedication, and Dedications Water and Sewer Infrastructure and Road Improvements Building and Construction Permits Adoption of fees to implement neighborhood supportive infrastructure Approval of additional density through City and state density bonus allowances <p>State of California</p> <ul style="list-style-type: none"> California Department of Transportation Encroachment Permits California Department of Fish and Wildlife Permits California Coastal Commission Coastal Development Permits Water Quality Certification Determinations for Compliance with Section 401 of the Clean Water Act <p>Federal Government</p> <ul style="list-style-type: none"> U.S. Army Corps of Engineers Section 404 Permits U.S. Fish and Wildlife Service Section 7 or 10(a) Permits <p>Other</p> <ul style="list-style-type: none"> Federal Aviation Administration Airport Land Use Commission for San Diego County San Diego Gas & Electric/Public Utilities Commission approvals of power line relocations or undergrounding

Chapter 4.0

Environmental Analysis

Chapter 4.0, Environmental Analysis discloses the potential environmental impacts resulting from the implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment to the Uptown Community Plan, which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code, and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update, which includes rezones, amendments to the Land Development Code, and associated discretionary actions.

Throughout the environmental analysis in Chapter 4.0, implementation of the planning level actions is addressed, in addition to the potential future plan amendments, and future individual development projects that may be implemented consistent with relevant plans. While a project-level analysis is not possible for all future development anticipated by the project, this Program Environmental Impact Report (PEIR) identifies the analysis framework that would be implemented for future development. Where existing City plans, policies, and regulations would be sufficient to ensure adverse impacts of development are reduced to less than significant, these various plans, policies, and regulations are discussed to outline the analysis framework that would be applied to future development. Where necessary, this PEIR includes mitigation frameworks that would need to be applied to further reduce potentially significant impacts beyond existing regulations or policies. The project anticipates future Community Plan Updates, Specific Plans, and Focused Plan Amendments would be implemented for consistency with the comprehensive amendment to the General Plan, referred to as the “General Plan Refresh” and the Village Climate Goal Propensity Map. See also Section 1.2 of this PEIR for a discussion of future tiering anticipated under this PEIR. There are 18 environmental impact areas addressed in the following sections. The environmental topics addressed in individual sections of this chapter include the following:

- 4.1 Aesthetics
- 4.2 Air Quality
- 4.3 Biological Resources
- 4.4 Cultural Resources
- 4.5 Energy
- 4.6 Geology and Soils
- 4.7 Greenhouse Gas Emissions
- 4.8 Hazards and Hazardous Materials
- 4.9 Hydrology
- 4.10 Land Use and Planning
- 4.11 Noise

- 4.12 Public Services
- 4.13 Recreation
- 4.14 Transportation
- 4.15 Tribal Cultural Resources
- 4.16 Utilities and Service Systems
- 4.17 Water Quality
- 4.18 Wildfire

Each section is formatted to address the environmental setting, regulatory framework, a description of the methodology and assumptions used in the analysis, if applicable, the criteria for determining significance for each impact, an evaluation of potential impacts, an assessment of the level of significance for each impact, a mitigation framework, if applicable, and a conclusion of significance after mitigation for impacts identified as significant. The goals, policies, and implementation programs of the project relevant to potential impacts are also documented.

4.1 Aesthetics

This section analyzes the potential for significant impacts as it relates to aesthetics that could result from implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code (LDC), and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the LDC, and associated discretionary actions.

The analysis in this section is based on the project’s consistency with relevant design policies and regulations, including the City’s General Plan and LDC, applicable design guidelines and policies of relevant plans, and Supplemental Development Regulations (SDRs) applicable to certain areas.

4.1.1 Existing Conditions

4.1.1.1 Physical Setting

a. Blueprint SD Initiative

The City is located within San Diego County in the southwestern corner of California. San Diego County is bordered by Riverside County to the north, Orange County at the northwest corner, Imperial County to the east, the Republic of Mexico to the south, and the Pacific Ocean on the west. As depicted in Figure 2-1, the City covers approximately 342.5 square miles and stretches nearly 40 miles from north to south. There are approximately 93 miles of shorelines including bays, lagoons, and the Pacific Ocean. Elevations mostly range from sea level to approximately 1,600 feet above sea level. High points include Mount Soledad in La Jolla and Cowles Mountain in the eastern part of the City, which is nearly 1,600 feet high. The Climate Smart Village Areas, where future increases in development intensities are anticipated to be focused, are located throughout the City.

b. Hillcrest Focused Plan Amendment

The Uptown Community Plan area, where the Hillcrest FPA area is located, contains some of the oldest and most distinct neighborhoods in San Diego consisting of Hillcrest, Mission Hills, Bankers Hill/Park West, University Heights, Middletown, and the Medical Complex. The Uptown Community Plan area is located just north of Downtown San Diego. It is bounded on the north by the steep hillsides of Mission Valley, on the east by Park Boulevard and Balboa Park, and on the west and south by Old Town San Diego and Interstate (I) 5. The Uptown Community Plan area comprises

about 2,700 acres or approximately 4.2 square miles. The Uptown community's topography generally consists of a level mesa that is segmented by canyons.

As shown in Figure 2-3, the Hillcrest FPA area is in the central portion of the Uptown Community Plan area and encompasses approximately 380 acres of the Hillcrest and Medical Complex neighborhoods. The Hillcrest FPA area sits on a high mesa and its landform and topography is relatively flat, except for the steep topography of the canyons to the north which extend into the Hillcrest FPA area around the Medical Complex. State Route (SR) 163 runs in a ravine that splits the Hillcrest FPA area into two sides, east and west Hillcrest, with three connecting streets: Washington Street and University and Robinson avenues. The Hillcrest FPA area is bounded by a series of streets and canyons, including Park Boulevard to the west, Walnut Avenue to the south, Dove Street to the west, and hilltop bluffs along the northern edge of the Medical Complex neighborhood. The primary commercial core of the Hillcrest FPA area is concentrated around the intersection of Fifth and University avenues and extends several blocks east, west, and south.

c. University Community Plan Update

The CPU area encompasses approximately 8,700 acres. It is bounded by the Los Peñasquitos Lagoon and the edge of the east-facing slopes of Sorrento Valley on the north; the tracks of the Atchison, Topeka, and Santa Fe Railroad, Marine Corps Air Station Miramar and I-805 on the east; SR-52 on the south; and I-5, Gilman Drive, North Torrey Pines Road, La Jolla Farms, and the Pacific Ocean on the west. Neighboring communities include Torrey Pines to the north, Mira Mesa to the east, Clairemont Mesa to the south, and La Jolla to the west. There are two State-controlled properties in the area—the University of California, San Diego (UCSD) and Torrey Pines State Natural Reserve—which lie outside the land use jurisdiction of the City.

4.1.1.2 Structure and Built Form

a. Blueprint SD Initiative

The City contains a robust system of transportation networks which include major arterial freeways, highways, surface streets, and public transportation routes. Available modes of public transportation include buses and regional light rail trains that link the City with other municipalities in the county. The City is also connected to the larger statewide and national transportation networks through established train lines and interstate freeways. Proximity to Mexico and the presence of the federal ports of entry connect the City to the international arena as well.

The City's built environment spans over 200 years of architectural history. The urbanization of the City as it is today began in 1869 when Alonzo Horton moved the center of commerce and government from Old Town (Old San Diego) to New Town (Downtown). Development spread from Downtown based on a variety of factors, including the availability of potable water and transportation corridors. Factors such as views and access to public facilities affected land values, which in turn affected how certain neighborhoods developed.

Many of the City's neighborhoods are the product of small incremental parcelizations and development over a long period of time. The built environment includes buildings and streets, and

the natural environment includes features such as shorelines, canyons, mesas, and parks as they shape and are incorporated into the urban framework. Among the recognized architectural styles in San Diego are Spanish Colonial, Pre-Railroad New England, National Vernacular, Victorian Italianate, Stick, Queen Anne, Colonial Revival, Neoclassical, Shingle, Folk Victorian, Mission, Craftsman, Monterey Revival, Italian Renaissance, Spanish Eclectic, Egyptian Revival, Tudor Revival, Modernistic and International. Examples of every major period and style remain, although few areas retain neighborhood-level architectural integrity due to several major building booms when older structures were demolished prior to preservation movements and stricter regulations regarding historic structures (City of San Diego 2008).

b. Hillcrest Focused Plan Amendment

The Hillcrest FPA area contains a diverse mix of retail, commercial, office, mixed-use, residential, and institutional land uses. The Hillcrest FPA area includes the primary commercial core of Uptown, which is concentrated around the intersection of Fifth Avenue and University Avenue, and extends several blocks east, west, and south. This area is also marked by the iconic Hillcrest gateway sign, at University and Fifth avenues, serving as a key neighborhood landmark. This area is a vibrant pedestrian-oriented commercial center, as well as the center of community-wide activity with active, walkable streets, mixed-use buildings and retail, office, and entertainment activities.

University Avenue is the primary core of Hillcrest, with commercial development extending along University Avenue east of SR-163, and west until it converges with the Mission Hills neighborhood. The eastern portion of University Avenue has an increased street width compared to surrounding streets, which has allowed for a more pedestrian-friendly environment with streetscape improvements and the development of a mixed-use Uptown District. Hillcrest is one of the more intensely developed neighborhoods in Uptown. The neighborhood includes a variety of multifamily residential and high-density mixed-use buildings. Hillcrest also has many office and retail uses in the community, particularly in the core retail district where building setbacks are not required. The area also includes high-rise buildings, all of which were developed to take advantage of views of either Balboa Park or the San Diego Bay.

Buildings in the Hillcrest FPA area include a range of architectural styles. Single-family residential clusters along First and Second avenues, and east of SR-163 and south of Robinson Avenue, include styles associated with early development, such as Craftsman, Bungalow, Prairie, and Mission and Spanish Revival. Infill development has introduced new architectural forms and styles, many of which try to complement the form, scale and stylistic precedents found within Hillcrest. Hillcrest is characterized by a street grid pattern that includes little variation in response to topography. The predominant block pattern consists of long rectangular blocks (approximately 300 feet by 600 feet) with a mid-block alley running the length of the block.

While retaining the same general dimensions, the blocks are oriented north-south along the avenues. They are rotated east-west along University Avenue and Robinson Avenue, and then northeast/southwest along Normal Street. Despite this grid pattern, Robinson Avenue, University Avenue and Washington Street are the only streets that provide contiguous east-west connections through Hillcrest, due to the divide created by SR-163 and the canyons. Hillcrest is the crossroads of

Uptown, with major streets intersecting in Hillcrest's core. Normal Street represents a unique feature in the street system with its diagonal orientation and wide right-of-way.

The Medical Complex neighborhood sits atop a flat mesa north of Washington Street with canyons that descend to Mission Valley. Washington Street forms the boundary between Hillcrest and the Medical Complex neighborhood and marks the transition from Hillcrest's pedestrian-oriented retail district to the more automobile-oriented medical center uses. Buildings are noticeably taller in the Medical Complex neighborhood than they are in the Hillcrest core just to the south with the two medical centers containing the tallest structures in the neighborhood. The western portion of Medical Complex neighborhood has more single-family housing and residential structures. Development intensities, both residential and institutional, are higher in the Medical Complex neighborhood than in the majority of Uptown as hospitals and medical office buildings have a higher intensity of building floor area.

The Medical Complex neighborhood is dominated by Scripps Mercy Hospital and Medical Center and the UCSD Medical Center, which occupy over forty percent of the neighborhood. The remaining portion of the Medical Complex neighborhood is occupied primarily by residential uses, the majority being multi-family. Commercial development, which is mostly automobile oriented, is located on the north side of Washington Street, and sporadically surrounds the medical centers. The Medical Complex neighborhood contains the lowest proportion of single-family homes in Uptown. Multi-family buildings are more contemporary, reflecting a combination of Mid-Century, Late Modern and Post-Modern styles. The medical buildings have an institutional character that distinguishes them from other developments in Uptown, and there is a much higher occurrence of free-standing parking garages, many of which have been sited in canyons to reduce their apparent mass. The character of the pedestrian focus varies according to the surrounding use. The residential areas have a pedestrian focus with street trees, while the hospital areas have a more vehicular access focus.

The block pattern of the Medical Complex neighborhood is similar to Hillcrest just north of Washington Street, with long north-south blocks with mid-block alleys. Approaching the canyons, the block dimensions begin to shift, first losing the mid-block alley, and then morphing into large-scale development parcels and curvilinear cul-de-sacs that respond to the topography at the canyon interface. The scale of the residential streets in the Medical Complex neighborhood is similar to the residential portions of Mission Hills, with narrow, intimate streets. Except Bachman Place, which extends north through the area to Mission Valley, the streets in the Medical Complex neighborhood only provide for internal circulation, with the only external connection being to Washington Street.

The Hillcrest FPA area includes notable gateways and landmarks, including the historic Hillcrest neon sign located at the intersection of University and Fifth Avenue which provides a major gateway into the Hillcrest community. Other notable landmarks include Mercy Plaza, which includes a fountain and a landscaped memorial to Mercy staff; the Vermont Street Bridge, which is a pedestrian/bicycle bridge that connects the Uptown Center along Vermont Street to University Heights; and Pride Square, located at University Avenue and Normal Street, which includes the San Diego Pride Monument and the Hillcrest Pride Flag. Another landmark to the east is the Georgia Street Bridge, which is a gateway from North Park that rises above University Avenue.

c. University Community Plan Update

Located about 13 miles north of Downtown San Diego, the University CPU area developed as the region's "edge city" with a concentration of homes, businesses, shopping, and entertainment venues. At the center of the community is a thriving, mixed-use core. This area includes large employers and visitor destinations, such as the University Towne Centre shopping center. Today, the San Diego Metropolitan Transit System Blue Line trolley provides service from University Towne Centre to the United States-Mexico border through Downtown San Diego, connecting residents throughout the City.

To the north of the University CPU area core, employment centers along Campus Point Drive and Towne Centre Drive have developed as a high-tech and biotech cluster with community and employee serving amenities. Surrounding this employment area is a unique and thriving canyon ecosystem, which offers natural views juxtaposed with state-of-the-art research and development facilities. This area is also home to two major medical centers along with residential communities.

Nobel Drive is an emerging transit village which is a pedestrian-friendly mixed-use district that is oriented around the station of a high-quality transit system. It provides a mix of homes, jobs, and retail options within proximity to UCSD, which serves a regional employer and destination. This village is connected to both the Metropolitan Transit System SuperLoop and the Blue Line trolley, which are among the region's most heavily utilized transit assets. UCSD students, staff, and faculty enjoy gathering off-campus at Nobel Drive along with the broader community.

Just north of UCSD is the Torrey Pines State Natural Reserve. The ocean, coastal bluffs, and canyons, Torrey pine (*Pinus torreyana*) trees and other native vegetation offer breathtaking views and make the area highly valuable for community members to enjoy. This area is also home to the Torrey Pines Golf Course, which hosts annual tournaments drawing preeminent players and spectators alike. Complementing these destinations is another life science cluster.

Rose Canyon is a community asset that provides open space and recreation opportunities; it is home to regionally unique habitats and species such as coastal sage scrub, chaparral, and oak woodlands. South of Rose Canyon, a flourishing residential neighborhood is supported by locally serving businesses and high-quality amenities, including schools and parks. Local shopping centers in this area serve community needs and offer spaces for local businesses.

4.1.1.3 Scenic Resources

a. Blueprint SD Initiative

Nearly 28 percent of all existing land uses in the City consist of parks, open space, and recreation areas. These areas are reserved for environmental protection and/or public recreation, and they protect San Diego's unique natural landscape and scenic beauty. Natural scenic vistas can be seen from the approximately 36,000 acres of recreational and open space parks in the city, such as Mission Trails Regional Park, Marian Bear Memorial Park, Rose Canyon Open Space Park, Tecolote Canyon Natural Park and Nature Center, San Diego River Park, Los Peñasquitos Canyon Preserve, Black Mountain Open Space Park, and San Pasqual/Clevenger Canyon Open Space Park.

Public views are also identified in community plans, although the details vary from plan to plan. In the community plans that do identify public views, the views are typically those which overlook or face a body of water, most often the Pacific Ocean; however, the community plans also identify views overlooking canyons, the Downtown skyline, and open space.

b. Hillcrest Focused Plan Amendment

Due to the community's sloping topography, the Uptown Community Plan area has prominent public viewsheds and public view corridors which offer views to the San Diego Bay and Harbor, Mission Bay, Balboa Park, and Mission Valley as well as the community's many canyons. Unimproved rights-of-way, or 'paper streets', are common in the community and provide opportunities for public views when they intersect or abut canyons or steep hillsides.

The Hillcrest FPA area sits on a high mesa and the topography is relatively flat, except for the steep topography of the canyons to the north. The Medical Complex neighborhood in the northern part of the Hillcrest FPA area includes canyons which descend to Mission Valley and provide dramatic views north over Mission Valley. Within the Hillcrest FPA area, the Uptown Community Plan identifies a public viewshed on Bachman Place overlooking the canyons in the northern part of the Medical Complex neighborhood. The Uptown Community Plan also identifies a public view corridor adjacent to the Hillcrest FPA area along Upas Street from 6th Avenue to the entrance of Balboa Park.

c. University Community Plan Update

Nearly 32 percent of all existing land use in the University CPU area consists of parks, open space, and recreation areas. The University CPU area contains approximately 1,700 acres of resource-based parks, which are located at, or centered on, notable natural or man-made features (beaches, canyons, habitat systems, lakes, historic sites, and cultural facilities). Most natural open space in the University CPU area is concentrated in the Torrey Pines State Natural Reserve, alongside the Pacific Ocean. Torrey Pines City Park includes the bluff top and beach. Rose Canyon, an open space canyon, has hiking trails running through natural chaparral and oak woodland habitats.

A large portion of the open space in the community has regional significance and attraction. The Torrey Pines mesa and coastal areas contain the Torrey Pines State Natural Reserve and the Torrey Pines City Park and Municipal Golf Course. The beach, cliffs, native vegetation, and scenic views of the Pacific Ocean make these a one-of-a-kind City resource. The community's open space lands also form part of the City's Multi-Habitat Planning Area, including protected habitat and wildlife corridors for sensitive species.

Rose Canyon is a community asset that provides open space and recreation opportunities; it is home to regionally unique habitats and species such as coastal sage scrub, chaparral, and oak woodlands. South of Rose Canyon, a flourishing residential neighborhood is supported by locally-serving businesses and high-quality amenities, including schools and parks. Local shopping centers in this area serve community needs and offer spaces for local businesses.

The hillsides and canyons along Sorrento Valley and Soledad Canyon form a natural northern boundary to the community. Some of these slopes contain dense stands of native chaparral, while

other sections have been disturbed and are vegetated primarily with grasses. This scenic system of slopes preserves native species and natural topography, has value in identifying and separating communities, and serves as a scenic resource.

To the north of the University CPU area core, employment centers along Campus Point Drive and Towne Centre Drive have developed as a high-tech and biotech cluster with community and employee serving amenities. Surrounding this employment area is a unique and thriving canyon ecosystem, which offers natural views juxtaposed with state-of-the art research and development facilities.

Several open space areas are interspersed throughout the community, primarily in the form of easements or private open space in planned residential developments. The slopes on the east side of Gilman Drive are preserved as open space by easement and provide a scenic entrance to this part of the community from I-5 and Sorrento Valley.

4.1.2 Regulatory Setting

4.1.2.1 State Regulations

a. California Scenic Highways Program

Recognizing the value of scenic areas and the value of views from roads in such areas, the California State Legislature established the California Scenic Highway Program in 1963. This legislation sees scenic highways as “a vital part of the all-encompassing effort . . . to protect and enhance California’s beauty, amenity and quality of life.” Under this program, a number of state highways have been designated as eligible for inclusion as scenic routes. There are two officially State-designated scenic highways in proximity to the project areas: 1) SR-163 from the southern boundary of Balboa Park to the northern boundary; and 2) SR-52 between Santo Road and Mast Boulevard. Scenic routes that are eligible for designation and are in proximity to the project areas include the following:

1. I-5 from the international boundary at Tijuana, Mexico to SR-75 south of San Diego Bay;
2. I-5 from SR-75 to the northern City boundary;
3. SR-52 east of La Jolla to Santo Road;
4. I-8 from I-5 to the eastern City boundary with the City of La Mesa;
5. SR-163 from Ash Street to I-8; and
6. SR-209 from Point Loma to I-5.

b. Public Resources Code Section 21099(d)(1)

Public Resources Code (PRC) Section 21099(d)(1) states that a project’s aesthetic and parking impacts shall not be considered a significant impact on the environment if:

- The project is a residential, mixed-use residential, or employment center project; and
- The project is located on an infill site within a Transit Priority Area (TPA).

PRC Section 21099(a) defines the following terms:

- “Employment center project” means a project on property zoned for commercial uses with a floor area ratio (FAR) of no less than 0.75 and that is within a TPA.
- “Infill site” means a lot within an urban area that has been previously developed or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses.
- “TPA” means an area within one-half mile of a major transit stop that is existing or planned. PRC Section 21064.3 defines a “major transit stop” as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit, or an intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

c. Solar Shade Control Act (PRC Section 25980-25986)

This statute defines "solar collector" as a fixed device, structure, or part of a device or structure, which is used primarily to transform solar energy into thermal, chemical, or electrical energy. The solar collector shall be used as part of a system which makes use of solar energy for any or all of the following purposes: (1) water heating, (2) space heating or cooling, and (3) power generation. This provision prohibits a person owning or in control of a property to allow a tree or shrub to be placed, or, if placed, to grow on such property, subsequent to the installation of a solar collector on the property of another so as to cast a shadow greater than 10 percent of the collector absorption area upon that solar collector surface on the property of another at any one time between the hours of 10 a.m. and 2 p.m., local standard time; provided, that it does not apply to specific trees and shrubs which at the time of installation of a solar collector or during the remainder of that annual solar cycle cast a shadow upon that solar collector. Any city may adopt, by majority vote of the governing body, an ordinance exempting their jurisdiction from the provisions of this chapter.

4.1.2.2 Local Regulations and Policies

a. City of San Diego General Plan

The **Urban Design Element** of the General Plan provides guidance on respecting and elevating the City’s “core values” related to urban form, including the natural environment; unique habitat and topography; compact and environmentally sensitive development patterns; and physical, social, and cultural diversity. The Urban Design Element includes general policies, as well as policies relating to distinctive neighborhoods and residential design, mixed-use villages and commercial areas, office and business park development, public spaces and civic architecture, and public art and cultural amenities. Specifically, policies in the Urban Design Element require that open space and landscape be used to define and link communities, and that development is designed to highlight and complement adjacent natural features. In terms of building design, the Urban Design Element calls for street frontages with architectural and landscape interests that provide visual appeal to the streetscape and enhance the pedestrian experience. Underground and above-ground parking

structures are encouraged to reduce the amount and visual impact of surface parking; similarly, the visual impact of utilities and wireless facilities is to be minimized through their concealment and design. Policies relating specifically to residential design call for design continuity and compatibility with the larger neighborhood community and for subdivision design to maintain community character. Per the Urban Design Element, neighborhood streets are to be designed to improve walkability, strengthen connectivity, and enhance community identity. Similarly, mixed-use villages and commercial areas are to be designed to exhibit distinctive architectural features to differentiate residential, commercial, and mixed-use buildings and promote a sense of identity to village centers, while the public streetscape is to be designed for greater walkability and neighborhood aesthetics. Policies related to office and business park development require high quality design of buildings, structures, and parking areas, and public and cultural amenities are to be integrated into development to improve the quality of new development and reinforce community identity.

The **Conservation Element** of the General Plan guides the sustainable management of the City's natural resources, with sections on open space and landform preservation, wetlands, and the urban forest. Policies call for the conservation of landforms, canyon lands, and open spaces that define the City's urban form, serve as core biological areas and wildlife linkages or are wetland habitats. Policies related to urban forestry call for the planting of large canopy shade trees where appropriate and with consideration of habitat and water conservation goals, as well as the retention of significant and mature trees.

b. San Diego Municipal Code

Zoning

San Diego Municipal Code (SDMC) Chapter 13 includes land development and design standards for the City's base and overlay zones. Citywide base zones specify permitted land uses, residential density, FAR, and other development requirements for given zoning classifications.

Coastal Height Limit Overlay Zone

SDMC Chapter 13, Article 2, Division 5 provides a supplemental height limit for development within the Coastal Height Limit Overlay Zone. It states that no building or addition to a building shall be constructed with a height in excess of 30 feet within the Coastal Height Limit Overlay Zone of the City.

Grading Regulations

SDMC Chapter 14, Article 2, Division 1 addresses slope stability, protection of property, erosion control, water quality, landform preservation, and paleontological resources preservation. Included in this section are development standards for grading and maximum slope gradients.

Landscape Regulations

SDMC Chapter 14, Article 2, Division 4 addresses planting and irrigation requirements, yard planting area and point requirements, street tree requirements, revegetation and erosion control, brush management, and water conservation.

Off-Site Development Impact Regulations

SDMC Chapter 14, Article 2, Division 7 provides standards for air contaminants, noise, electrical/radioactivity disturbance, glare, and lighting. SDMC Section 142.0730, Glare Regulations, limits the percentage of a building's exterior that may be comprised of reflective material and limits the use of reflective material where it could contribute to traffic hazards, diminish quality of riparian habitat, or reduce enjoyment of public open space. SDMC Section 142.0740, Outdoor Lighting Regulations, addresses lighting design and installation to minimize negative impacts from light pollution to preserve enjoyment of the night sky and reduce conflict caused by unnecessary illumination.

Environmentally Sensitive Lands Regulations

The City's Environmentally Sensitive Lands (ESL) Regulations (SDMC Chapter 14, Article 3, Division 1) address development on a premises where ESL are present. ESL include sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs, and Special Flood Hazard Areas.

Affordable Housing Regulations

Consistent with State Density Bonus Law, the City has adopted affordable housing regulations (SDMC Chapter 14, Article 3, Division 7) to provide incentives for development that provides housing for very low income, low income, moderate income, or senior households, or lower income students, transitional foster youth, disabled veterans, or homeless persons. The regulations specify how compliance with California Government Code Section 65915 (State Density Bonus Law) would be implemented and are intended to assist in providing adequate and affordable housing for all economic segments of the community and to provide a balance of housing opportunities throughout the City. As a result of density bonus allowances as implemented through the SDMC Affordable Housing Regulations, development throughout the City may qualify for waivers and/or incentives that allow for deviations to City development regulations such as increases in allowable height and/or FAR, which can result in development allowances in excess of the City's base zone regulations.

Complete Communities Housing Solutions Regulations

The Complete Communities Housing Solutions Regulations (SDMC Chapter 14, Article 3, Division 10) is an affordable housing incentive program aimed at encouraging residential development near high-frequency transit that incorporates affordable housing. The regulations provide a FAR based density bonus incentive program for development within Sustainable Development Areas that provides housing for very low income, low income, or moderate income households and provides neighborhood serving infrastructure amenities.

Green Building Regulations

The City's Green Building Regulations (SDMC Chapter 14, Article 10) detail the use of building concepts to reduce negative environmental impacts or create positive environmental impacts, and encourage sustainable construction practices in planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental

quality. Pursuant to the regulations, new outdoor lighting fixtures shall minimize light trespass where applicable, or otherwise shall direct, shield, and control light to keep it from falling onto surrounding properties. The regulations prohibit direct-beam illumination from leaving the premises and require that most outdoor lighting be turned off between 11:00 p.m. and 6:00 a.m. with some exceptions (such as lighting provided for commercial and industrial uses that continue to be fully operational after 11:00 p.m. for public safety).

4.1.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to aesthetics are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2022). The following issue questions are addressed in this section:

- 1) Would the project have a substantial adverse effect on a scenic vista?
- 2) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- 3) Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point).
- 4) Would the project conflict with applicable zoning and other regulations governing scenic quality?
- 5) Would the project create a new source of substantial light, glare, or shade which would adversely affect day or nighttime views in the area?

4.1.4 Impact Analysis

Issue 1 Scenic Vistas

Would the project have a substantial adverse effect on a scenic vista?

a. Blueprint SD Initiative

The Blueprint SD Initiative proposes an updated policy and land use framework defined by the Village Climate Goal Propensity Map. This map would guide the development of future CPUs, Specific Plans, and FPAs, which would primarily focus future increases in development intensities that support higher density residential and mixed-use development within the Blueprint SD Initiative Climate Smart Village Areas. Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas.

Implementation of the Blueprint SD Initiative would increase development intensities that support higher density residential development and mixed-use development throughout the City, especially within the Climate Smart Village Areas. These Climate Smart Village Areas are established urbanized areas that provide a mix of uses, are in proximity to transit, and are located throughout the City. Implementation of the Blueprint SD initiative could result in new development and redevelopment that varies in building height, mass, form, and intensity which could block public views of scenic vistas, as identified in the General Plan and community plans.

The Blueprint SD Initiative provides a robust policy framework that addresses the relationship between development and scenic views. The Urban Design Element includes policies such as, but not limited to, UD-A.3a, which calls for integrating development on hillside parcels with the natural environment to preserve and enhance views, and protect unique topography; UD-A.3l, which calls for protecting views from public roadways and parklands to natural canyons, resource areas, and scenic vistas; UD-A.3m, which calls for preserving views and view corridors along and/or into waterfront areas from the public right-of-way by decreasing the heights of buildings as they approach the shoreline, where possible; and UD-B.8g, which calls for laying out streets to take advantage of and maximize vistas into public view sheds. Community plans also include community-specific policies related to scenic resources within the community.

Adherence to the existing regulatory and policy framework would reduce potential impacts to scenic vistas. Future development would be subject to the underlying base zone regulations in the SDMC, which would dictate a development's ultimate height, mass, form, and intensity through the allowable FAR and setback standards, as applicable. Other regulations which would govern the design of future development and reduce potential impacts to scenic vistas include the City's ESL Regulations (SDMC Chapter 14, Article 3, Division 1), which would limit encroachment into the City's natural areas; the Coastal Height Limit Overlay Zone Regulations (SDMC Chapter 13, Article 2, Division 5), which would limit building heights to 30 feet for development within the Coastal Height Limit Overlay Zone; and airport height restrictions for development within proximity to public airports (i.e., Brown Field, Montgomery-Gibbs Executive Airport, Marine Corps Air Station Miramar, Naval Outlying Landing Field Imperial Beach, and San Diego International Airport).

Nevertheless, future development in accordance with the Blueprint SD Initiative is anticipated to result in areas of increased density, intensity, and building heights which could obstruct scenic vistas from public viewing locations. For example, although future development that occurs within the Coastal Height Limit Overlay Zone would be required to adhere to the 30-foot height limit, public views toward the coast from public parks and public rights-of-way could be affected by development that occurs in accordance with the Blueprint SD Initiative and that is located near coastal areas, but outside of the Coastal Height Limit Overlay Zone. Similarly, future development which utilizes the City's Complete Communities Housing Solutions Regulations (SDMC Chapter 14, Article 3, Division 10) and/or the City's Affordable Housing Regulations could have greater building heights and/or FAR over the City's base zone regulations. Such increases in development intensities could result in larger structures, increased height, and associated visual impacts.

PRC Section 21099(d)(1) states that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment. Implementation of the project could result in the

development of residential, mixed-use residential, and/or employment center projects on infill sites within TPAs because the project would increase opportunities for higher density residential and mixed-use development within existing developed areas that are in proximity to transit. Therefore, pursuant to PRC Section 21099(d)(1), potential aesthetic impacts could be considered less than significant. However, not all development that would occur in accordance with the Blueprint SD Initiative would be within a TPA and/or would meet the criteria in PRC Section 21099(d)(1). Projects that require discretionary review would undergo a project-specific environmental review at the appropriate future time which could identify additional project features and/or mitigation measures to address potential impacts to scenic vistas. Additionally, compliance with the regulations in existence at the time the development is proposed would help reduce potential environmental impacts related to scenic vistas. However, at this programmatic level of review without site-specific plans, impacts associated with scenic vistas would be significant.

b. Hillcrest Focused Plan Amendment

The Hillcrest FPA area sits on a high mesa and the topography is relatively flat, except for the steep topography of the canyons to the north in the Medical Complex neighborhood that provide views over Mission Valley. The Uptown Community Plan identifies a public viewshed on Bachman Place which overlooks the canyons in the northern part of the Medical Complex neighborhood, and it also identifies a public view corridor adjacent to the FPA area along Upas Street from 6th Avenue to the entrance of Balboa Park.

The Uptown Community Plan includes a wide range of policies which address scenic views within the community. These policies include, but are not limited to, UD-1.1, which encourages designing buildings to limit their visual impact on views from within or across the canyon through landscape screening and by stepping building volumes down the slope; UD-1.2, which calls for preserving and enhancing viewsheds and view corridors from public streets and vantage points; UD-1.4, which calls for ensuring that public views are not obstructed when public streets and public right-of-way easements intersect Balboa Park and Community Plan designated open space; and UD-1.9, which encourages protecting the visual quality of landforms and the character of canyon neighborhoods. The Conservation Chapter of the Uptown Community Plan also includes policies that highlight the Uptown community's open space areas and natural resources, including CE-2.9, which calls for preserving undeveloped canyons and hillsides as important features of visual open space, community definition, and environmental quality; CE-2.15, which calls for public views from identified vantage points, to and from community landmarks and scenic vistas to be retained and enhanced as a public resource; and CE-2.18, which encourages development to evaluate the need for modified or increased setbacks when building adjacent to public view angles and discourages reduced setbacks that obscure established public vantage points unless alternative or improved public views are proposed.

Future development would be subject to the underlying base zone regulations in the SDMC, which would dictate a development's ultimate height, mass, form, and intensity through the allowable floor area ratio and setback standards, as applicable. Adherence to the existing regulations and the framework proposed in the Hillcrest FPA would reduce potential impacts to scenic vistas in the Hillcrest FPA area. Nevertheless, future development under the Hillcrest FPA is anticipated to result in areas of increased density and building height that could have a substantial adverse effect on

scenic vistas from a public viewing place. For example, increased densities proposed in the Medical Complex neighborhood near the identified public viewshed on Bachman Place could potentially impact views of or across the canyon. Similarly, future development which utilizes the City's Complete Communities Housing Solutions Regulations (SDMC Chapter 14, Article 3, Division 10) and/or the City's Affordable Housing Regulations could have greater building heights and/or floor area ratios over the City's base zone regulations. Such increases in development intensities could result in larger structures, increased height, and associated visual impacts.

PRC Section 21099(d)(1) states that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment. Implementation of the project could result in the development of residential, mixed-use residential, or employment center projects on infill sites within TPAs because the project would increase opportunities for homes and jobs within existing developed areas that are in proximity to transit. Therefore, pursuant to PRC Section 21099(d)(1), potential aesthetic impacts could be considered less than significant. However, it is possible that not all development that would occur within the Hillcrest FPA area would meet the criteria in PRC Section 21099(d)(1). Projects that require discretionary review would undergo a project-specific environmental review at the appropriate future time which could identify additional project features and/or mitigation measures to address potential impacts to scenic vistas. Additionally, compliance with the regulations in existence at the time the development is proposed would help reduce potential environmental impacts related to scenic vistas. However, at this programmatic level of review without site-specific plans, impacts associated with scenic vistas would be considered significant.

c. University Community Plan Update

The University CPU area includes canyons, hillsides, bluffs, and other unique landforms which provide visual amenities within the community. The bluffs along the coast at the Torrey Pines State Natural Reserve and Torrey Pines City Park provide public views of the Pacific Ocean. In addition, open space areas throughout the community, including Rose Canyon, San Clemente Canyon, the hillsides and canyons along Sorrento Valley and Soledad Canyon, and the open space preserve associated with the UCSD campus are scenic natural resources within the community.

Figure 27 of the University CPU identifies two possible overlooks on Regents Road which would provide views of Rose Canyon from the north and south sides of the canyon. The University CPU also includes policies which encourage future development to consider scenic views within the community in their project design. This includes 2.7A, which encourages the retention of natural topographic features such as drainage swales, streams, slopes, ridgelines, rock outcroppings, views, natural plan formations and trees to the extent possible; 2.7F, which calls on development to consider views into and from sloping areas; 2.9D, which encourages maximizing views from the development to open spaces by orienting the building to the open space, and by locating common amenity areas adjacent to the public open space; and 5.13B, which calls for preserving the scenic qualities of the surrounding coastal and canyon viewshed areas within scenic overlooks in Rose Canyon, San Clemente Canyon, Sorrento Valley, Roselle Canyon, and the canyon area between Campus Point Drive and Towne Centre Drive.

Potential impacts to scenic vistas would be minimized through required compliance with the existing regulatory framework and the University CPU's proposed SDRs. Future development in the University CPU area that is in the City's Coastal Height Limit Overlay Zone, as defined in SDMC Section 132.0505(b), would be required to adhere to the 30-foot height limit. The base zone regulations in the SDMC would also govern a development's ultimate height, mass, form, and intensity through the allowable FAR and setback standards, as applicable. Additionally, future development within the University CPU's Community Plan Implementation Overlay Zone (CPIOZ) Type A area would be required to comply with SDR-C.1 and SDR-C.2, which provide specific building transition requirements for certain types of residential development and for development adjacent to open space zoned properties. Compliance with these regulations would minimize potential impacts to public views of the community's natural resources, including its open space areas and the coast.

The University CPU does not propose any development within its open space areas. Future development would be concentrated in the center of the University CPU area and would occur predominantly within existing developed areas and along major transit corridors. Nevertheless, future development is anticipated to result in areas of increased density and building height that could have an adverse effect on scenic vistas from public viewing locations. Future development which utilizes the City's Complete Communities Housing Solutions Regulations and/or the Affordable Housing Regulations and associated density bonuses could have greater building heights and/or floor area ratios over the City's base zone regulations. Development within the University CPU CPIOZ-Type A boundaries would also be subject to SDR-J.1, which requires residential or mixed-use development to satisfy the Inclusionary Affordable Housing Regulations of the SDMC (Chapter 14, Article 2, Division 13) and provide affordable housing on-site or construct or rehabilitate affordable units offsite within a Sustainable Development Area within the University CPU area. Such increases in development intensities could result in larger structures, increased height, and associated visual impacts.

PRC Section 21099(d)(1) states that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment. Implementation of the project could result in the development of residential, mixed-use residential, or employment center projects on infill sites within TPAs because the project would increase opportunities for homes and jobs within existing developed areas that are in proximity to transit. Therefore, pursuant to PRC Section 21099(d)(1), potential aesthetic impacts could be considered less than significant. However, not all development that would occur in accordance with the project would be within a TPA and/or would meet the criteria in PRC Section 21099(d)(1). Projects that require discretionary review would undergo a project-specific environmental review at the appropriate future time which could identify additional project features and/or mitigation measures to address potential impacts to scenic vistas. Additionally, compliance with the regulations in existence at the time the development is proposed would help reduce potential environmental impacts related to scenic vistas. While it is unlikely that future development would result in a substantial adverse effect on a scenic vista, including the possible scenic overlooks identified on Figure 27 of the University CPU, it cannot be known at this program-level of review without site-specific plans. At this programmatic level of review, impacts associated with scenic vistas would be considered significant.

Issue 2 Scenic Highways

Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Development associated with the project is not anticipated to substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway. There are two State-designated scenic highways in the City: 1) SR-163 from the southern to the northern boundary of Balboa Park; and 2) SR-52 between Santo Road and Mast Boulevard. The designated scenic portion of SR-163 is located within a canyon and, due to topography, surrounding future development would not be visible from this scenic road. The designated portion of SR-52 runs between the Fortuna Mountain and East Elliott areas and includes scenic views of Mission Trails Summit, which divides the coastal plain from the inland valley, and Cowles Mountain, the highest point in the City. As stated above in Section 4.1.2.1, scenic highways that are in proximity to the project areas and are eligible for designation include I-5 from the international boundary at Tijuana to SR-75 south of San Diego Bay; SR-52 east of La Jolla to SR-67 near the City of Santee; SR-163 from Ash Street to I-8; and SR-209 from Point Loma to I-5.

The Blueprint SD Initiative proposes an updated policy and land use framework defined by the Village Climate Goal Propensity Map. This map would guide the development of future CPUs, Specific Plans, and FPAs, which would primarily focus future increases in development intensities that support higher density residential and mixed-use development within the Blueprint SD Initiative Climate Smart Village Areas. Although the Blueprint SD Initiatives' policy and land use framework would apply Citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas.

The majority of the designated portion of SR-52 is within the Mission Trails Open Space area; however, there are pockets of development located southeast of Santo Road and northwest of Mast Boulevard which are visible from this scenic road. The Village Climate Goal Propensity Map does not identify any Climate Smart Village Areas adjacent to the designated portion of SR-52. However, as future updates to the San Diego Association of Governments Regional Plan and the regional transportation network occur, adjustments to the village propensity values identified in the Village Climate Goal Propensity Map could occur which could result in a shift in the boundaries of the Climate Smart Village Areas. Similarly, development could occur outside of these Climate Smart Village Areas where considered appropriate for the surrounding area. Thus, future development in accordance with the Blueprint SD Initiative could impact scenic resources that are visible from this scenic highway. At this programmatic level of review without site-specific plans, impacts would be considered significant.

The Village Climate Goal Propensity Map also identifies Climate Smart Village Areas in proximity to eligible scenic highways. These routes are not designated at this time; however, if these routes are officially designated in the future, future development in accordance with the Blueprint SD Initiative could impact scenic resources that are visible from these scenic highways. Therefore, at this programmatic level of review without site-specific plans, impacts would be considered significant.

There are no designated state scenic highways in the Hillcrest FPA area, and the designated portion of SR-163 lies outside of the Hillcrest FPA area. However, SR-163 from Ash Street to I-8 is an eligible state scenic highway which cuts through the Hillcrest FPA area. Although this route is not designated at this time, if this route is officially designated in the future, future development in accordance with the Hillcrest FPA could impact scenic resources that are visible from this scenic highway. Therefore, at this programmatic level of review without site-specific plans, impacts would be considered significant.

There are no designated state scenic highways in the University CPU area; however, SR-52 east of La Jolla to SR-67 near the City of Santee is an eligible state scenic highway that constitutes the southern boundary of the University CPU area. Although this route is not designated at this time, if this route is officially designated in the future, future development in accordance with the University CPU could impact scenic resources that are visible from this scenic highway. Therefore, at this programmatic level of review without site-specific plans, impacts would be considered significant.

Issues 3 and 4 Visual Character or Quality of Public Views and Scenic Quality

Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point).

Would the project conflict with applicable zoning and other regulations governing scenic quality?

Future development under the project is anticipated to be focused within existing developed areas that have existing infrastructure, public services, and amenities, and are in proximity to transit. These new developments and redevelopments could vary in building height, mass, form, architectural style, and intensity which could impact the existing visual character or quality of public views of the site and its surroundings. Implementation of the project could alter the existing visual character, including the bulk and scale and visual appearance of these areas via increased residential intensities, multi-modal transportation facility improvements, and new and improved public spaces. Additionally, future developments could require substantial grading which could affect a highly scenic or environmentally sensitive area. Future CPUs, Specific Plans, and FPAs that are undertaken under Blueprint SD would develop urban design policies, design standards, and SDRs in accordance with the urban design policies of the General Plan. These policies, design standards, and SDRs would guide future development in accordance with the urban design vision of the General Plan and the applicable community plan(s) and would provide for cohesive design themes, visual elements, and development patterns.

The proposed University CPU and Hillcrest FPA also provide urban design policies and SDRs which would be applied to projects within those project areas. Adherence to the regulatory and policy framework in the University CPU and Hillcrest FPA would provide for cohesive design themes, visual elements, and development patterns on a communitywide basis as the plan areas are built out. Development within the project areas would also be required to comply with existing regulations which govern visual character and scenic quality. This regulatory framework includes, but is not limited to, the City's ESL Regulations, which provide requirements for development on steep hillsides; the Coastal Height Limit Overlay Zone regulations, which caps building heights at 30 feet

for development within the Coastal Height Limit Overlay Zone; and the base zone regulations. Mass grading is not anticipated since the developed project areas are relatively flat and already nearly fully developed with urban uses. Nevertheless, future development could occur in areas with steep slopes and would be required to comply with the provisions of the City's Multiple Species Conservation Program, ESL Regulations, and grading and landscape regulations. Compliance with these regulations would ensure future development would not substantially degrade the existing visual character or quality of public views. Nevertheless, future development is anticipated to result in areas of increased density and intensity which could result in development which impacts the existing visual character, quality of public views, and scenic quality. For example, future development which utilizes the City's Complete Communities Housing Solutions Regulations and/or the City's Affordable Housing Regulations and associated density bonuses could have greater building heights and/or FAR over the City's base zone regulations. Additionally, development within the University CPU CPIOZ-Type A boundaries would also be subject to SDR-J.1 which requires residential or mixed-use development to satisfy the Inclusionary Affordable Housing Regulations of the SDMC (Chapter 14, Article 2, Division 13) and provide affordable housing on-site or construct or rehabilitate affordable units offsite within a Sustainable Development Area within the University CPU area. Such increases in development intensities could result in larger structures, increased height, and associated visual impacts.

PRC Section 21099(d)(1) states that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment. Implementation of the project could result in the development of residential, mixed-use residential, or employment center projects on infill sites within TPAs because the project would increase opportunities for homes and jobs within existing developed areas that are in proximity to transit. Therefore, pursuant to PRC Section 21099(d)(1), potential aesthetic impacts could be considered less than significant. However, not all development that would occur in accordance with the project would be within a TPA and/or would meet the criteria in PRC Section 21099(d)(1). Projects that require discretionary review would undergo a project-specific environmental review at the appropriate future time which could identify additional project features and/or mitigation measures to address potential impacts to the existing visual character, public views, and scenic quality. Additionally, compliance with the regulations in existence at the time the development is proposed would help reduce potential environmental impacts related to existing visual character, public views, and scenic quality. However, at this programmatic level of review without site specific plans, impacts would be considered significant.

Issue 5 Light, Glare, or Shade

Would the project create a new source of substantial light, glare, or shade which would adversely affect the area?

Sources of light within the project areas include those typical of an urban community, such as building lighting for residential and commercial land uses, roadway infrastructure lighting, and signage. Future development associated with the project would introduce new residential interior and exterior lighting, parking lot lighting, commercial signage lighting, and lamps for streetscape and public recreational areas. Transportation infrastructure associated with future development could also include additional roadway lighting within or along public rights-of-way.

Future development would be required to comply with the applicable outdoor lighting regulations of the SDMC (Section 142.0740 et seq.) which would require development to minimize negative impacts from light pollution including light trespass, glare, and urban sky glow. Compliance with these regulations would preserve enjoyment of the night sky and minimize conflict caused by unnecessary illumination. New outdoor lighting fixtures would also be required to minimize light trespass in accordance with the California Green Building Standards Code, where applicable, or otherwise would be required to direct, shield, and control light to keep it from falling onto surrounding properties.

Future development associated with the project would also be required to comply with SDMC Section 142.0730 to limit the amount of reflective material on the exterior of a building that has a light reflectivity factor greater than 30 percent to a maximum of 50 percent. Additionally, per SDMC Section 142.0730(b), reflective building materials are not permitted where it is determined that their use would contribute to potential traffic hazards, diminish the quality of riparian habitat, or reduce enjoyment of public open space. Therefore, through regulatory compliance, the project would not create substantial light or glare that would adversely affect daytime or nighttime views in the area, and impacts would be less than significant.

Future development in accordance with the project is anticipated to result in areas of increased density, intensity, and building heights which could create new sources of shade in the project areas. Projects that create shade affecting nearby land uses would not necessarily be considered to have a significant impact on the environment; however, the extent and location of a projects shade effects would need to be considered in the context of applicable Community Plan policies. Some specific situations that may result in shade impacts include projects that would cast shadows that substantially impair the beneficial use of a public or quasi-public park, lawn, garden, or open space; or affect the viability of existing solar collectors in conflict with the California PRC Section 25980-25986.

As discussed above, PRC Section 21099(d)(1) states that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment. Implementation of the project could result in the development of residential, mixed-use residential, or employment center projects on infill sites within TPAs because the project would increase opportunities for homes and jobs within existing developed areas that are in proximity to transit. Therefore, pursuant to PRC Section 21099(d)(1), potential aesthetic impacts could be considered less than significant. However, not all development that would occur in accordance with the project would be within a TPA and/or would meet the criteria in PRC Section 21099(d)(1). Projects that require discretionary review would undergo a project-specific environmental review at the appropriate future time which could identify additional project features and/or mitigation measures to address potential shade impacts. Additionally, compliance with the regulations in existence at the time the development is proposed would help reduce potential environmental impacts related to shade. However, at this programmatic level of review without site specific plans, impacts associated with shade would be considered significant.

Cumulative Impacts

Future development associated with the project would contribute to a significant cumulative impact to scenic views and vistas because higher intensity development and taller buildings may result from project implementation. Cumulatively, future development could potentially impact scenic views and vistas from public viewing locations throughout the City.

Development associated with the project could occur in proximity to currently designated and potentially eligible scenic highways, which could impact scenic viewsheds from these routes. Therefore, at this programmatic level of analysis, cumulative impacts would be significant.

Development under the project could potentially cumulatively impact the visual environment through the design, height, and location of future buildings. As future development occurs consistent with the project, development intensities and building heights could potentially impact the existing visual character or quality of public views and the scenic quality within the project areas. Therefore, at this programmatic level of analysis, cumulative impacts would be significant.

Future development would be required to comply with the City's Off-Site Development Impact Regulations addressing light and glare, and cumulative light and glare impacts would be less than significant. Shade impacts associated with future projects would be site-specific; however, if higher intensity development is focused within specific areas of the City, such as within the Hillcrest FPA area or other areas with access to transit, cumulative development within a particular location could contribute to a cumulative light and glare impact affecting specific neighborhoods. Therefore, cumulative impacts related to shade would be significant.

4.1.5 Significance of Impacts

4.1.5.1 Scenic Vistas

Implementation of the project is anticipated to result in areas of increased density, intensity, and building heights which could adversely affect scenic vistas from public viewing locations. The design of future development, including building mass, heights, and intensity, would be subject to the existing regulatory framework including urban design policies of the applicable Community Plan or FPA, City base zoning regulations and all applicable SDRs at the time the development is proposed, which would reduce potential impacts to scenic vistas. Additionally, the Blueprint SD Initiative, Hillcrest FPA, and University CPU provide a range of policies that address the relationship between development and scenic views. Adherence to these policies would further minimize potential impacts to scenic vistas. Nevertheless, at this programmatic level of review, and without project-specific development plans, impacts associated with scenic vistas and viewsheds would be significant.

4.1.5.2 Scenic Highways

Development associated with the project is not anticipated to substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway.

However, future development could impact scenic views or vistas from a designated or eligible scenic highway in the City.

As stated above, future development would not be visible from the designated scenic portion of SR-163 due to topography, and the majority of the designated portion of SR-52 is within the Mission Trails Open Space area. The Village Climate Goal Propensity Map does not identify potential Climate Smart Village Areas in proximity to the designated scenic portion of SR-52. However, the boundaries of future Climate Smart Village Areas could shift as the regional transportation network is updated, and future development could occur within the scenic viewshed of this scenic route. Currently eligible scenic routes could also be designated in the future and development per the Blueprint SD Initiative could be within the potential scenic viewshed of these scenic routes. Therefore, at this programmatic level of analysis without site-specific plans, impacts to scenic views or vistas from a state-designated highway would be significant.

Although there are no designated state scenic highways in the Hillcrest FPA area and the University CPU area, there are eligible scenic routes (i.e., SR-163 from Ash Street to I-8 and SR-52 east of La Jolla to SR-67 near the City of Santee) in proximity to these areas which could be designated in the future. If these routes are officially designated in the future, future development in accordance with the Hillcrest FPA and University CPU could impact scenic resources that are visible from these scenic highways. Therefore, at this programmatic level of review without site-specific plans, impacts would be considered significant.

4.1.5.3 Visual Character or Quality of Public Views and Scenic Quality

Compliance with City's regulations, development standards, urban design policies, and any SDRs proposed as part of the project and as part of future CPUs, Specific Plans, and FPAs would ensure that development under the project would not substantially alter the existing visual character, quality of public views, or scenic quality of the project areas. Future projects that require discretionary review would undergo a project-specific environmental review at the appropriate future time which could identify additional project features and/or mitigation measures to address potential impacts. Nevertheless, at this programmatic level of review, and without project-specific development plans, impacts associated with visual character, quality of public views, and scenic quality would be significant.

4.1.5.4 Light, Glare, or Shade

Required compliance with the SDMC would ensure impacts relative to lighting and glare would be less than significant. Future development is anticipated to result in areas of increased density, intensity, and building heights which could create new sources of shade in the project areas. Impacts associated with shade would be significant.

4.1.6 Mitigation, Monitoring, and Reporting

Potential impacts related to aesthetics would generally be addressed through compliance with the existing regulatory framework including urban design policies of the applicable Community Plan or FPA, City base zoning regulations, and any applicable SDRs. However, at this programmatic level of review without site-specific plans available for evaluation, it is not possible to ensure all future impacts could be fully mitigated to less than significant. As future development is proposed, site design measures would be identified to reduce aesthetic impacts to the extent feasible. No additional feasible mitigation measures are available to address significant impacts to scenic vistas, scenic highways, visual character or quality of public views, scenic quality, and shade. Additional project features and/or mitigation measures may be identified at the project-level to reduce potential aesthetic impacts. Nevertheless, at a program level, impacts would remain significant.

Impacts associated with light and glare would remain less than significant. No mitigation measures are required.

4.2 Air Quality

This section analyzes the potential for significant impacts related to air quality and odor impacts to occur due to implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), rezones, amendments to the City of San Diego’s (City’s) Land Development Code (LDC), and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), rezones, amendments to the LDC, and associated discretionary actions.

Issues addressed in this section include conflicts with air quality plans, conflicts with air quality standards, impacts on sensitive receptors, and impacts related to odors. The analysis in this section is based on the methodology recommended by the San Diego Air Pollution Control District (SDAPCD), in addition to California Emissions Estimator Model (CalEEMod) version 2022.1 (California Air Pollution Control Officers Association [CAPCOA] 2022) results for two hypothetical projects included as Appendix K-1 and K-2.

4.2.1 Existing Conditions

The State of California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. The project areas are located within the San Diego Air Basin (SDAB). The SDAB is currently classified as a federal non-attainment area for ozone (O₃), and a state non-attainment area for particulate matter less than 10 microns (PM₁₀), particulate matter less than 2.5 microns (PM_{2.5}), and O₃. The project areas are generally located within urbanized settings in proximity to major roads with access to transit. Additional existing conditions information related to climate conditions that affect air quality is provided in Section 2.3 of this EIR.

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

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the California Air Resources Board (CARB) or federal standards set by the U.S. Environmental Protection Agency (USEPA). The SDAPCD maintains air quality monitoring stations located throughout the greater San Diego metropolitan region. Air pollutant concentrations and

meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

As the project areas are Citywide, air quality measurements from all four air quality stations in the City are reported. Table 4.2-1 summarizes the pollutant measurements recorded at four monitoring stations located throughout the project areas. The San Diego–Beardsley Street monitoring station is located at 1110 Beardsley Street near downtown San Diego, the San Diego – Kearny Villa Road monitoring station is located at 6125A Kearny Villa Road in central San Diego, the San Diego – Rancho Carmel Drive monitoring station is located at 11403 Rancho Carmel Drive in northern San Diego, and the Otay Mesa – Donovan monitoring station is located at 480 Alta Road in southern San Diego near the U.S.-Mexico border. The Beardsley Street, Kearny Villa Road, and Otay Mesa monitoring stations measure the following pollutants: O₃, nitrogen dioxide (NO₂), PM₁₀, and PM_{2.5}. The Rancho Carmel Drive monitoring station measures NO₂. The 6125A Kearny Villa Road station is the nearest station to the University CPU area and is located approximately 3 miles away from the CPU area.

Table 4.2-1 Summary of Recorded Air Quality Measurements			
Pollutant/Standard	Year		
	2020	2021	2022
San Diego – Kearny Villa Road			
Ozone (O ₃)			
Days State 1-hour Standard Exceeded (0.09 ppm)	2	1	1
Days State 8-hour Standard Exceeded (0.07 ppm)	10	1	2
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	6	0	1
Days 2015 Federal 8-hour Standard Exceeded (0.070 ppm)	10	1	2
Max. 1-hr (ppm)	0.123	0.095	0.095
Max. 8-hr (ppm)	0.102	0.071	0.083
Nitrogen Dioxide (NO ₂)			
Days Federal 1-hour Standard Exceeded (0.10 ppm)	0	0	0
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0
Max 1-hr (ppm)	0.052	0.060	0.051
Annual Average (ppm)	0.007	0.007	0.008
Particulate matter less than 2.5 microns in diameter (PM _{2.5})*			
Measured Days Federal 24-hour Standard Exceeded (35 µg/m ³)	2	0	0
Calculated Days Federal 24-hour Standard Exceeded (35 µg/m ³)	5.8	0	0
Max. Daily (µg/m ³)	47.5	20.9	13.9
State Annual Average (µg/m ³)	--	--	--
Federal Annual Average (µg/m ³)	8.7	7.6	6.8
San Diego – Rancho Carmel Drive			
Nitrogen Dioxide (NO ₂)			
Days Federal 1-hour Standard Exceeded (0.10 ppm)	0	0	0
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0
Max 1-hr (ppm)	0.054	0.054	0.056
Annual Average (ppm)	0.014	0.013	0.015
Otay Mesa – Donovan			
Ozone (O ₃)			
Days State 1-hour Standard Exceeded (0.09 ppm)			
Days State 8-hour Standard Exceeded (0.07 ppm)	0.100	0.068	0.076
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	4	0	1

Table 4.2-1 Summary of Recorded Air Quality Measurements			
Pollutant/Standard	Year		
	2020	2021	2022
Days 2015 Federal 8-hour Standard Exceeded (0.070 ppm)	10	0	2
Max. 1-hr (ppm)	0.113	0.085	0.114
Max. 8-hr (ppm)	0.100	0.068	0.076
Nitrogen Dioxide (NO ₂)			
Days Federal 1-hour Standard Exceeded (0.10 ppm)	0	0	0
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0
Max 1-hr (ppm)	0.056	0.061	0.064
Annual Average (ppm)	0.008	0.008	0.007
Particulate matter less than 2.5 microns in diameter (PM _{2.5})*			
Measured Days Federal 24-hour Standard Exceeded (35 µg/m ³)	--	--	--
Calculated Days Federal 24-hour Standard Exceeded (35 µg/m ³)	--	--	0
Max. Daily (µg/m ³)	--	--	30.7
State Annual Average (µg/m ³)	13.9	12.4	--
Federal Annual Average (µg/m ³)	--	--	--
SOURCE: CARB 2023. ppm = parts per million; µg/m ³ = micrograms per cubic meter -- = Not available. *Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.			

4.2.2 Regulatory Setting

“Air pollution” is a general term that refers to one or more chemical substances that degrade the quality of the atmosphere. Individual air pollutants may adversely affect human or animal health, reduce visibility, and damage our natural environment. The Clean Air Act (CAA) requires the USEPA to set Ambient Air Quality Standards (AAQS) for six common pollutants, known as criteria pollutants. These criteria pollutants are: ozone (O₃), carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), lead, and particulate matter (PM₁₀ and PM_{2.5}).

Motor vehicles are San Diego County’s leading source of air pollution (SDAPCD 2016). Other mobile sources include gas and diesel-powered motor vehicles, lawn care equipment, construction equipment, buses, trains, and aircraft. Emission standards for mobile sources are established by CARB at the state level and by USEPA at the federal level. Reducing mobile source emissions requires the technological improvement of existing mobile sources (e.g., retrofitting older vehicles with cleaner emissions technologies) and the examination of cleaner fuels and technologies in the development of future mobile sources. The State of California has developed statewide programs to encourage cleaner cars and cleaner fuels. The regulatory framework described below summarizes the federal and state agencies responsible for monitoring and controlling mobile source air pollutants and the measures currently being taken to achieve and maintain healthful air quality.

In addition to mobile sources, stationary sources also contribute to air pollution. Stationary sources are regulated by the SDAPCD and include furnaces to heat buildings, gasoline stations, power plants, dry cleaners, manufacturing, and other commercial and industrial uses.

4.2.2.1 Federal Regulations

a. Clean Air Act

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

Six criteria pollutants of primary concern have been designated: O₃, CO, SO₂, NO₂, lead, and PM. The primary NAAQS were established, with a margin of safety, considering long-term exposure for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties). The secondary NAAQS "...protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air" [42 USC 7409(b)(2)]. The primary and secondary NAAQS are presented in Table 4.2-2 (CARB 2022).

An air basin is designated as either attainment or non-attainment for a particular pollutant; non-attainment areas may be further classified as marginal, moderate, serious, severe, or extreme non-attainment area. States are required to adopt enforceable plans, known as State Implementation Plans (SIPs), to achieve and maintain air quality meeting the NAAQS. State plans must also control emissions that drift across state lines and harm air quality in downwind states. Once a non-attainment area has achieved the NAAQS for a particular pollutant, it is redesignated as an attainment area for that pollutant. To be redesignated, the area must meet air quality standards for three consecutive years. After redesignation to attainment, the area is known as a maintenance area and must develop a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the CAA. The SDAB is a non-attainment area for the federal ozone standards. Table 4.2-3 summarizes the SDAB attainment status for each criteria pollutant.

Table 4.2-2 Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	-	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		-		
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	No Separate State Standard		35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12 µg/m ³		
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m ³)	-	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	-	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		-	-	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemi- luminescence	100 ppb (188 µg/m ³)	-	Gas Phase Chemi- luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	-	Ultraviolet Fluorescence; Spectro- photometry (Pararosaniline Method)
	3 Hour	-		-	0.5 ppm (1,300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	-	
	Annual Arithmetic Mean	-		0.030 ppm (for certain areas) ¹¹	-	
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	-	-	High Volume Sampler and Atomic Absorption
	Calendar Quarter	-		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	-		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chroma- tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chroma- tography			

See footnotes on next page.

Table 4.202 footnotes
Ambient Air Quality Standards

- ppm = parts per million; ppb = parts per billion; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; - = not applicable.
- ¹ California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM_{10} , $\text{PM}_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
 - ² National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10} , the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For $\text{PM}_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
 - ³ Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
 - ⁴ Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.
 - ⁵ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
 - ⁶ National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
 - ⁷ Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
 - ⁸ On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
 - ⁹ On December 14, 2012, the national annual $\text{PM}_{2.5}$ primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour $\text{PM}_{2.5}$ standards (primary and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standards of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM_{10} standards (primary and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
 - ¹⁰ To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
 - ¹¹ On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
 Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
 - ¹² The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
 - ¹³ The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
 - ¹⁴ In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.
- SOURCE: CARB 2016a.

Criteria Pollutant	Federal Designation	State Designation
O ₃ (8-hour)	Non-attainment	Non-attainment
O ₃ (1-hour)	Attainment	Non-attainment
CO	Attainment	Attainment
PM ₁₀	Unclassifiable	Non-attainment
PM _{2.5}	Attainment	Non-attainment
NO ₂	Attainment	Attainment
SO ₂	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	No Federal Standard	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Visibility Reducing Particles	No Federal Standard	Unclassified

SOURCE: SDAPCD 2022

4.2.2.2 State Regulations

a. California Clean Air Act

The California Clean Air Act (CCAA) was enacted in 1988 (California Health & Safety Code [H&SC] Section 39000 et seq.). Under the CCAA, CARB has developed the California Ambient Air Quality Standards (CAAQS), which generally set more stringent limits on the criteria pollutants than the NAAQS (see Table 4.2-2). In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Similar to the federal CAA, the CCAA classifies “attainment” or “non-attainment” areas for each pollutant based on the comparison of measured data with the CAAQS. The SDAB is a non-attainment area for the state O₃, PM₁₀, and PM_{2.5} standards. Table 4.2-3 summarizes the SDAB attainment status for each criteria pollutant.

b. State Implementation Plan

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

The SDAPCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The SIP plans for San Diego County specifically include the Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County (2012), and the 2004

Revision to the California State Implementation Plan for the Carbon Monoxide–Updated Maintenance Plan for Ten Federal Planning Areas.

c. Toxic Air Contaminants

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

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels. The Children's Environmental Health Protection Act, California Senate Bill 25 (Chapter 731, Escutia, Statutes of 1999) requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air monitoring network, and develop any additional air toxic control measures needed to protect children's health. Locally, toxic air pollutants are regulated through the SDAPCD's Regulation XII.

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

Following the identification of DPM as a TAC in 1998, CARB has worked on developing strategies and regulations aimed at reducing the risk from DPM. The overall strategy for achieving these reductions is found in the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (CARB 2000). A stated goal of the plan is to reduce the statewide cancer risk arising from exposure to DPM by 85 percent by 2020. To monitor the effectiveness of these efforts, CARB has supported field campaigns that measure real-world emissions from heavy-duty vehicles, and results indicate that regulations aimed at reducing emissions of DPM have been successful.

In April 2005, CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005). The handbook's recommendations are directed at protecting sensitive land uses from air pollutant emissions while balancing a myriad of other land use issues (e.g., housing, transportation needs, economics, etc.). The handbook is not regulatory or binding on local agencies and recognizes that application takes a qualitative approach. As reflected in the CARB handbook, there is currently no adopted standard for the significance of health effects from mobile sources.

Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. The CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or an urban road with 100,000 or more vehicles per day should be avoided when possible.

According to the studies used to support the advisory distances, the freeways used in the handbook analysis were Interstate 405 and Interstate 710, both in Los Angeles and both with volumes of over 200,000 vehicles per day along the segments studied. Actual air emissions and concentration levels are more nuanced and varied in the project areas and depend on local factors such as traffic volumes, wind speed and direction, and meteorological conditions. The handbook recommendations are designed to fill a gap where area-specific information is not available.

4.2.2.3 Local Regulations

a. Regional Air Quality Strategy

The SDAPCD is the agency that regulates air quality in the SDAB. The SDAPCD prepared the Regional Air Quality Strategy (RAQS) to address state requirements, pursuant to the CCAA of 1988 (H&SC Section 39000 et seq.). The CCAA requires areas that are designated non-attainment of CAAQS for O₃, CO, SO₂, or NO₂ to prepare and implement state plans to attain the standards by the earliest practicable date [H&SC Section 40911(a)]. With the exception of state and federal ozone standards, each of these standards has been attained in the SDAB (SDAPCD 2022a).

Included in the RAQS are the Transportation Control Measures (TCMs) prepared by the San Diego Association of Governments (SANDAG) that control emissions from mobile sources (SDAPCD 2022b). The RAQS and TCMs set forth the steps needed to accomplish attainment of the CAAQS for ozone. The most recent update of the RAQS (2022 RAQS) and corresponding TCM was adopted in March 2023.

b. SPAPCD Rules

The SDAPCD has established a number of rules that regulate air quality including the following:

- Rule 50 (Visible Emissions) prohibits the discharge of any air contaminant other than uncombined water vapor for a period aggregating more than 3 minutes in any 60-minute period that is of a certain opacity specified in the rule. This regulation addresses diesel emissions associated with diesel pile driving, asphalt paving, among other activities that can result in visible emissions.
- Rule 51 (Nuisance) prohibits discharge of air contaminants or other material which cause injury, detriment, nuisance or annoyance to a considerable number of persons or which endanger the comfort, repose, health or safety of such persons or cause injury or damage to business or property.
- Rule 52 (Particulate Matter) prohibits discharge of particulate matter in excess of 0.10 grain per dry standard cubic foot (0.23 grams per dry standard cubic meter) of gas.

- Rule 54 (Dust and Fumes) prohibits discharge of specified quantities of pollutants into the atmosphere within any one hour, including lead and lead compounds, as specified in the regulation.
- Rule 55 (Fugitive Dust Control) prohibits airborne dust beyond the property line for a period aggregating more than 3 minutes in any 60-minute period. This is typically achieved by watering during grading activities, installing erosion control measures and track-out grates or gravel beds and egress points to preventing dirt “track out” onto streets, using soil stabilizers, mulching or seeding, in addition to other measures.
- Rule 67.0.1 (Architectural Coatings) establishes volatile organic compounds (VOC) limits on architectural coatings that are produced, sold, or applied within San Diego County.

c. San Diego Association of Governments

SANDAG is the regional planning agency for the County and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SANDAG serves as the federally designated metropolitan planning organization for the County. With respect to air quality planning and other regional issues, SANDAG’s San Diego Forward: The 2021 Regional Plan (Regional Plan) was adopted by the SANDAG Board of Directors on December 10, 2021. The Regional Plan provides a long-term blueprint for the San Diego region that seeks to meet regulatory requirements, address traffic congestion, and create equal access to jobs, education, healthcare, and other community resources. The plan identifies five big moves including Complete Corridors, Transit Leap, Mobility Hubs, Flexible Fleets, and Next Operating System as key strategies for a more vibrant, connected region (SANDAG 2021).

SANDAG, as the region’s metropolitan planning organization, must make a transportation air quality conformity determination for regional transportation plans (RTPs) and regional transportation improvement programs. The purpose of transportation conformity is to ensure that federally funded or approved activities are consistent with the SIP. This ensures that no transportation activities will cause or contribute to new air quality violations, worsen existing violations, or delay the attainment of any relevant NAAQS. Appendix C of the Regional Plan documents conformity for the 2008 and 2015 ozone NAAQS for the 2021 Regional Plan and air quality analysis for the 2021 Regional Transportation Improvement Program Amendment No. 06. The 2021 Regional Plan serves as the region’s RTP. SANDAG is in the process of updating the Regional Plan with an expected availability date of 2025.

d. City of San Diego General Plan

The **Conservation Element** of the City of San Diego General Plan discusses air quality and the background of air quality in the region. Applicable General Plan policies, including new and/or updated policy language applicable to air quality include the following.

Goal: Regional air quality which meet state and federal standards.

Policy CE-F.4: Preserve and plant trees, and plants that are consistent with habitat and water conservation policies and that absorb carbon dioxide and pollutants.

Policy CE-F.5: Promote technological innovations to help reduce automobile, truck, and other motorized equipment emissions.

Policy CE-F.6: Encourage and provide incentives for the use of alternatives to single-occupancy vehicle use, including using public transit, carpooling, vanpooling, teleworking, bicycling, and walking/rolling. Continue to implement programs to provide City employees with incentives for the use of alternatives to single-occupancy vehicles.

The **Land Use and Community Planning Element** of the City of San Diego General Plan (City of San Diego 2015) includes the following policy regarding toxic air emissions and associated health risks:

Policy LU-I.14: As part of community plan updates or amendments that involve land use or intensity changes, evaluate public health risks associated with identified sources of hazardous substances and toxic air emissions (see also Conservation Element, Section F). Create adequate distance separation, based on documents such as those recommended by the California Air Resources Board and site-specific analysis, between sensitive receptor land use designations and potential identified sources of hazardous substances such as freeways, industrial operations or areas such as warehouses, train depots, port facilities, etc.

e. City of San Diego Municipal Code

The City of San Diego's (City's) Off-Site Development Impact Regulations (San Diego Municipal Code [SDMC] Chapter 14, Article 2, Division 7) are intended to provide standards for air contaminants, noise, electrical/radioactivity disturbance, glare, and lighting. The division applies to all development that produces air contaminants, noise, electrical/radioactivity disturbance, glare, or lighting in any zone. SDMC Section 142.0710 establishes that air contaminants including smoke, charred paper, dust, soot, grime, carbon, noxious acids, toxic fumes, gases, odors, and particulate matter, or any emissions that endanger human health, cause damage to vegetation or property, or cause soiling shall not be permitted to emanate beyond the boundaries of the premises upon which the use emitting the contaminants is located.

4.2.3 Significance Determination Thresholds

4.2.3.1 CEQA Guidelines

Thresholds used to evaluate potential impacts related to air quality are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2022), and applicable air district standards described below. The following issue questions are addressed in this section:

- 1) Would the project conflict with or obstruct implementation of the applicable air quality plan?
- 2) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

- 3) Would the project expose sensitive receptors to substantial pollutant concentrations?
- 4) Would the project result in odors adversely affecting a substantial number of people?

4.2.3.2 San Diego Air Pollution Control District

a. Air Quality Standards

Regarding a violation of air quality standards (Issue 2), the City's CEQA Significance Determination Thresholds include screening levels for evaluating construction and operational emissions. For purposes of CEQA, the daily (pounds) thresholds are most appropriately used for standard development projects and plans with defined construction and operational components. Note that if construction and operational components are expected to overlap on a given day, then emissions from both construction and operation should be combined and compared to the thresholds shown in Table 4.2-4. In special circumstances, such as a project with intermittent uses (for example, the project includes the use of emergency generators or other stationary sources), it may be appropriate to include an assessment of emissions at the annual time scale in addition to an analysis of daily emissions. The air quality impact screening levels for determining whether air quality impacts are significant are shown in Table 4.2-4.

Pollutant	Emission Rate		
	Pounds/Hour	Pounds/Day	Tons/Year
PM ₁₀	--	100	15
PM _{2.5} ^a	--	67	10
NO _x	25	250	40
SO _x	25	250	40
CO	100	550	100
Lead	--	3.2	0.6
VOC	--	137	15

SOURCE: SDAPCD, Rules 20.1, 20.2, 20.3; City of San Diego 2022.
 NO_x = oxides of nitrogen; SO_x = oxides of sulfur; CO = carbon monoxide; PM₁₀ = particulate matter less than 10 microns; VOC = volatile organic compounds; ROG = reactive organic gases;
 PM_{2.5} = particulate matter less than 2.5 microns.
^aThe City does not specify a threshold for PM_{2.5}. Threshold here is based on the SDAPCD, Rules 20.1, 20.2, 20.3.

The above thresholds are applicable to individual development projects and not a program-level analysis such as the proposed project. The project-level thresholds are intended to ensure many individual projects would not obstruct the timely attainment of the NAAQS and CAAQS. Generally, discretionary program-level planning activities, such as general plans, community plans, or ordinance amendments, are evaluated for consistency with the local air quality plans as a measure of significance.

b. Toxic Air Emissions

Regarding exposure of sensitive receptors to toxic air emissions (Issue 3), the issue to be considered is whether the project would exacerbate existing environmental conditions or create environmental conditions that would increase in or result in new sources of toxic air emissions. In other words, the analysis must focus on the impact of the project on the environment and not the impact of the environment on the project consistent with the Court's findings in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, Case No. S213478, which states:

In light of CEQA's text, statutory structure, and purpose, we conclude that agencies generally subject to CEQA are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment – and not the environment's impact on the project – that compels an evaluation of how future residents or users could be affected by exacerbated conditions." Notwithstanding "special CEQA requirements [that] apply to certain airport, school and housing construction projects[,]," the Court held "that ordinary CEQA analysis is concerned with a project's impact on the environment, rather than with the environment's impact on a projects and its users or residents.

For SDAPCD-permitted projects in general, the SDAPCD does not identify a significant impact if the potential health risks from the proposed project would be below the health risk public notification thresholds specified by SDAPCD Rule 1210. The public notification thresholds are:

- Maximum incremental cancer risks equal to or greater than 10 in one million, or
- Cancer burden equal to or greater than 1.0, or
- Total acute non-cancer health hazard index equal to or greater than 1.0, or
- Total chronic non-cancer health hazard index equal to or greater than 1.0.

Therefore, for the purposes of evaluating the potential health risks associated with the exposure of sensitive receptors air toxics addressed in this assessment, a significant impact could occur if the project would result in a worst-case incremental cancer risk greater than or equal to 10 in one million, or if the worst-case total acute or chronic health hazard index is greater than or equal to one. In cases where a health risk assessment is conducted for a project where the exposure is due to existing environmental conditions, such as a residential development adjacent to a freeway, the results of the health risk assessment may be included for disclosure purposes. If the public health risk threshold are exceeded due to an impact of the environment on a project, a significant land use impact may be identified by the City for projects that involve land use or intensity changes due to potential conflicts with Policy LU-1.14 (see Section 4.2.2.3.d).

4.2.4 Impact Analysis

Issue 1 Conflicts with Air Quality Plans

Would the proposed project conflict with or obstruct the implementation of the applicable air quality plan?

The CCAA requires air basins that are designated nonattainment of the CAAQS for criteria pollutants prepare and implement plans to attain the standards by the earliest practicable date. The two pollutants addressed in the San Diego SIP and RAQS are reactive organic gas (ROG) and oxides of nitrogen (NO_x), which are precursors to the formation of ozone (O₃). The SIP and the RAQS, which in conjunction with the TCMs were most recently updated in 2022, serve as the air quality plans for the SDAB.

The basis for the SIP and RAQS is the distribution of population in the region as projected by SANDAG. The SDAPCD refers to approved general plans to forecast, inventory, and allocate regional emissions from land use and development-related sources. These emissions budgets are used in statewide air quality attainment planning efforts. As such, projects that propose development at an intensity equal to or less than the population growth projections and land use intensity described in their local land use plans are inherently consistent.

The project is intended to establish land uses that facilitate transit-oriented, multiple-use villages, districts, and developments within the Climate Smart Village Areas. The Blueprint SD Initiative would update the citywide land use framework designed around the 2050 regional transportation network and would guide future land use changes as part of community plan updates, specific plans, and focused plan amendments. In project areas within communities that have not undergone a recent comprehensive CPU, it is possible that the project could result in additional new development beyond the densities assessed in current community plans.

Recent CPU EIRs recognized that as the community plans were updated, newly designated land uses would be forwarded to SANDAG for inclusion in future updates to the air quality plans for the SDAB. The current SIP and RAQS were last updated in 2022 and are intended to be updated on a three-year cycle. Therefore, densities within community plans adopted after 2022 would not be reflected in the current air quality plans. Additional density from land use changes and rezones associated with the Blueprint SD Initiative, the Hillcrest FPA, and University CPU would also not be reflected in the air quality plans. Thus, implementation of the project could result in a significant impact due to conflicts with the land use assumptions used to develop current RAQS and SIP until such a time as the updated housing and employment projections are given to SANDAG to update the air quality plans for the SDAB.

Issue 2 Air Quality Standards

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

Air quality impacts can result from the construction and operation of a project which results in emissions above air quality standards. Construction impacts are short term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional impacts resulting from development, or local effects stemming from sensitive receivers being placed close to roadways or stationary sources.

The project includes planning level actions that do not propose any physical development at this time. Adoption of the Blueprint SD Initiative, the University CPU, Hillcrest FPA, future LDC amendments, CPUs and plan amendments consistent with the Village Climate Goal Propensity Map would not result in impacts related to air quality standards during construction or operation because they are not associated with any physical development. However, project implementation anticipates future development would occur consistent with adopted planning documents. Future development projects would involve construction and operational emissions, which could exceed air quality standards resulting in a significant impact.

a. Construction

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related air emissions include:

- Fugitive dust from grading activities;
- Construction equipment exhaust;
- Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

Construction activities such as the operation of on-site heavy-duty construction vehicles and the transport of materials and labor to and from construction sites would be the primary sources of NO_x, CO, and SO₂ emissions. Site preparation activities such as grading and excavation, road construction, and building demolition and construction would be the primary sources of PM₁₀ and PM_{2.5} emissions. Painting during the architectural coating phase and off-gas emissions associated with asphalt paving would be the main contributor of ROG emissions. Mobile source emissions from vehicle and construction equipment exhaust, as well as from haul trips associated with earthwork material hauling would also be a primary contributor of NO_x emissions generation.

Future construction activities associated with development facilitated by the project are anticipated to occur sporadically over the years with 2050 being the assumed planning horizon based on the Blueprint SD Initiative methodology detailed in Attachment A of Appendix J. Buildout would comprise of multiple projects undertaken by individual developers/project applicants, each having its own construction timeline and activities. At a program level of review and without project specific development proposals, the specific locations, timing, or scale of developments that will be

implemented in the future are not known. However, future development is anticipated throughout the City, primarily within Climate Smart Village areas. To characterize the potential construction emissions that may occur from build-out of the plans, two hypothetical projects at a development intensity that would be reasonably foreseeable to be constructed in the future are evaluated. The analysis of hypothetical projects provides a conservative analysis of the worst-case potential emissions associated with construction and provide a representative analysis of the potential project-level impacts that could occur with development facilitated by the project. Two hypothetical scenarios were modelled that represent a range of the size and scope of potential future projects that could be constructed within the project areas based on the development regulations and policies of the Blueprint SD Initiative, University CPU, and Hillcrest FPA.

Hypothetical Project #1

Hypothetical project #1 includes demolition of an existing 5,000-square-foot structure and the construction of a 50-unit multi-family structure on a 2.0-acre site. Detailed analysis and modeling results are included as Appendix K-1. Air emissions for this hypothetical scenario were calculated using the California Emissions Estimator Model (CalEEMod) version 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. CalEEMod can estimate the required construction equipment when project specific information is unavailable. Air emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters.

This hypothetical analysis assumes that standard dust and emission control during grading operations would be implemented to reduce potential nuisance impacts and to ensure compliance with SDAPCD Rule 55.0. An architectural coating VOC limit of 50 grams per liter was assumed for all interior and exterior coatings to reflect the requirements of SDAPCD, Rule 67.0.1. A summary of the modeling results for this hypothetical project is shown in Table 4.2-5, which shows project-based construction emissions compared to project-level significance thresholds. Emissions reported in Table 4.2-5 are the maximum emissions for each pollutant that would occur during development of a residential project. The various emission levels would not necessarily occur simultaneously. These are, therefore, the worst-case emissions.

Table 4.2-5 Hypothetical Project #1 Maximum Daily Construction Emissions (pounds/day)						
	Pollutant (pounds per day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Residential Project	8	14	16	<1	3	2
<i>Project-level Threshold</i>	<i>137</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>55</i>
SOURCE: Appendix K-1 ROG = reactive organic gases; NO _x = oxides of nitrogen; CO = carbon monoxide; SO ₂ = sulfur dioxide; PM ₁₀ = particulate matter less than 10 microns; PM _{2.5} = particulate matter less than 2.5 microns.						

As shown in Table 4.2-5, this hypothetical residential project would not result in construction-related air emissions that exceed the applicable thresholds.

Hypothetical Project #2

Hypothetical project #2 includes a 5-acre mixed-use development consisting of the demolition of a 20,000-square-foot structure and the construction of 300 multi-family residential units and 10,000 square feet of retail uses. Detailed analysis and modeling results are included as Appendix K-2. Air emissions for this hypothetical scenario were calculated using CalEEMod version 2022.1 (CAPCOA 2022).

A summary of the emissions associated with construction of this hypothetical project is shown in Table 4.2-6, which shows the anticipated construction emissions compared to the project-level significance thresholds.

Table 4.2-6 Hypothetical Project #2 Maximum Daily Construction Emissions						
	Pollutant (pounds per day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mixed-Use Project	43	32	31	<1	9	5
<i>Project-Level Threshold</i>	<i>137</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>55</i>
SOURCE: Appendix K-2 ROG = reactive organic gases; NO _x = oxides of nitrogen; CO = carbon monoxide; SO ₂ = sulfur dioxide; PM ₁₀ = particulate matter less than 10 microns; PM _{2.5} = particulate matter less than 2.5 microns.						

As shown in Table 4.2-6, this hypothetical mixed -use project would not result in construction-related air emissions that would exceed the applicable thresholds.

While individually, both hypothetical projects would result in emissions less than the significance thresholds, if several of these types of projects were to occur simultaneously within the same project area, implementation of the development anticipated under the project could exceed the significance thresholds. Similarly, the project would support increased development densities and intensities throughout the project areas, which could result in daily construction emissions which exceed those modeled under both the hypothetical projects discussed above depending on the specific location and timing of construction since air emissions from construction are localized.

All projects would be required to adhere to all existing regulations during construction to protect air quality including SDAPCD rules and regulations, and existing State and City regulations which include, but are not limited to:

- The California Airborne Toxics Control Measure (Title 13, Section 2485 of the California Code of Regulations [CCR]), which requires that construction contractors shall minimize equipment idling times either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes; and

- The City's Grading Permit Procedures (SDMC Chapter 12, Article 9, Division 6), which requires that all grading meeting specified criteria, including all projects with proposed blasting, shall comply with the City's Municipal Code Grading Permit Procedures and all blasting shall be completed by a person, persons, firm or corporation that has obtained, from the Fire Chief of the City, a permit as required under California Health and Safety Code (H&SC), Section 12101.
- Compliance with applicable SDAPCD Rules (refer to Section 4.2.2.3b of this PEIR).

Construction Screening Criteria

As detailed in the preceding analysis of construction emissions for two hypothetical projects, construction emissions associated with a typical project with the following characteristics would not exceed air quality emission thresholds during construction:

- Demolition of an existing 5,000-square-foot structure and the construction of a 50-unit multi-family structure on a 2.0-acre site.
- A 5-acre mixed-use development consisting of the demolition of a 20,000-square-foot structure and the construction of 300 multi-family residential units and 10,000 square feet of retail uses.

Future development of a project with a similar or smaller scope and size of construction would not typically result in a significant impact related to construction emissions. However, as the exact number and timing of individual development projects that could occur as a result of implementation of the project are unknown at this time, it is possible that multiple projects could be constructed simultaneously, and future development could exceed emissions thresholds. Therefore, construction-related air quality impacts would be potentially significant.

b. Operational Emissions

Operational emissions are long term and include mobile and area sources. Sources of operational emissions associated with future projects developed under the proposed project include:

- Traffic generated by the project; and
- Area source emissions from the use of natural gas, landscaping equipment, fireplaces, and consumer products.

Emissions of ROG, CO, NO_x, and SO₂ are primarily emitted from the combustion of fossil fuels, such as gasoline or diesel, associated with motor vehicle usage and transportation. Ozone is a secondary criterion air pollutant, which is formed when ROGs and NO_x undergo photochemical reactions in sunlight. Particulate emissions have several sources, including industrial, agricultural, construction, and transportation activities. Actual emissions would vary depending on future projects and regulations.

As discussed in Chapter 3.0, the project would support additional development primarily, but not exclusively, within Climate Smart Village Areas including within the University CPU area and Hillcrest FPA area. Anticipated development densities and intensities would exceed the densities currently

anticipated in community plans. As detailed in recent CPU EIRs, generally when increases in densities are proposed, operational emission impacts were found to be significant and unavoidable. Where densities proposed were the same as or below the existing plan buildout densities, impacts were found to be less than significant.

For purposes of analyzing potential operational emissions of the project, operational emissions are assumed to increase due to the increase in proposed densities and intensities. The primary source of operational emissions resulting from residential development is vehicle emissions. While the proposed project could increase multi-family residential densities and intensities, implementation of development within Climate Smart Village areas would focus development within high village climate goal propensity areas where land uses have a high propensity for walking/rolling, bicycling and transit. This would support a land use pattern that is efficient in terms of a reduction in vehicle miles traveled (VMT) and associated operational air emissions. Additionally, high density residential development generally would result in less area source emissions associated with fireplaces and landscape equipment, compared to lower density/intensity land uses.

Project-level Operational Screening Criteria

As future development occurs in the City, individual projects would be evaluated to determine their potential to exceed applicable criteria pollutant significance thresholds specified in Table 4.2-4. The Bay Area Air Quality Management District (BAAQMD) has developed operational screening criteria in their 2022 CEQA Guidelines (BAAQMD 2022). Preliminary screening provides lead agencies with a conservative indication of whether implementing a project could result in the generation of operational criteria air pollutants or precursors that exceed the thresholds of significance. If all the following screening criteria are met, the operation of a project would result in a less-than-significant operational impact related to criteria air pollutants and precursors:

- The project size is at or below the applicable operational screening level size shown in Table 4.2-7.
- Operational activities would not include stationary engines (e.g., backup generators) and industrial sources subject to Air District rules and regulations.
- Operational activities would not overlap with construction-related activities.

If the project includes any of the operational screening criteria above, then a detailed assessment of the project's criteria air pollutant and precursor emissions may be required. Although these screening criteria were developed for use in the Bay Area, they can be used as a project screening tool within the SDAB because the BAAQMD significance thresholds are more restrictive than the City's significance thresholds (see Table 4.2-4) for all criteria pollutants. Projects that do not exceed the sizes identified in Table 4.2-7 and that meet the screening criteria detailed above, would typically result in less than significant operational emissions.

Land Use Category	Land Use Subcategory	Land Use Unit	Operational Screening Level
Commercial	Bank	KSF	102
Commercial	General Office Building	KSF	765
Commercial	Government (Civic Center)	KSF	314
Commercial	Government Office Building	KSF	445
Commercial	Hospital	KSF	611
Commercial	Medical Office Building	KSF	293
Commercial	Office Park	KSF	706
Commercial	Pharmacy – Drug Store	KSF	89
Commercial	Research & Development	KSF	692
Education	Daycare Center	KSF	232
Education	School – Elementary	KSF	488
Education	School – Junior High	KSF	475
Education	School – High School	KSF	579
Education	College – Junior (2-year)	KSF	429
Education	College – University (4-year)	KSF	779
Education	Library	KSF	123
Education	Worship Place	KSF	642
Industrial	General Heavy Industry	KSF	1,009
Industrial	General Light Industry	KSF	998
Industrial	Industrial Park	KSF	1,247
Industrial	Manufacturing	KSF	1,009
Industrial	Warehouse ¹	KSF	1,423
Recreational	Arena	KSF	600
Recreational	City Park	Acres	175
Recreational	Fast Food Restaurant	KSF	21
Recreational	Health Club	KSF	261
Recreational	Hotel	Rooms	633
Recreational	Motel	Rooms	767
Recreational	Movie Theater	KSF	80
Recreational	Restaurant – High Turnover (Sit-Down)	KSF	75
Recreational	Restaurant – Quality (Fine Dining)	KSF	105
Recreational	Racquet Club	KSF	457
Recreational	Recreational Swimming Pool	KSF	376
Residential	Apartments	DU	638
Residential	Condo – Townhouse	DU	637
Residential	Mobil Home Park	DU	721
Residential	Congregate Care/Retirement Community	DU	1,008
Residential	Single Family Housing	DU	421
Retail	Auto Care Center	KSF	356
Retail	Convenience Market	KSF	11
Retail	Discount Store	KSF	150
Retail	Home Improvement Superstore/ Hardware-Paint Store	KSF	221
Retail	Regional Shopping Center	KSF	221
Retail	Strip Mall	KSF	204
Retail	Supermarket	KSF	72

DU = dwelling unit; KSF = thousand square feet
¹ The use of the warehouse land use is not appropriate for a logistics or distribution center. These types of projects should use project-specific traffic data or a more land use-specific trip generation rate.
 SOURCE: BAAQMD 2022

Implementation of the project is likely to result in additional residential and mixed-use development consistent with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU. Additionally, within the University CPU area, additional non-residential development is anticipated. Much of the anticipated development would be infill projects that would not exceed City significance thresholds for criteria pollutants. However, at a program level of review, and because future development consistent with the project could result in larger scale development that could exceed the City's significance thresholds for criteria pollutants, impacts related to conflicts with air quality standards would be significant.

Issue 3: Sensitive Receptors

Would the proposed project expose sensitive receptors to substantial pollutant concentrations?

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive receptors include children, the elderly, and the acutely and chronically ill, especially those with cardiorespiratory diseases. Sensitive land uses include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities.

Whether the project would expose sensitive receptors to substantial pollutant concentrations focuses on whether the project would exacerbate environmental hazards or conditions that already exist. Placing housing near a freeway in a location with poor air quality would not alone be considered a significant impact; however, if a project could result in effects on the environment that would exacerbate existing environmental conditions (e.g. air quality), then the impact could be considered significant. California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369, Case No. S213478, states:

In light of CEQA's text, statutory structure, and purpose, we conclude that agencies generally subject to CEQA are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment – and not the environment's impact on the project – that compels an evaluation of how future residents or users could be affected by exacerbated conditions."

Notwithstanding "special CEQA requirements [that] apply to certain airport, school and housing construction projects[,]” the Court held that ordinary CEQA analysis is concerned with a project's impact on the environment, rather than with the environment's impact on a project and its users or residents. The analysis that follows addresses whether the project could exacerbate environmental conditions such that the project would expose sensitive receptors to substantial pollutant concentrations.

a. Localized Carbon Monoxide Hot Spots Impacts

A CO hotspot is an area of localized CO pollution caused by severe vehicle congestion on major roadways, typically near intersections during busy travel times. Localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. Under specific meteorological conditions, CO concentrations may reach unhealthy levels with respect to local sensitive land uses.

The SDAB is a CO maintenance area under the federal CAA. This means that SDAB was previously a nonattainment area and is currently implementing a 10-year plan for continuing to meet and maintain air quality standards. According to the California Department of Transportation's (Caltrans') Project-Level Carbon Monoxide Protocol (CO Protocol), in maintenance areas, only projects that are likely to worsen air quality necessitate further analysis. The CO Protocol indicates projects may worsen air quality if they worsen traffic flow, defined as increasing average delay at signalized intersections operating at level of service (LOS) E or F or causing an intersection that would operate at LOS D or better without the project to operate at LOS E or F. Accordingly, the CO Protocol recommends detailed air quality dispersion modeling for projects that may worsen traffic flow at any signalized intersections operating at LOS E or F.

Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The BAAQMD developed a screening threshold in their 2022 CEQA Guidelines (BAAQMD 2022). If all the following screening criteria are met, operation of the project would result in a less-than significant impact related to carbon monoxide (BAAQMD 2022):

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, the regional transportation plan, and local congestion management agency plans.
- Project-generated traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- Project-generated traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway)

The Bay Area and San Diego have the same federal and state CO attainment designations, and therefore experience similar CO concentrations; thus, these screening volumes are appropriate for evaluating CO impacts in the SDAB.

As implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would introduce land use changes and rezones, the project would result in increases in density throughout appropriate areas of the City, with a focus on land use change in Climate Smart Village Areas. This growth could increase intersection volumes Citywide, although a focus of the project is to support a shift in mode share toward transit, walking and bicycling, thereby reducing automobile trips. While

specific increases in intersection volumes were not evaluated with this effort, based on Caltrans data for average daily traffic volumes on ramp segments in San Diego County between 2012 and 2021, the highest average daily traffic volume on any freeway ramp is reported at 61,000 trips per day, located at the interchange of Interstate 15 and State Route 78, north of the City (Caltrans, 2021). On and off-ramp volumes from surface streets to freeways that require vehicles to stop and start (more characteristic of intersection movements) are much lower. The highest daily intersection volume in the City is conservatively assumed at 61,000 trips per day (using freeway ramp volumes as a proxy for the highest possible intersection movements in the region). This would equate to approximately 6,100 trips per hour based on hourly volumes typically being 10 percent of the daily traffic volume for the peak hour (Caltrans, 2021). This conservative hourly traffic volume would be well below the 44,000 vehicle per hour threshold for open air intersections cited above. Over the course of plan build-out, while growth would occur adding to traffic volumes, vehicle emissions would become cleaner over time as older vehicles are retired and replaced by new vehicles. Additionally, as transit investments provide additional transit infrastructure, the City's goal is to achieve a higher proportion of transit use. Based on the preceding analysis, combined with the fact that vehicle fleets will continue to become cleaner over the years as older vehicle models are phased out and replaced by new cleaner vehicles, impacts related to localized carbon monoxide hot spots would be less than significant.

b. Toxic Air Emissions

Construction

Construction of future projects and associated infrastructure implemented under the project would result in short-term diesel exhaust emissions from the use of on- and off-site heavy-duty equipment. Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities, and on-road diesel equipment used to bring materials to and from project sites.

While future construction of specific development projects is unknown at this time, generation of DPM from construction projects typically occurs in a single area for a short period. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptors were a year, the exposure would be three percent of the total exposure period used for health risk calculation.

Considering this information, the highly dispersive nature of DPM, required compliance with SDAPCD air quality rules, and the fact that construction activities would occur intermittently and at various locations throughout the project areas, DPM generated by construction is not expected to create conditions where the probability is greater than 10 in 1 million of developing cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic toxic air contaminants that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Additionally, with ongoing implementation of USEPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types; the DPM emissions of individual equipment would be substantially reduced over the years as buildout continues.

Therefore, impacts related to exposure of sensitive receptors to construction toxic air emissions would be less than significant.

Stationary Sources

Generally, stationary sources that emit toxic air emissions include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. The project would facilitate the development of high-density multi-family and mixed-use development. While residential land uses are not sources of TAC, other land uses such as dry cleaners and gas stations could be proposed within the project areas, which represent sources of TACs. Additionally, non-residential land uses in the University CPU area including future light industrial land uses may include stationary air emissions. While, any project with a stationary source would be subject to APCD permitting, including required compliance with applicable permit conditions and rules; at a program level of review, it is not possible to know with certainty the location of future stationary noise sources in relation to sensitive land uses and whether APCD permitting requirements would be sufficient to reduce impacts to less than significant. Therefore, impacts related to this issue would be significant.

Mobile Sources

Future development could be sited near existing sources of TAC, specifically in proximity to freeways where diesel particulate matter from mobile source emissions is a source of TAC. Although locating development near toxic air emissions would be considered an impact of the environment on the project, the issue of appropriate siting in relation to TACs is considered typically with reference to the siting distances recommended by CARB's Air Quality and Land Use Handbook: A Community Health Perspective, which provides guidance on land use compatibility with sources of TACs (CARB 2005). The handbook is not a law or adopted policy, but offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, to help protect sensitive members of the population.

The handbook makes recommendations directed at protecting sensitive land uses from air pollutant emissions while balancing a myriad of other land use issues (e.g., housing, transportation needs, economics, etc.). It notes that the handbook is not regulatory or binding on local agencies and recognizes that application takes a qualitative approach. As reflected in the CARB Handbook, there is currently no adopted standard for the significance of health effects from mobile sources. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Of pertinence to this study, the CARB guidelines recommend that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided.

However, CARB notes that these recommendations are advisory and should not be interpreted as defined "buffer zones," and that local agencies must balance other considerations such as transportation needs, the benefits of urban infill, community economic development priorities, and other quality-of-life issues. CARB's position is that infill, mixed-use, higher density, transit-oriented development and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level.

A number of Interstates (5, 8, 15, 805, and 163) and State Routes (54, 56, 52, 75, 94, and 905) run adjacent to and/or through portions of the project areas. Residential and mixed-uses under the

project could be located within 500 feet of these major freeways. Recent comprehensive CPUs have conducted an evaluation of sensitive receptor exposure to mobile source emissions within their EIRs. These recent EIRs generally identified the potential for sensitive receptors to be exposed to mobile source emissions within 500 feet of a freeway and identified policies that would be implemented to ensure projects are appropriately sited and designed to reduce exposure to mobile source emissions, consistent with the CAPCOA guidance document titled, Health Risk Assessments for Proposed Land Use Projects (CAPCOA 2009). This document provides recommended measures that would help to reduce the exposure of sensitive receptors to concentrations of DPM such as planting vegetation between the receptor and the freeway, constructing barriers between the receptor and the freeway, and installing newer electrostatic filters in adjacent receptor buildings.

The University CPU specifically addresses the potential for sensitive receptors to be exposed to mobile source emission through implementation of supplemental development regulations applicable to land adjacent to freeways. The freeway-adjacent supplemental development regulations require buildings with residential uses on a premises abutting a freeway right-of-way to not have exterior common open space within 30 feet from the property line abutting a freeway right-of-way. This regulation would avoid having usable outdoor open space areas located directly adjacent to the freeway with no buffers. Additionally, the University CPU includes the following policies for freeway-adjacent development which supports buffering between freeways and development:

- Buffer buildings adjacent to a freeway from the freeway with off-street parking or landscaping.
- Install ample landscaping adjacent to the freeway. This should include understory vegetation as well as trees.
- Orient freeway-adjacent buildings such that courtyards and residential units with operable windows and balconies face away from the freeway.
- Locate all residential units above the freeway elevation.
- Buffer residential development from noise with setbacks or elevation differences. Use noise-absorbing building materials and install double-paned windows. Incorporate landscaping materials, landscaped berms, and structural forms in wall design. Consider installation of sound walls where appropriate.
- Incorporate noise attenuation measures on all freeway-adjacent development.

Some measures listed above related to noise can also be supportive of reducing exposure to air pollutants, such as noise walls and other structural barriers. University CPU design guidelines would support architectural variability consistent with this recommendation. Additionally, the University CPU includes the following policies that addresses the future exposure of sensitive receptors to air pollution:

- Incorporate building features into new residential buildings located within 500 feet of the outside freeway travel lane to reduce the effects of air pollution.
- Mitigate against air pollution sources in the siting, design, and construction of residential units and other uses with sensitive receptors.

Recent CPUs, like the University CPU, have included policies which encourage special building features to be incorporated when buildings are located within 500 feet of freeways. As future CPUs

or other plan amendments are proposed, similar measures would be incorporated to ensure consistency with the General Plan policy framework including the Land Use and Community Planning Element Policy. LU-I.14 which states: "As part of community plan updates or amendments that involve land use or intensity changes, evaluate public health risks associated with identified sources of hazardous substances and toxic air emissions (see also Conservation Element, Section F). Create adequate distance separation, based on documents such as those recommended by the California Air Resources Board and site-specific analysis, between sensitive receptor land use designations and potential identified sources of hazardous substances such as freeways, industrial operations or areas such as warehouses, train depots, port facilities, etc. (See also Appendix C, EP-2)."

While CEQA documents should disclose potential health risks associated with siting near mobile source emissions, this alone would not be considered a significant impact unless the project were to substantially contribute or exacerbate conditions related to the TAC source.

Since the focus of the anticipated development in the Climate Smart Village Areas and the Hillcrest FPA area is residential and mixed-use development that would be associated with gasoline-fueled, electric, or hybrid vehicles (not diesel), these land uses would not have the potential to contribute to TAC associated with mobile sources. However, as future CPUs are proposed for consistency with the Village Climate Goal Propensity map, specific communities may contain industrial land uses that have the potential to be a source of diesel emissions. Typically, projects such as heavy industrial, warehousing, and distribution could potentially be sources of mobile source TACs. The Light Industrial land use designation in the University CPU area would allow a wide variety of industrial uses including light manufacturing, research and development uses, storage and distribution, and transportation terminals. While heavy industrial uses that have significant nuisance or hazardous effects are excluded from the University Light Industrial designation, the specific nature of future uses are not known at this program level of review and future individual projects could be associated with diesel emissions that could contribute to mobile source TACs.

At a program level of review and without the project specific details associated with development within the Light Industrial designated areas within the University CPU area, impacts to sensitive receptors from mobile source TAC in University would be significant. Implementation of future residential and mixed-use development within the Climate Smart Village Areas and the Hillcrest FPA would be less than significant as these uses would not exacerbate mobile source TAC emissions due to the uses not being associated with diesel emissions. However, future development within industrial designated areas within the University CPU area, in addition to other areas of the City where land uses such as heavy industrial, warehousing, and distribution could affect sensitive receptors due to mobile source diesel emissions, would result in a significant impacts to sensitive receptors due to mobile source TAC.

Issue 4: Odors

Would the proposed project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Emissions from construction equipment, such as diesel exhaust, and VOC from architectural coatings and paving activities may generate odors; however, these odors would be temporary and intermittent. Additionally, noxious odors would be confined to the immediate vicinity of construction equipment. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials. Therefore, impacts associated with construction-generated odors would be less than significant. Common facilities that may generate objectionable odors during operation include wastewater treatment plants, landfills, and painting/coating operations (e.g., auto body shops), among others. The project would allow for increases in residential and mixed-use development within the Blueprint SD Climate Smart Village Areas, including the Hillcrest FPA area. Within University CPU area multi-family residential, office commercial, industrial park/ research and development, retail commercial, and visitor commercial land uses would increase.

The project is not anticipated to introduce land uses that would generate substantial odors adjacent to sensitive receptors. While specific, future developments within the project areas are not known at this program level of analysis, planned land uses would not encourage or support uses that would be associated with significant odor generation. Odors associated with restaurants or other commercial uses would be similar to existing residential and food service uses throughout the project areas. Additionally, auto body shops would be required to comply with SDAPCD Rule 51 (Public Nuisance), which prohibits the discharge of air contaminants or other materials that would be a nuisance or annoyance to the public. Odor generation is also generally confined to the immediate vicinity of the source and any proposed land uses that would generate odor would not be located in the vicinity of sensitive receptors. Although, implementation of the project is not anticipated to not create operational-related objectionable odors affecting a substantial number of people within the City; at a program level of review the specific details of individual projects are not known at this time; therefore, impacts related to objectionable odors would be significant.

Cumulative Analysis

a. Conflicts with Air Quality Plans

The cumulative study area associated with Issue 1 is the SDAB. The analysis provided under Issue 1 provides a discussion of consistency with the air quality plans for the SDAB (i.e., the RAQS and the SIP), and is a cumulative analysis by nature as it considers consistency of the proposed project with a regional air quality plan that relies on the land use plans of jurisdictions within the entire basin. As discussed under Issue 1, because implementation of the project could result in buildout which would be greater than what was accounted for in the most recent RAQS and SIP, the project would conflict with implementation of the RAQS and SIP and would have a significant cumulative impact related to conflicts with regional air quality plans.

b. Air Quality Standards

Construction

The analysis provided under Issue 2.a is cumulative by nature as it addresses the potential for several projects to be constructed simultaneously within the same project area, which could contribute to a cumulative air quality impact. As discussed under Issue 2.a, the simultaneous construction of projects within the same project area could exceed emission thresholds. While future projects would be required to adhere to existing regulations that limit emissions from equipment and architectural coatings and require best practices on the construction site to reduce air emissions, at this programmatic level of review, without project-specific development plans, cumulative construction impacts would be significant.

Operation

As discussed under Issue 2, buildout of multi-family residential and mixed-use projects under the project could result in emissions higher than what was used in the assumptions used to develop the RAQS and SIP. The project could result in increased operational emissions and higher density land uses are implemented over time. Thus, at this programmatic level of review, without project-specific development plans, cumulative impacts associated with operational emissions would be significant.

c. Sensitive Receptors

Localized Carbon Monoxide Hot Spots Impacts

As discussed under Issue 3, implementation of the project is not anticipated to have the potential to result in CO hot spots. Furthermore, since CO hot spots are a localized phenomenon, development under the project would not result in a cumulatively significant contribution to any existing CO hot spot. Cumulative impacts would be less than significant.

Toxic Air Emissions

Construction

As discussed under Issue 3, considering the highly dispersive nature of DPM and the fact that construction activities would occur intermittently and at various locations throughout the project areas, in addition to required compliance with SDAPCD air quality rules, the project is not anticipated to expose sensitive receptors to substantial DPM or other toxic contaminant concentrations that could increase cancer risk. The project would not result in a cumulatively considerable contribution to a construction-related health risk impact. Cumulative impacts would be less than significant.

Stationary Sources

Also discussed under Issue 3, the proposed project would facilitate the future construction of multi-family residential and mixed-use development throughout the project areas. Land uses such as dry cleaners, gas stations and other stationary sources could also be proposed within the project areas,

which represent sources of TACs. However, impacts related to stationary source emissions would be localized and would not contribute to a cumulative impact due to required compliance with APCD permits and APCD permit conditions and rules. Therefore, the project would not result in a cumulatively considerable contribution to a stationary source-related health risk impact. Cumulative impacts would be less than significant.

Mobile Sources

As discussed under Issue 3, the proposed project would not exacerbate TACs related to mobile source emissions because the project would accommodate anticipated growth in the region and would ensure that growth is located in places that would support a shift in mode share toward non-vehicular options, which would ultimately support reductions in mobile source emissions. Further, implementation of the project would provide infill, high-density multi-family residential development, and transit-oriented development that is intended to benefit regional air quality. result in a significant impact related to exposure of sensitive receptors to mobile source emissions. However, these impacts are localized and would pertain to potential exposure to contaminants at a specific location. Therefore, future projects would not result in a cumulatively considerable contribution to mobile source air emissions and associated health impacts. Cumulative impacts would be less than significant.

4.2.5 Significance of Impacts

4.2.5.1 Conflicts with Air Quality Plans

Implementation of the University CPU and Hillcrest FPA would result in greater density; therefore, future emissions associated with buildout of the FPA and the CPU areas would be greater than future emissions associated with buildout of the adopted Community Plan land uses. Additionally, if land uses increase in other areas of the City as a result of implementation of the Village Climate Goal Propensity map, impacts of those future land use amendments would be significant. Thus, emissions of ozone precursors (VOC and NO_x) would be greater than what is accounted for in the RAQs and impacts would be significant.

4.2.5.2 Air Quality Standards

The project includes planning level actions that do not propose any physical development at this time. Adoption of the Blueprint SD Initiative, the University CPU, Hillcrest FPA, future LDC amendments, CPUs, and plan amendments would not result in impacts related to air quality standards during construction or operation because they are not associated with any physical development. However, project implementation anticipates future development would occur consistent with adopted planning documents and LDC amendments. Future development projects would involve construction and operational emissions, which could exceed air quality standards. Therefore, at a program level of review impacts would be significant.

4.2.5.3 Sensitive Receptors

Impacts associated with the exposure of sensitive receptors to carbon monoxide hot spots and toxic air emissions resulting from construction would be less than significant. Future development of residential land uses consistent with the Blueprint SD Initiative, the Hillcrest FPA, and University CPU would not be sources of stationary or mobile source TACs; therefore, impacts related to these land uses would be less than significant. However, future development of light industrial land uses or commercial land uses that involve stationary source emissions could result in significant impact to sensitive receptors. Additionally, future development within industrial designated areas within the University CPU area, in addition to other areas of the City where land uses such as heavy industrial, warehousing, and distribution could affect sensitive receptors due to mobile source diesel emissions, would result in a significant impacts to sensitive receptors due to mobile source TAC.

4.2.5.4 Odors

Impacts associated with the exposure of sensitive receptors to substantial odors would be significant at a program level of review.

4.2.6 Mitigation, Monitoring and Reporting

Mitigation measures are provided at the program level to serve as the basis for more specific refinement of future mitigation measures to be developed as specific projects are proposed. The following mitigation framework provides a program-level framework for reducing significant impacts related to air quality.

4.2.6.1 Conflicts with Air Quality Plan

The City regularly provides updates to SANDAG about any changes to the City's land use map that could affect housing and employment forecasts. After project approval and after certification of the Final PEIR, the City would provide a revised land use map and housing and employment forecast for the University and Uptown community plan areas to SANDAG to ensure that any revisions to the population and employment projections used by the SDAPCD in updating the RAQS and SIP accurately reflect anticipated growth due to the project. Additionally, as future plan amendments are proposed for consistency with the Village Climate Goal Propensity map, similar updates would be provided to SANDAG to ensure the RAQS and SIP are consistent with growth projections detailed in City planning documents.

4.2.6.2 Air Quality Standards

MM-AQ-1 Air Emissions

Future projects shall comply with all applicable regulations pertaining to air quality including but not limited to SDAPCD Rule 20 through 20.8, Rule 50, Rule 51, Rule 52, Rule 55, and Rule 67.1. Construction and operation of individual development projects shall not exceed criteria pollutant significance thresholds detailed in the latest City's CEQA Significance Thresholds.

If an individual project is found to have the potential to exceed emission thresholds due to operational emissions, the following are example measures that could be implemented to reduce emissions to below a level of significance:

- demonstrate net zero energy expenditure,
- Implementation of transportation demand management measures.
- Prohibit the installation of woodstoves, hearths, and fireplaces in new construction facilitated by the proposed project.
- Expand and facilitate completion of planned networks of active transportation infrastructure.
- Implement electric vehicle charging infrastructure beyond requirements set forth in the 2022 California Green Building Standards Code mandatory measures, such as Tier 2 voluntary measures set forth in the 2022 California Green Building Standards Code (or future more stringent) standards.
- Implement traffic demand measures, such as unbundling parking fees from rent/lease options, encouraging/developing a ride -share program for the community, and provide car/bike sharing services, that will reduce daily individual car usage and reduce project VMT

If an individual project is found to have the potential to exceed emission thresholds due to construction emissions, the following are example measures that could be implemented during construction to reduce emissions to below a level of significance:

- Equipment meeting USEPA Tier IV emission standards and/or alternative fueled construction equipment, as feasibly available.
- Use architectural coating materials, as defined in SDAPCD Rule 67.0.1, that are zero - emission or have a low -VOC content (below 10 grams per liter). Where such VOC coatings are not available or feasible, the coating with the lowest VOC rating available shall be used.
- Additional dust control measures for construction sites to minimize fugitive dust including:
 - Contractor(s) shall implement paving, chip sealing, or chemical stabilization of internal roadways after completion of grading;
 - Dirt storage piles shall be stabilized by chemical binders, tarps, fencing, or other erosion control;
 - Enforce a 15-mile-per-hour speed limit on unpaved surfaces;
 - Dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather;
 - Haul trucks hauling dirt, sand, soil, or other loose materials shall be covered or 2 feet of freeboard shall be maintained;
 - Grading shall be terminated if winds exceed 25 miles per hour;
 - Any blasting areas shall be wetted down prior to initiating the blast.

4.2.6.3 Sensitive Receptors

MM-AQ-2 Sensitive Receptors

Future projects consistent with the project that would involve stationary source emissions subject to APCD permitting shall be required to obtain applicable APCD permits and demonstrate consistency with all permit conditions and APCD rules.

Future development that involves heavy industrial land uses such as warehousing and distribution or other land uses that would involve substantial sources of mobile source diesel emissions shall be required to prepare a health risk assessment (HRA) in accordance with APCD HRA Guidelines and the OEHHA Air Toxics "Hot Spots" Program Risk Assessment Guidelines (APCD 2006; OEHHA 2022). The HRA shall include calculation of the excess cancer risk and the non-cancer chronic and acute health hazard index for the maximally exposed individual resident, and the maximally exposed individual worker. The HRA shall identify best available control technology required to reduce risk to less than 10 in 1,000,000.

4.2.6.4 Odors

MM-AQ-3 Odors

Future projects with the potential to result in objectionable odors shall be required to demonstrate compliance with SDAPCD Rule 51 (Public Nuisance), which prohibits the discharge of air contaminants or other materials that would be a nuisance or annoyance to the public.

4.2.7 Significance after Mitigation

4.2.7.1 Conflicts with Air Quality Plans

Implementation of the University CPU and Hillcrest FPA would result in adoption of land use plans that would not be consistent with the currently adopted RAQS and SIP. Similarly, future CPUs anticipated to be adopted consistent with the Blueprint SD Initiative would not be consistent with the RAQS or SIP if land use intensities increase. This would result in a significant and unavoidable impact. The City will provide a revised land use map to SANDAG after adoption of these amendments to ensure that any revisions to the population and employment projections are considered in the update of the RAQS and the SIP. The provision of housing information would assist SANDAG in revising the population forecasts; however, until the anticipated growth is included in the emission estimates of the RAQS and the SIP, the direct and cumulative impacts would remain significant.

4.2.7.2 Air Quality Standards

a. Construction

Federal, State, and local regulations would provide a framework for developing project-level air quality protection measures for future projects and implementation of mitigation measure MM-AQ-1 would reduce construction-related air quality impacts for future development anticipated under the project. Nevertheless, the ability of future development to reduce all impacts to less than significant after the analysis required by MM-AQ-1 is implemented cannot be guaranteed at a program level of review. Thus, impacts to air quality standards are considered to be significant.

b. Operation

The regulations at the federal, State, and local levels provide a framework for developing project level air quality protection measures for future projects. The City's process for evaluating discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan and associated Community Plan. However, it is possible that for certain projects, adherence to the regulations may not adequately protect air quality, and such projects would require additional measures to avoid or reduce significant air quality impacts. Because operational emissions associated with development anticipated under the project would be greater for all pollutants when compared to adopted land uses and the assumptions used to develop the RAQS, and because it cannot be known whether certain projects would be able to reduce emissions below the significance thresholds, this impact would be significant.

4.2.7.3 Sensitive Receptors

Implementation of the project is not anticipated to result in significant impacts to sensitive receptors with implementation of MM-AQ-2. However, at a program level of review, the specific details of individual projects are not known; therefore, impacts related to sensitive receptors would remain significant after mitigation.

4.2.7.4 Odors

Implementation of the project is not anticipated to create operational-related objectionable odors affecting a substantial number of people within the City with implementation of MM-AQ-3. However, at a program level of review, the specific details of individual projects are not known; therefore, impacts related to objectionable odors would remain significant after mitigation.

4.3 Biological Resources

This section analyzes potentially significant impacts related to biological resources that could result from the implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code (LDC), and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the LDC, and associated discretionary actions.

This analysis relies on secondary source information, existing biological resources databases and literature, vegetation data available from the SANGIS Regional Geographic Information Systems (GIS) Data Warehouse and the Biological Resources Report prepared by Busby Biological Services for the University CPU area (Appendix D). Within the analysis, separate discussions for each project component are provided, as needed, to characterize the existing conditions and analysis relative to each project component.

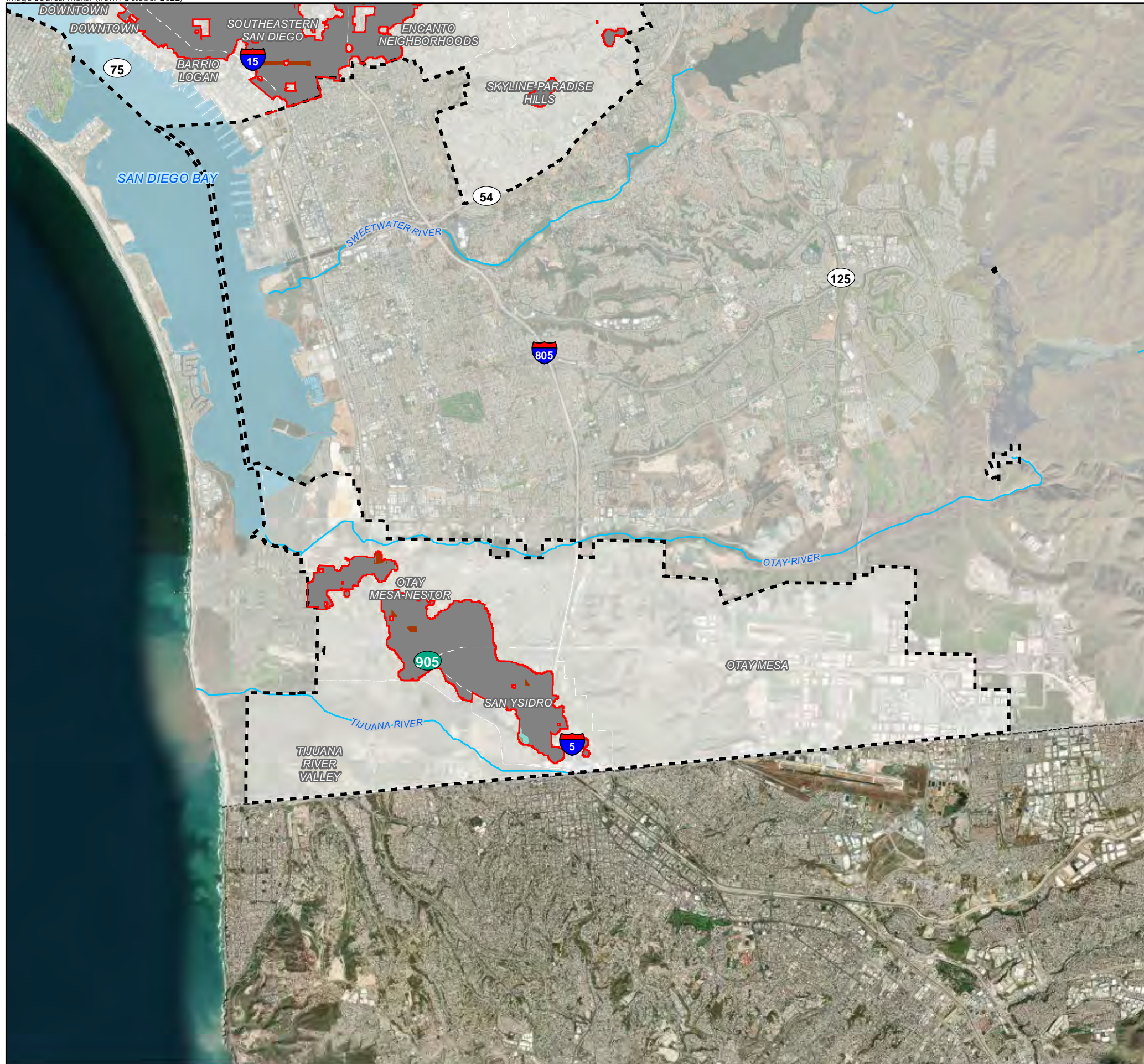
4.3.1 Existing Conditions

4.3.1.1 Vegetation Communities

a. Blueprint SD Initiative

The Blueprint SD Initiatives’ policy and land use framework would apply citywide; however, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. Table 4.3-1 and Figures 4.3-1a through 4.3-1e show the vegetation communities and land cover types found within the Blueprint SD Initiative Climate Smart Village Areas based on generalized vegetation data. Actual vegetation communities and land cover types would require site specific surveys and verification.

Approximately 95 percent of the Climate Smart Village Areas are located within land cover types not considered sensitive, which includes disturbed habitat, urban/developed land, agricultural land, and eucalyptus woodland. Although agriculture is not a sensitive vegetation community, it can support biological resources and could transition to non-native grassland if left fallow. Within the Climate Smart Village Areas, approximately 3.5 percent (853 acres) are mapped as sensitive upland habitats and approximately 1.3 percent (331 acres) are mapped as a wetland vegetation community.



- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- Vegetation Communities and Land Cover Types**
- Disturbed Land
- Urban/Developed
- Intensive Agriculture
- Extensive Agriculture
- Southern Riparian Scrub
- Saltpan/Mudflats

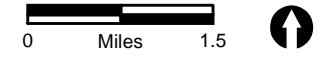
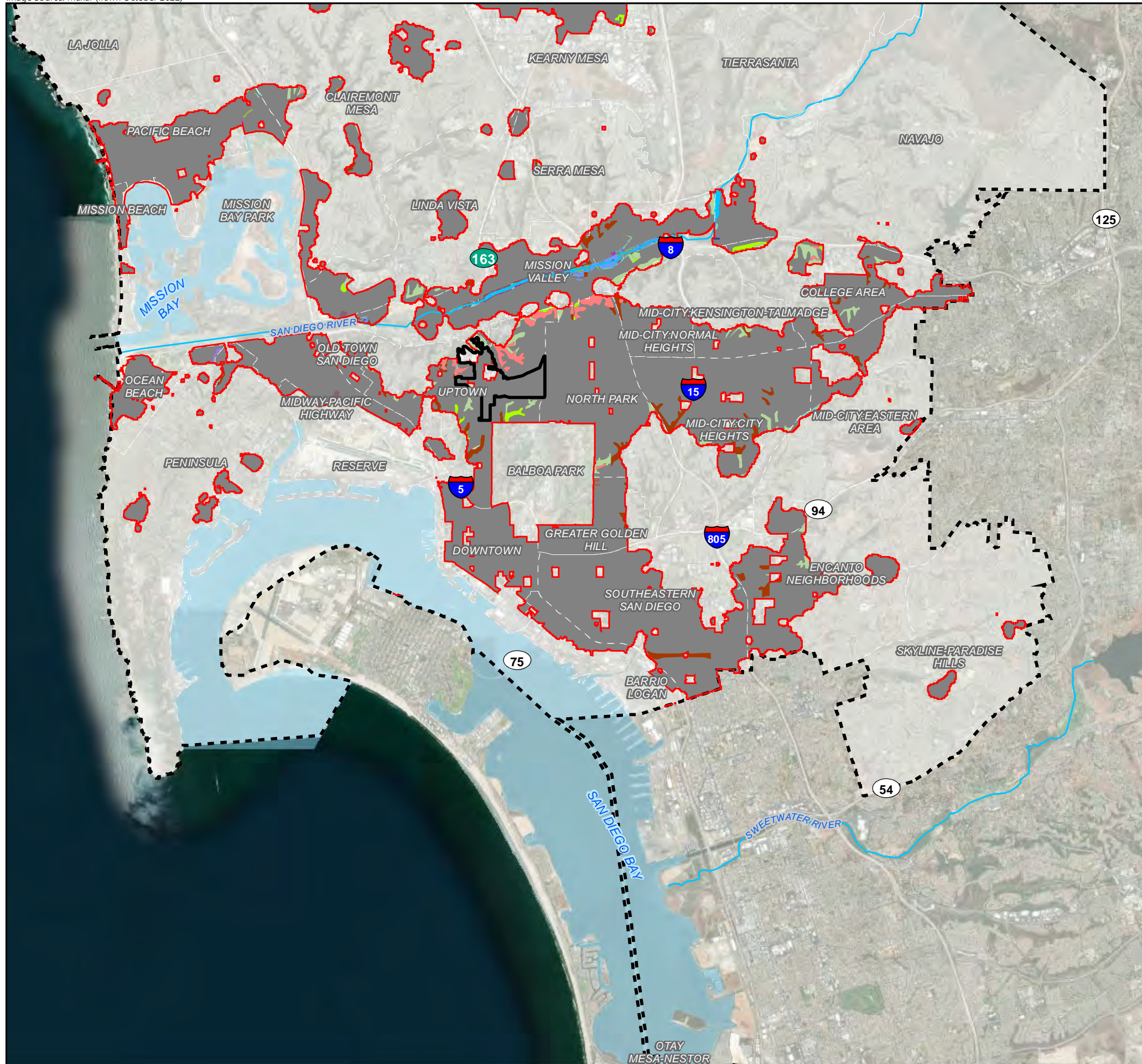


FIGURE 4.3-1a
Vegetation Communities and Land Cover Types
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - South



- Hillcrest Focused Plan Amendment Area
- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- Vegetation Communities and Land Cover Types**
- Disturbed Wetland
- Disturbed Land
- Urban/Developed
- Intensive Agriculture
- Diegan Coastal Sage Scrub
- Chaparral
- Valley and Foothill Grassland
- Valley Needlegrass Grassland
- Non-Native Grassland
- Southern Coastal Salt Marsh
- Coastal and Valley Freshwater Marsh
- Riparian and Bottomland Habitat
- Southern Riparian Forest
- Southern Coast Live Oak Riparian Forest
- Southern Cottonwood-willow Riparian Forest
- Southern Riparian Scrub
- Subtidal
- Shallow Bay
- Estuarine
- Fresh Water
- Non-Vegetated Channel or Floodway
- Beach
- Eucalyptus Woodland

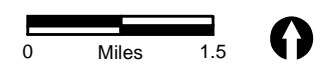
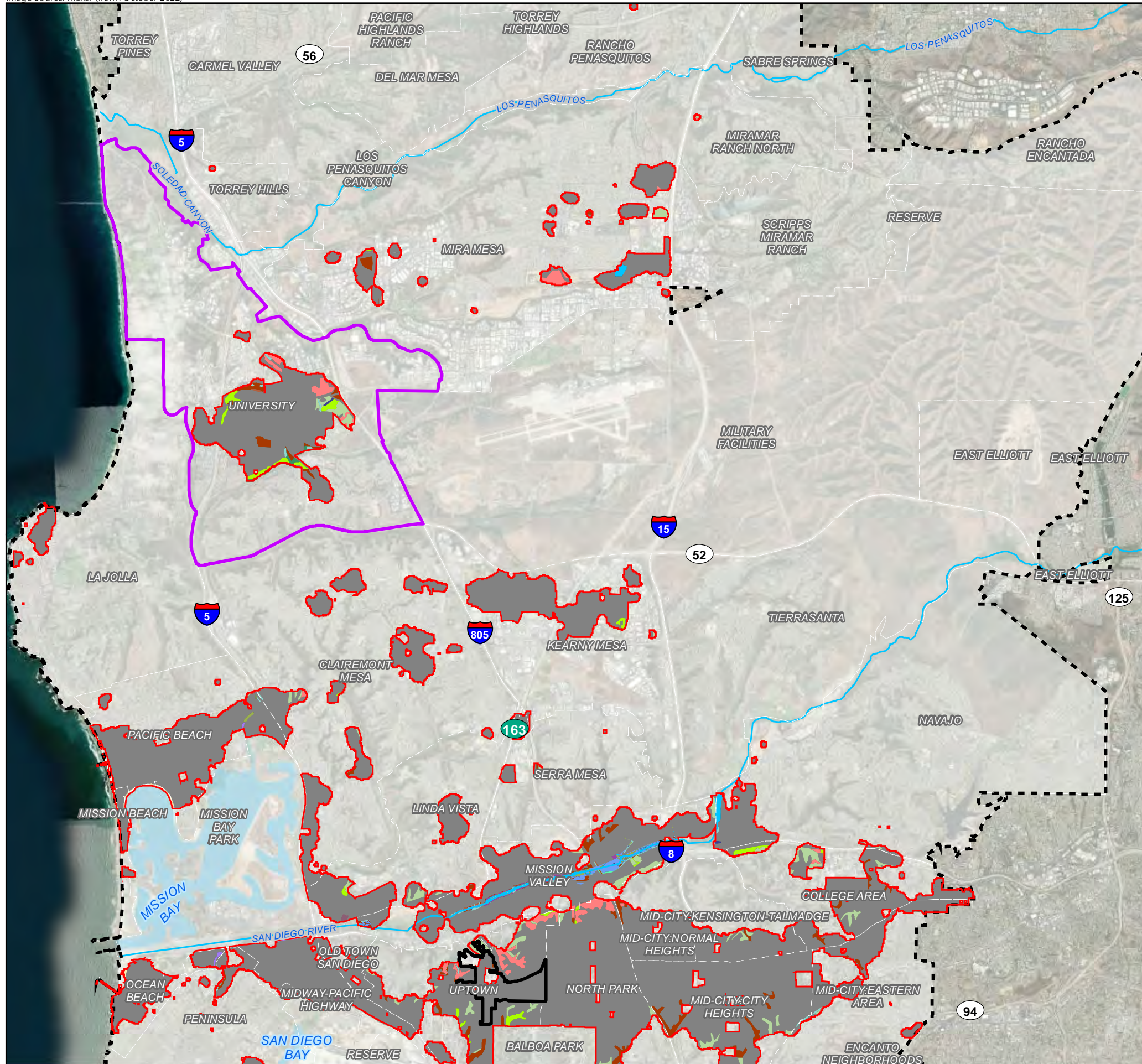


FIGURE 4.3-1b
Vegetation Communities and Land Cover Types
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - South Central



- Hillcrest Focused Plan Amendment Area
 - University Community Plan Update Area
 - Blueprint SD Initiative Climate Smart Village Areas
 - San Diego City Limits
- Vegetation Communities and Land Cover Types**
- Disturbed Wetland
 - Disturbed Land
 - Urban/Developed
 - Intensive Agriculture
 - Diegan Coastal Sage Scrub
 - Chaparral
 - Southern Mixed Chaparral
 - Valley and Foothill Grassland
 - Valley Needlegrass Grassland
 - Non-Native Grassland
 - Southern Coastal Salt Marsh
 - Coastal and Valley Freshwater Marsh
 - Riparian and Bottomland Habitat
 - Southern Riparian Forest
 - Southern Coast Live Oak Riparian Forest
 - Southern Cottonwood-willow Riparian Forest
 - Southern Sycamore-alder Riparian Woodland
 - Southern Riparian Scrub
 - Subtidal
 - Shallow Bay
 - Estuarine
 - Fresh Water
 - Non-Vegetated Channel or Floodway
 - Beach
 - Eucalyptus Woodland

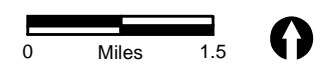


FIGURE 4.3-1c
Vegetation Communities and Land Cover Types
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - North Central

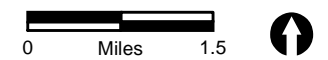
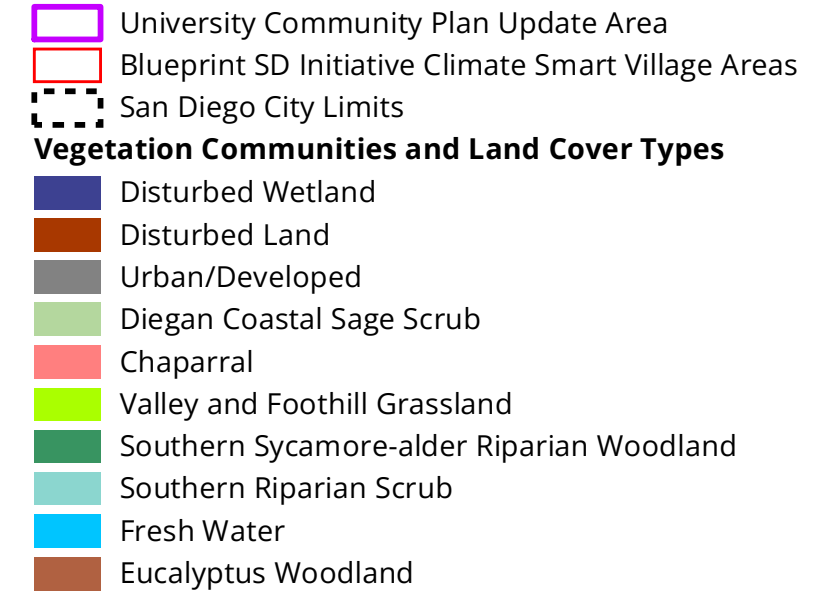
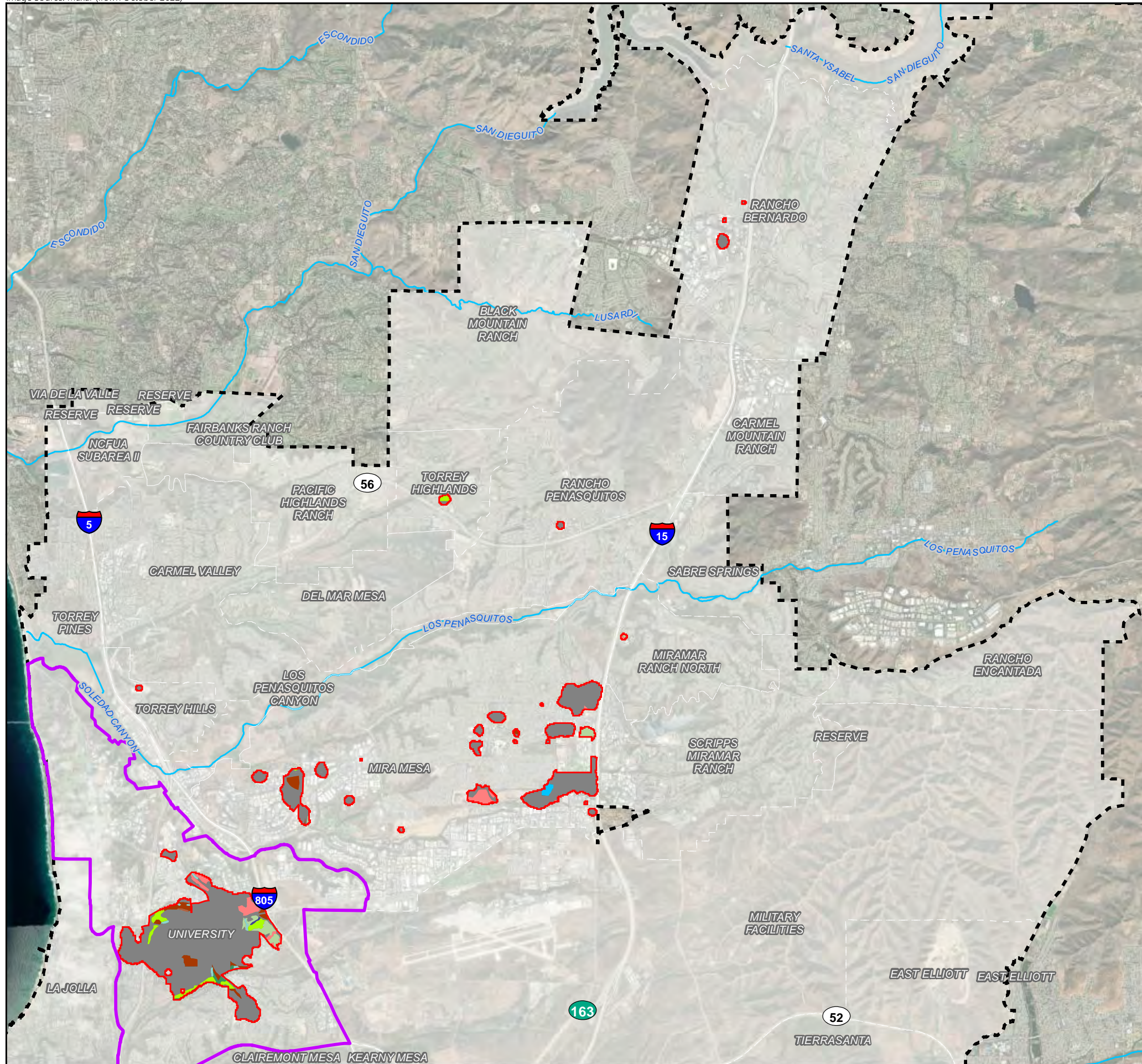
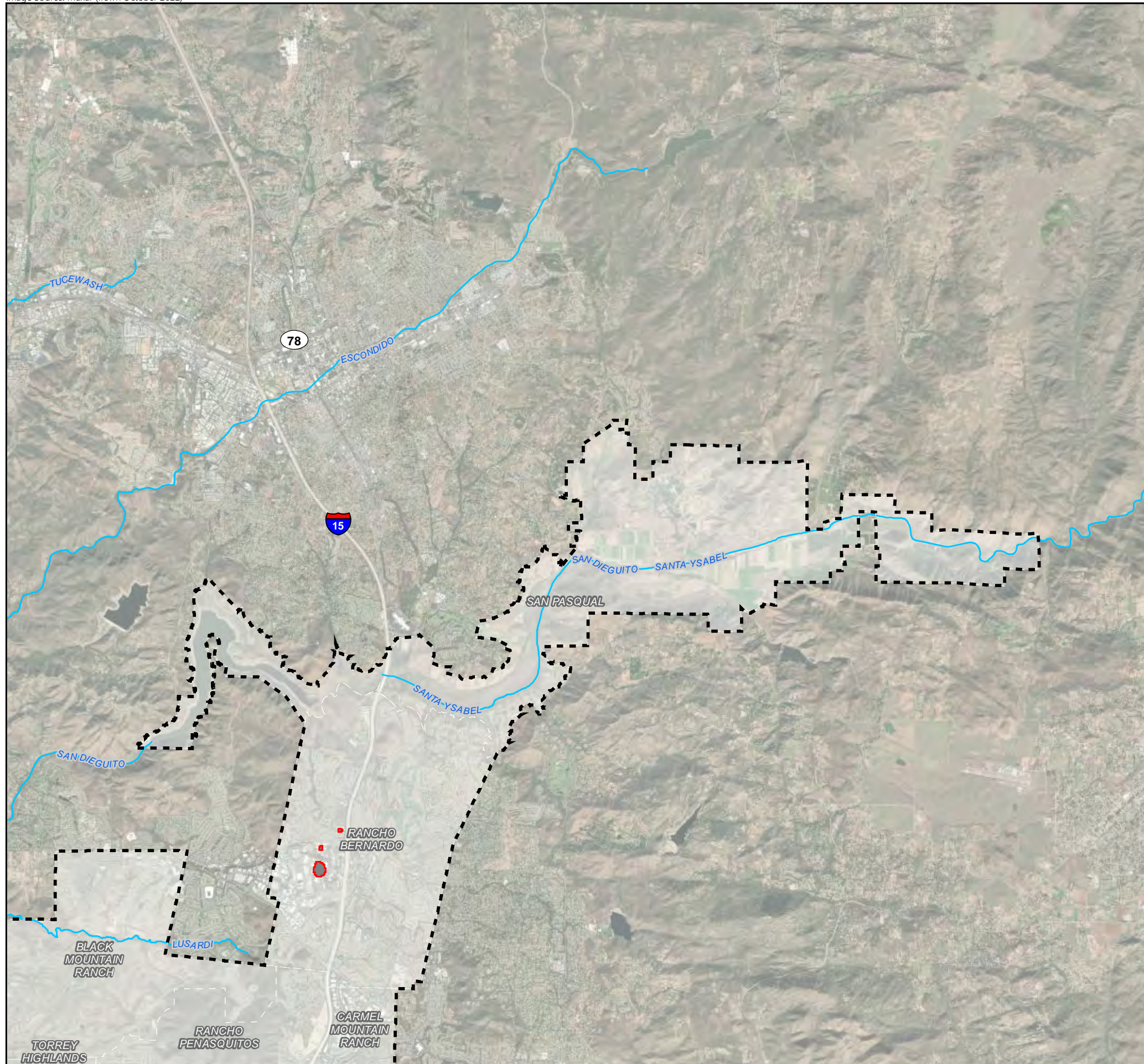


FIGURE 4.3-1d
Vegetation Communities and Land Cover Types
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - North



- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- Vegetation Communities and Land Cover Types**
- Urban/Developed
- Diegan Coastal Sage Scrub

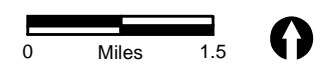


FIGURE 4.3-1e
Vegetation Communities and Land Cover Types
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - Northeast

b. Hillcrest Focused Plan Amendment

Table 4.3-1 and Figure 4.3-2 show the vegetation communities and land cover types mapped within the Hillcrest FPA area. As shown, approximately 98 percent (380 acres) of the Hillcrest FPA area is classified as disturbed or developed and includes urban/developed, disturbed, and eucalyptus woodland land cover types. Approximately 2 percent (9 acres) is classified as upland vegetation. These upland areas are located along the edges of the Hillcrest FPA area, adjacent to canyon edges.

c. University Community Plan Update

Table 4.3-1 and Figure 4.3-3 show the vegetation communities and land cover types mapped within the University CPU area. As shown, approximately 68 percent (5,913 acres) of the CPU area is classified as disturbed or developed and includes urban/developed, disturbed land, agriculture, and eucalyptus woodland land cover types. Approximately 29 percent (2,527 acres) is classified as upland vegetation communities and approximately 3 percent (236 acres) is classified as wetland vegetation communities.

Table 4.3-1 Vegetation Communities and Land Cover Types			
	Acres		
	Blueprint SD Initiative Climate Smart Village Areas	Hillcrest FPA Area	University CPU Area
Upland Vegetation Communities			
Diegan Coastal Sage Scrub	454	4	596
Non-Native Grassland	<1	0	111
Chaparral/ Southern Mixed Chaparral	255	4	354
Chamise Chaparral	0	0	45
Maritime Succulent Scrub	0	0	446
Scrub Oak Chaparral	0	0	7
Southern Coastal Bluff Scrub	0	0	98
Southern Maritime Chaparral	0	0	255
Torrey Pines Forest	0	0	105
Valley and Foothill Grassland/ Valley Needlegrass Grassland	143	1	509
Total Uplands	853	9	2,527
	Acres		
	Blueprint SD Initiative Climate Smart Village Areas	Hillcrest FPA Area	University CPU Area
Wetland Vegetation Communities			
Disturbed Wetland	8	0	3
Southern Coastal Salt Marsh	12	0	13
Coastal and Valley Freshwater Marsh	24	0	<1
Freshwater Seep	0	0	1
Southern Riparian Forest	2	0	18
Southern Coast Live Oak Riparian Forest	0	0	7
Southern Cottonwood-Willow Riparian Forest	78	0	0
Southern Sycamore-Alder Riparian Woodland	12	0	89
Southern Riparian Scrub	66	0	57
Southern Willow Scrub	0	0	<1

Table 4.3-1 Vegetation Communities and Land Cover Types			
Subtidal	6	0	4
Shallow Bay	7	0	0
Estuarine	6	0	0
Freshwater	80	0	0
Vernal Pools	0	0	1 ¹
Non-Vegetated Channel or Floodway	3	0	1
Beach	28	0	44
Total Wetlands	331	0	236
	Acres		
	Blueprint SD Initiative Climate Smart Village Areas	Hillcrest FPA Area	University CPU Area
Disturbed/Developed Land Cover Types			
Disturbed Land	456	6	367
Urban/Developed	23,239	366	5,451
Agriculture	16	0	0
Eucalyptus Woodland	15	<1	95
Total Disturbed/ Developed Land Cover Type	23,726	380	5,913
Notes:			
Acreages are approximate based on generalized data and may not add due to rounding. Focused surveys would be required to verify resources.			
¹ Vernal pool acreages are estimates. Locations of vernal pool resources within the University CPU area are depicted in more detail on Figures 7a and 7b of Appendix D.			

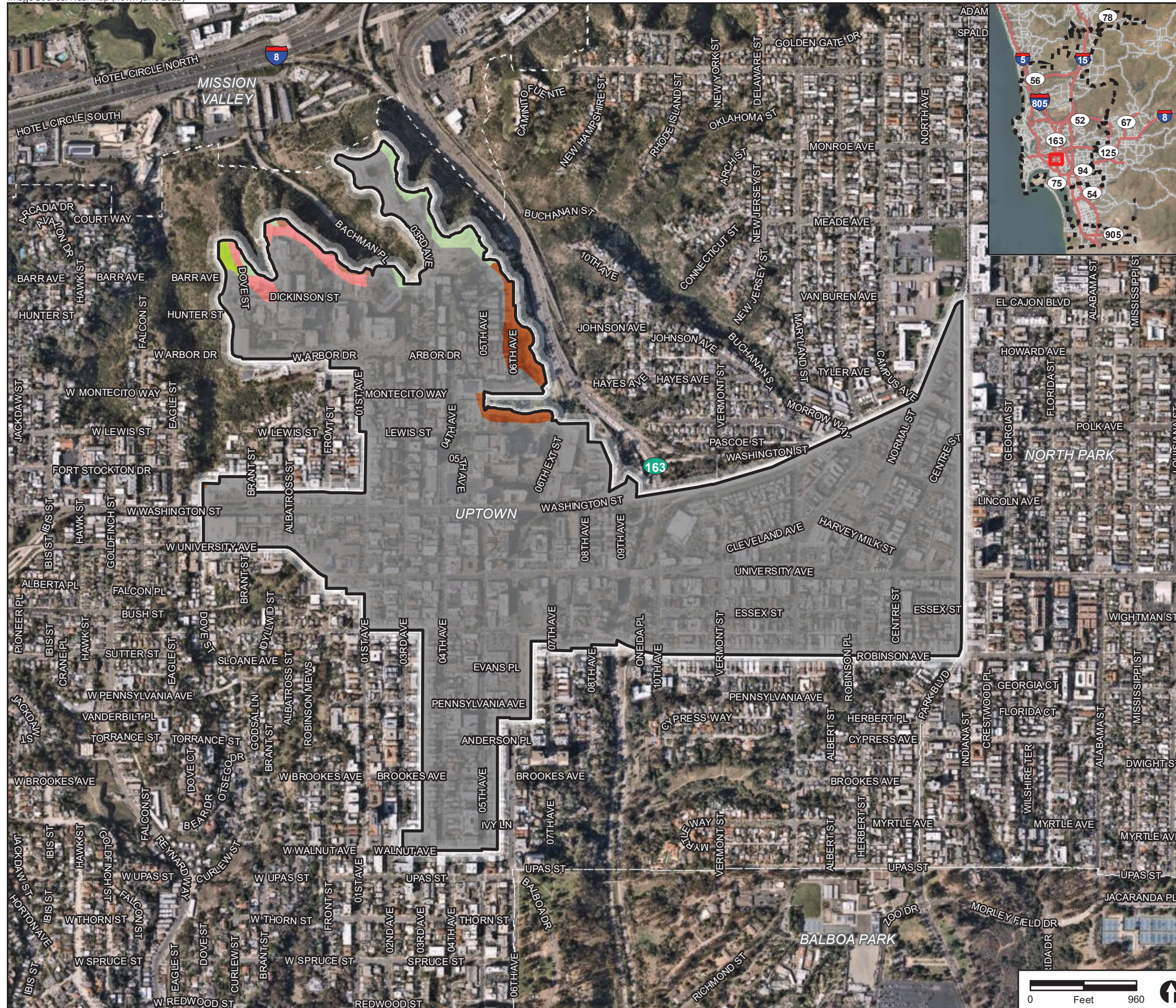
4.3.1.2 Vegetation Community Descriptions

The vegetation communities and land cover types listed in the preceding sections are described below. A discussion of habitat tiers and vegetation communities as defined by the City's Biology Guidelines (2018) is provided in Section 4.3.2.3b, below.

a. Upland Vegetation Communities

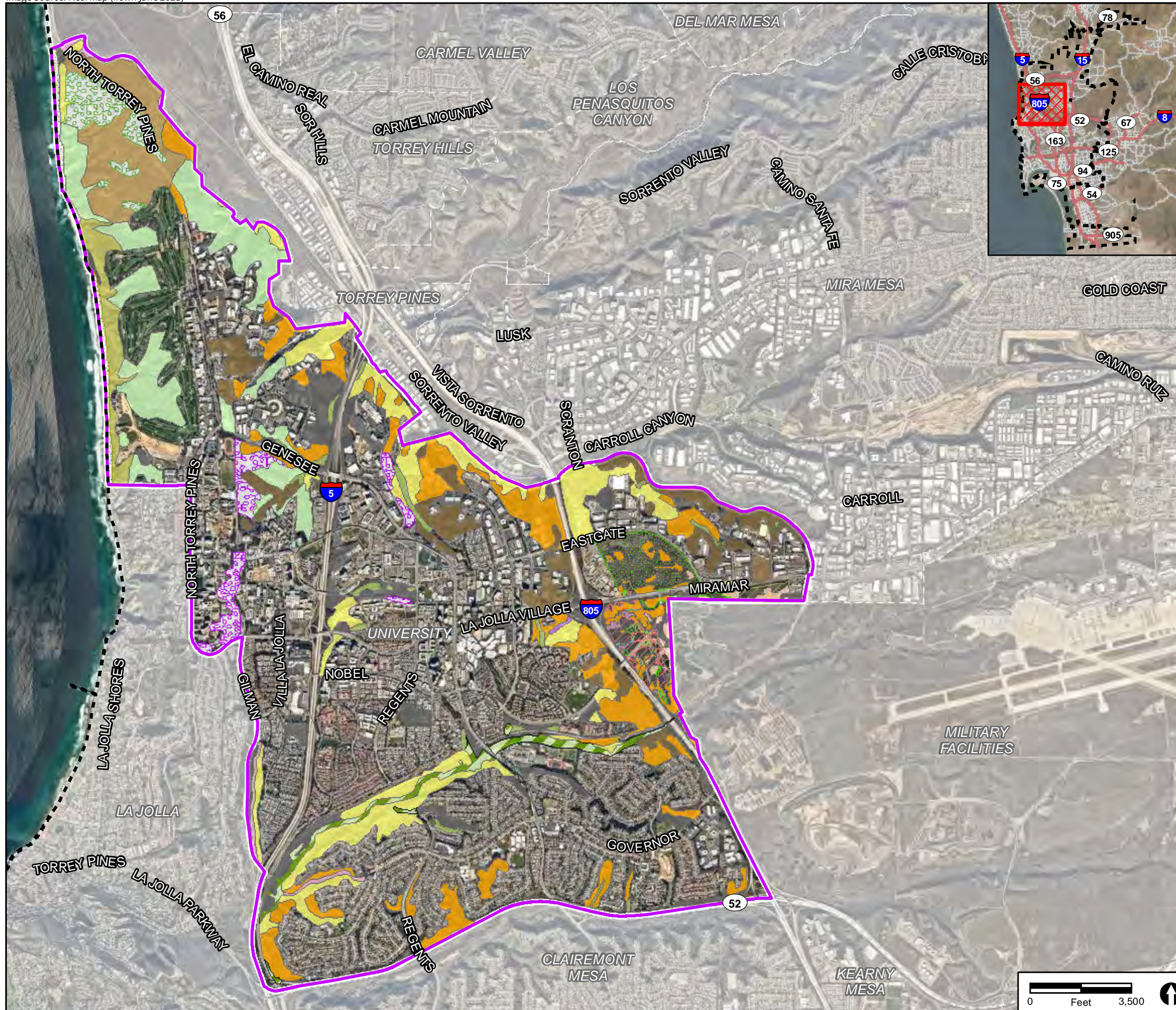
Diegan Coastal Sage Scrub

Diegan coastal sage scrub consists mainly of low, soft-woody sub-shrubs (approximately three feet high) that are most actively growing in winter and early spring. Many taxa are facultatively drought-deciduous. Stem- and leaf-succulents are also often present but are usually not conspicuously dominant species. This association is typically found on dry sites, such as steep, south-facing slopes or clay-rich soils that are slow to release stored water. Dominant shrub species in this vegetation type may vary, depending on local site factors and levels of disturbance, but often include a variable mix of California sagebrush, California buckwheat (*Eriogonum fasciculatum* var. *fasciculatum*), black sage (*Salvia mellifera*), laurel sumac (*Malosma laurina*), deerweed (*Acmispon glaber*), broom baccharis (*Baccharis sarothroides*), coyote brush (*Baccharis pilularis*), California sunflower, and occasionally live-forevers (*Dudleya* spp.), San Diego barrel cactus, and needlegrass (*Stipa* spp.). Diegan coastal sage scrub is categorized as a Tier II habitat as defined by the City's Biology Guidelines (2018).



- Hillcrest Focused Plan Amendment Area
- Vegetation Communities**
- Disturbed Land
- Urban/Developed
- Diegan Coastal Sage Scrub
- Chaparral
- Valley and Foothill Grassland
- Eucalyptus Woodland

FIGURE 4.3-2
Vegetation Communities and Land Cover
Types in Relation to Hillcrest Focused
Plan Amendment Area



- University Community Plan Update Area
- San Diego City Limits
- Vegetation Communities and Land Cover Types**
- 11200 Disturbed Wetland
- 11300 Disturbed Habitat
- 12000 Urban/Developed
- 31200 Southern Coastal Bluff Scrub
- 32400 Maritime Succulent Scrub
- 32500 Diegan Coastal Sage Scrub
- 37000 Chaparral
- 37120 Southern Mixed Chaparral
- 37C30 Southern Maritime Chaparral
- 37200 Chamise Chaparral
- 37900 Scrub Oak Chaparral
- 42000 Valley and Foothill Grassland
- 42110 Valley Needlegrass Grassland
- 42200 Non-Native Grassland
- 45400 Fresh Water Seep
- 52410 Coastal and Valley Freshwater Marsh
- 52120 Southern Coastal Salt Marsh
- 61300 Southern Riparian Forest
- 61310 Southern Coast Live Oak Riparian Forest
- 62400 Southern Sycamore-Alder Riparian Woodland
- 63300 Southern Riparian Scrub
- 64400 Beach
- 64200 Non-Vegetated Channel or Floodway
- 79100 Eucalyptus Woodland
- 83140 Torrey Pine Forest

FIGURE 4.3-3
Vegetation Communities and Land Cover Types
in Relation to the
University Community Plan Update Area

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The distribution of Diegan Coastal Sage Scrub in relation to the Climate Smart Village Areas is shown on Figures 4.3-1a through 4.3-1e. There are approximately 454 acres of mapped Diegan Coastal Sage Scrub located in Miramar Ranch North, Mira Mesa, University, Clairemont Mesa, Kearny Mesa, Pacific Beach, Linda Vista, Mission Valley, Uptown, College Area, Mid-City: Kensington-Talmadge, Rancho Bernardo, Serra Mesa, Mid-City: City Heights, Old Town San Diego, Mid-City: Eastern Area, Mid-City: Normal Heights, North Park, Balboa Park, Navajo, and the Encanto Neighborhoods. Within the Hillcrest FPA area, there are approximately 4 acres of mapped Diegan coastal sage scrub located in the northern portion of the Hillcrest FPA area both east and west of Third Avenue (see Figure 4.3-2).

Within the University CPU area, there are approximately 596 acres of Diegan coastal sage scrub. Diegan coastal sage scrub occurs in many locations within the University CPU area along the eastern and southern boundaries and on either side of Genesse Avenue (see Figure 4.3-3).

Non-Native Grassland

Non-native grassland is characterized by a dense to sparse cover of annual grasses, often with showy-flowered native and non-native annual forbs. This vegetation community generally occurs on fine-textured loam or clay soils that are moist or even waterlogged during the winter rainy season and very dry during the summer and fall. This habitat is a disturbance-related community most often found in old agricultural fields or openings in native scrub habitats; it has replaced native grassland and coastal sage scrub at many localities throughout southern California. Typical non-native grasses found within this vegetation community include red brome (*Bromus rubens*), ripgut grass, wild oat (*Avena barbata*), and soft chess (*Bromus hordeaceus*). Characteristic forbs include red-stem filaree (*Erodium cicutarium*), mustard (*Brassica* spp.), tar plant (*Deinandra* spp.), and goldfields (*Lasthenia* spp.). Non-native grassland is categorized as a Tier IIIB habitat as defined by the City's Biology Guidelines (2018).

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately less than one acre of non-native grassland located in Uptown. There is no non-native grassland in the Hillcrest FPA area. Within the University CPU area there are approximately 111 acres of non-native grassland. Non-native grassland occurs mixed with Diegan coastal sage scrub along Miramar Road in the eastern portion of the University CPU area (see Figure 4.3-3).

Chaparral/Southern Mixed Chaparral

Chaparral is a broad-scale vegetation community category and, in San Diego, typically refers to southern mixed chaparral. Southern mixed chaparral is composed of broad-leaved sclerophyll shrubs that grow to between five and ten feet in height. It occurs on dry, rocky, steep, north-facing slopes with little soil and moderate temperatures. This vegetation community type typically has high species diversity but is dominated by ceanothus species. In San Diego County, mixed chaparral is usually dominated by Ramona lilac (*Ceanothus tomentosus* var. *olivaceous*) but may also include other

ceanothus species, such as chaparral whitethorn (*C. leucodermis*); however, the presence of other ceanothus species typically indicates other chaparral types. In addition to ceanothus, other species often associated with this vegetation community include chamise (*Adenostoma fasciculatum*), Eastwood's manzanita (*Arctostaphylos glandulosa*), toyon (*Heteromeles arbutifolia*), Nuttall's scrub oak (*Quercus dumosa*), laurel sumac, lemonadeberry, spiny redberry (*Rhamnus crocea*), and yucca species (*Yucca* spp.). Chaparral is considered a Tier IIIA vegetation community and southern mixed chaparral is considered a Tier IIA vegetation community according to the City's Biology Guidelines (2018). Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 255 acres of chaparral/southern mixed chaparral located in Clairemont Mesa, College Area, Kearny Mesa, Mid-City: Normal Heights, Mira Mesa, Miramar Ranch North, Mission Valley, North Park, Serra Mesa, University, and Uptown. Within the Hillcrest FPA area, there are approximately 4 acres of chaparral located along canyon edges in the northwestern portion of the Hillcrest FPA area (see Figure 4.3-2). Within the University CPU area, there are approximately 354 acres of chaparral/southern mixed chaparral. Chaparral primarily occurs scattered through the eastern portion of the University CPU area (see Figure 4.3-3).

Chamise Chaparral

Chamise chaparral is a chaparral community ranging from about three to nine feet in height and overwhelmingly dominated by chamise. Other shrub species, such as black sage, mission manzanita (*Xylococcus bicolor*), laurel sumac, and felt-leaved yerba santa (*Eriodictyon crassifolium*), may be present but typically contribute little to the overall cover. Mature stands of chamise chaparral have a dense overstory with very little herbaceous understory or leaf litter. Chamise chaparral is categorized as a Tier IIIA habitat as defined by the City's Biology Guidelines (2018). There is no chamise chaparral within the Climate Smart Village Areas or the Hillcrest FPA area. Within the University CPU area, there are approximately 45 acres of chamise chaparral. Chamise chaparral occurs in the eastern portion of the University CPU area, east of Interstate (I) 805, primarily south of Miramar Road (see Figure 4.3-3).

Maritime Succulent Scrub

Maritime succulent scrub is a low-growing (one- to three-foot high), open scrub community that is dominated by drought deciduous, woody shrubs and a diverse mixture of stem and leaf succulents, often with a high proportion of cacti. This vegetation community grows on thin, rocky, or sandy soils, often on steep slopes along coastal bluffs. Typical species within maritime succulent scrub include Shaw's agave (*Agave shawii*), California sagebrush (*Artemisia californica*), bush sunflower, cliff spurge (*Euphorbia misera*), San Diego barrel cactus (*Ferocactus viridescens*), California box thorn (*Lycium californicum*), prickly pear, lemonadeberry, and San Diego sunflower (*Bahiopsis laciniata*); the areas between these species is usually bare. Maritime succulent scrub is classified as a Tier I habitat as defined by the City's Biology Guidelines (2018).

There is no maritime succulent scrub within the Climate Smart Village Areas or the Hillcrest FPA area. Within the University CPU area, there are approximately 446 acres of maritime succulent scrub. Maritime succulent scrub occurs in the northern half of the University CPU area west of I-5 (see Figure 4.3-3).

Scrub Oak Chaparral

Scrub oak chaparral is a dense, evergreen chaparral association that grows to 20 feet in height and is dominated by Nuttall's scrub oak and/or oak hybrids such as *Quercus xacutidens*. This habitat occurs on more mesic sites (such as east and north facing slopes and ravines) than the other chaparral associations and often at slightly higher elevations. These more favorable sites often allow scrub oak chaparral to recover from fire more quickly than other chaparral types. Additional shrub species found in scrub oak chaparral include chamise, mission manzanita, and bushrue. Scrub oak chaparral is classified as a Tier I habitat as defined by the City's Biology Guidelines (2018).

There is no scrub oak chaparral within the Climate Smart Village Areas or the Hillcrest FPA area. Within the University CPU area, there are approximately 7 acres of scrub oak chaparral. Scrub oak chaparral occurs in the eastern portion of the University CPU area, east of I-805, south of Miramar Road, and west of Marine Corps Air Station Miramar (see Figure 4.3-3).

Southern Coastal Bluff Scrub

Southern coastal bluff scrub is a low-growing scrub community that grows in exposed, windy areas on rocky, poorly developed soils and is dominated by woody and/or succulent species that are typically less than seven feet in height. This vegetation community can either form a continuous, closed canopy or can be more scattered. Typical shrubs that occur within southern coastal bluff scrub include salt bush (*Atriplex* spp.), California sunflower (*Encelia californica*), prickly pear (*Opuntia littoralis*), and lemonadeberry (*Rhus integrifolia*) with an understory of morning glory (*Calystegia macrostegia* ssp.), Indian paintbrush (*Castilleja affinis* ssp.), sea dahlia (*Coreopsis maritima*), dudleya (*Dudleya* spp.), and wild cucumber (*Marah macrocarpa*). Southern coastal bluff scrub is classified as a Tier I habitat as defined by the City's Biology Guidelines (2018).

There is no southern coastal bluff scrub within the Climate Smart Village Areas or the Hillcrest FPA area. Within the University CPU area, there are approximately 98 acres of southern coastal bluff scrub. Southern coastal bluff scrub occurs along the northwestern border of the University CPU area, within Torrey Pines State Natural Reserve and adjacent to Torrey Pines Golf Course (see Figure 4.3-3).

Southern Maritime Chaparral

Southern maritime chaparral is a low, fairly open chaparral community that grows on weathered sands within the coastal fog belt. It is typically dominated by wart-stemmed ceanothus (*Ceanothus verrucosus*) and Del Mar manzanita (*Arctostaphylos glandulosa* ssp. *crassifolia*). Other shrub species associated with this vegetation community include chamise (*Adenostoma fasciculatum*), smooth mountain mahogany (*Cercocarpus minutiflorus*), bushrue (*Cneoridium dumosum*), summer-holly (*Comarostaphylis diversifolia*), sea dahlia, toyon, Torrey pine, Nuttall's scrub oak, sugar bush (*Rhus ovata*), and Mojave yucca (*Yucca schidigera*). Many of these species require fire for continued reproduction. Southern maritime chaparral is a Tier I habitat as defined by the City's Biology Guidelines (2018).

There is no southern maritime chaparral within the Climate Smart Village Areas or the Hillcrest FPA area. Within the University CPU area, there are approximately 255 acres of southern maritime

chaparral. Southern maritime chaparral occurs within the northernmost portion of the University CPU area, primarily within and immediately adjacent to Torrey Pines State Natural Reserve (see Figure 4.3-3).

Torrey Pines Forest

Torrey pines forest is an open to moderately dense forest that can grow up to about 65 feet in height in sheltered areas but is much shorter in areas that are wind-blown and exposed. It typically occurs on rocky sandstone soils in mild, frost-free climates with low precipitation and seasonal fog. The dominant species in this vegetation community is the Torrey pine (*Pinus torreyana*). The understory varies greatly. While there are few or almost no understory species on dry, rocky sites where the Torrey pines create a dense tree canopy and needles accumulate on the ground, an understory of fairly dense chaparral can occur on rocky soil and an understory consisting of a mixture of grasses and shrubs can occur in less rocky soils. Torrey pines forest is a Tier I habitat as defined by the City's Biology Guidelines (2018).

There are no Torrey pines forest within the Climate Smart Village Areas or the Hillcrest FPA area. Within the University CPU area, there are approximately 105 acres of Torrey pines forest. Torrey pines forest occurs within the northernmost portion of the University CPU area, primarily within and immediately adjacent to Torrey Pines State Natural Reserve (see Figure 4.3-3).

Valley and Foothill Grassland/ Valley Needlegrass Grassland

Valley and foothill grassland includes scattered native perennial grasses interspersed with larger stands of introduced non-native grasses. This general vegetation category indicates there is insufficient information to more accurately identify the grassland components present. Included here may be areas of scattered native perennial grasses interspersed with larger stands of introduced non-native grasses. This habitat is classified as a Tier IIIB habitat for this analysis as it is highly probable that the majority of this habitat will ultimately be classified as non-native grasslands when reviewed at the project-specific level.

Valley needlegrass grassland is a plant community comprised of native perennial bunch grasses such as purple needlegrass (*Stipa pulchra*). Native and introduced annuals occur between the perennials, often actually exceeding the bunch grasses in cover. Valley needlegrass grasslands often have a large component of non-native grasses but are distinguished as native grasslands if the percent cover by native grass species is 10 percent or greater. This vegetation community usually occurs on fine-textured (often clay) soils, moist or even waterlogged during winter, but very dry in summer. In most regions, this vegetation community has been mainly converted to non-native annual grasslands due to the invasion of exotic annual grasses. It often interdigitates with oak woodlands on moister, better-drained sites. If classified as non-native grasslands, this is a Tier IIIB habitat. If classified as native grasslands, this is a Tier I habitat.

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 143 acres of valley and foothill grassland in Clairemont Mesa, College

Area, Kearny Mesa, Linda Vista, Mira Mesa, Mission Valley, North Park, Pacific Beach, Torrey Highlands, University, and Uptown (see Figures 4.3-1a through e).

Within the Hillcrest FPA area, there is approximately one acre of valley and foothill grassland located along a canyon in the northwest corner (see Figure 4.3-2). Within the University CPU area, there are approximately 509 acres of valley and foothill grassland/valley needlegrass grassland scattered throughout. This vegetation community is concentrated along the northern site boundary and on either side of Rose Canyon (see Figure 4.3-3).

b. Wetland Vegetation Communities

Potential wetland vegetation communities are depicted based on generalized mapping available in public databases including SANDAG generalized vegetation data. Table 4.3-4 in Section 4.3.1.3 reports potential wetland data based on the National Wetlands Inventory. These sources provide a general idea of the resources present but require site specific verification surveys. Wetland vegetation communities reported in this section are shown on Figures 4.3-1a through 4.3-1e for the Climate Smart Village Areas, Figure 4.3-2 for the Hillcrest FPA area, and Figure 4.3-3 for the University CPU area.

Disturbed Wetland

Disturbed wetland consists of areas permanently or periodically inundated by water that have been significantly modified by human activity. This includes portions of wetlands with obvious artificial structures such as concrete lining, barricades, rip-rap, piers, or gates. This vegetation community is often unvegetated but may contain scattered native or non-native vegetation. Examples include lined channels, Arizona crossings, detention basins, culverts, and ditches. Disturbed wetlands can be found throughout the City of San Diego, particularly around existing stormwater infrastructure.

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 8 acres of disturbed wetland located in Mission Valley, Navajo, and University (see Figures 4.3-1a through 4.3-1e). There is no disturbed wetland within the Hillcrest FPA area. Within the University CPU area, there are approximately 3 acres of disturbed wetland located east of I-805 and south of Miramar Road in the eastern portion of the University CPU area (see Figure 4.3-3).

Southern Coastal Salt Marsh

Southern coastal salt marsh is a low-growing (up to 3 feet in height) and highly productive vegetation community composed of herbaceous and suffrutescent, salt-tolerant hydrophytes that typically form moderate to dense vegetative cover. This vegetation community is typically found along sheltered margins of bays, lagoons, and estuaries along the coast that are subject to regular tidal inundation by salt water for at least part of the year. The species found within southern coastal salt marsh are usually segregated horizontally by elevation. Species that typically occur along the upper, landward edges include alkali heath (*Frankenia salina*), seablite (*Suaeda* spp.), and/or pickleweed and glasswort (*Salicornia* spp.). Species that occur along the middle elevations typically

include pickleweed, glasswort, and saltwort (*Batis maritima*), and species that occur closest to open water include cordgrass (*Spartina* spp.).

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 12 acres of Southern Coastal Salt Marsh located in Midway-Pacific Highway, Mission Bay Park, Ocean Beach, and Pacific Beach (see Figures 4.3-1a through 4.3-1e). There is no Southern Coastal Salt Marsh in the Hillcrest FPA area.

Within the University CPU area, there are approximately 13 acres of southern coastal salt marsh in the southwestern corner of the University CPU area and in the northwestern corner adjacent to Torrey Pines State Natural Reserve (see Figure 4.3-3).

Coastal and Valley Freshwater Marsh

Coastal and valley freshwater marsh is dominated by perennial, emergent monocots that grow up to about 15 feet in height and often form completely closed canopies. They are typically lacking significant current and permanently flooded by fresh water. Prolonged saturation permits accumulation of deep, peaty soils. They can be found occasionally along the coast and in coastal valleys near river mouths and around the margins of lakes and springs.

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 24 acres of coastal and valley freshwater marsh located in Mission Valley and Pacific Beach (see Figures 4.3-1a through 4.3-1e). There is no coastal and valley freshwater marsh in the Hillcrest FPA area. Within the University CPU area, there is less than one acre of coastal and valley freshwater marsh located east of I-805, south of Miramar Road, and west of Marine Corps Air Station Miramar (see Figure 4.3-3).

Freshwater Seep

Freshwater seep consists of mostly perennial herbs, especially sedges and grasses, usually forming complete cover, often low-growing but sometimes taller, growing throughout the year in areas with mild winters. It contains permanently moist or wet soil and is often associated with grasslands or meadows. There is no freshwater seep in the Climate Smart Village Areas or the Hillcrest FPA area. There is approximately 1 acre of freshwater seep located south of Miramar Road and east of I-805 in the eastern portion of the University CPU area (see Figure 4.3-3).

Southern Riparian Forest

Riparian forests are dense riparian forests that cannot be differentiated to other more specific riparian forests such as Coast Live Oak Riparian Forest. They can be found along streams and rivers. Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village

Areas contain approximately 2 acres of southern riparian forest located in Mission Valley (see Figures 4.3-1a through 4.3-1e). There is no southern riparian forest in the Hillcrest FPA area. Within the University CPU area, there are approximately 18 acres of southern riparian forest in the southwestern corner of the University CPU area and in the northwestern corner adjacent to Torrey Pines State Natural Reserve (see Figure 4.3-3).

Southern Coast Live Oak Riparian Forest

Southern coast live oak riparian forests consist of forests dominated by evergreen sclerophyllous trees (*Quercus agrifolia*) with a closed or nearly-closed canopy. This land cover type appears to be richer in herbs and poorer in understory shrubs than other riparian communities and consists of a homogenous mixture of coast live oak woodland and southern riparian woodland, particularly if the riparian elements are not substantial or are discontinuous. There is no southern coast live oak riparian forest in the Climate Smart Village Areas or the Hillcrest FPA area. Within the University CPU area, there are approximately 7 acres of southern coast live oak riparian forest located along the northeast border south of Carroll Canyon Road (see Figure 4.3-3).

Southern Cottonwood-Willow Riparian Forest

These forests consist of tall, open, broadleafed winter-deciduous riparian forests dominated by Fremont cottonwood (*Populus fremontii*), black cottonwood (*P. trichocarpa*), and several willow trees. Understories usually are shrubby willows. This vegetation community can be found along perennially wet streams. Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 78 acres of southern cottonwood-willow riparian forest along the San Diego River in Mission Valley (see Figures 4.3-1a through 4.3-1e). There is no southern cottonwood-willow riparian scrub in the Hillcrest FPA area or the University CPU area (see Figure 4.3-3).

Southern Sycamore-Alder Riparian Woodland

These forests consist of tall, open, broadleafed, winter-deciduous streamside woodlands dominated by western sycamore (*Platanus racemosa*) and often also white alder (*Alnus rhombirolia*). These stands seldom form closed canopy forests, and even may appear as trees scattered in a shrubby thicket of sclerophyllous and deciduous species. This vegetation community can be found along rocky streambeds subject to seasonally high-intensity flooding.

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 12 acres of southern sycamore-alder riparian woodland located in Kearny Mesa and University see (Figures 4.3-1a through 4.3-1e). There is no southern sycamore-alder riparian woodland in the Hillcrest FPA area. Within the University CPU area, there are approximately 89 acres of southern sycamore-alder riparian woodland located within Rose Canyon (see Figure 4.3-3).

Southern Riparian Scrub

Southern riparian scrub consists of riparian zones dominated by small trees or shrubs and lacking taller riparian trees. It encroaches into some coastal saltmarsh habitats. This vegetation community can be found mostly in major river systems where flood scour occurs. Areas of southern riparian scrub have expanded from increased urban and agricultural run-off.

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 66 acres of Southern Riparian Scrub located in Clairemont Mesa, College Area, Kearny Mesa, Mid-City: City Heights, Mid-City: Eastern Area, Mission Valley, Navajo, Otay Mesa-Nestor, Pacific Beach, Peninsula, San Ysidro, Southeastern San Diego, University, and Uptown (see Figures 4.3-1a through 4.3-1e). There is no southern riparian scrub in the Hillcrest FPA area. Within the University CPU area, there are approximately 57 acres of southern riparian scrub located in many scattered patches in the central portion of the University CPU area east of I-5 and west of I-805 (see Figure 4.3-3).

Southern Willow Scrub

This vegetation community consists of dense, broadleaved, winter-deciduous riparian thickets dominated by several *Salix* species, with scattered emergent *Populus fremontii* and *Platanus racemosa*. Most stands are too dense to allow much understory development. It is found in loose, sandy or fine gravelly alluvium deposited near stream channels during flood flows. It requires repeated flooding to prevent succession to southern cottonwood-sycamore riparian forest. This type of scrub was formerly extensive along major rivers, but it is now reduced by urban expansion, flood control, and channel "improvements". There is no southern willow scrub in the Climate Smart Village Areas or the Hillcrest FPA area. Less than one acre of southern willow scrub is mapped within University CPU area. Southern willow scrub occurs in a tiny patch located in Rose Canyon, east of I-805 (see Figure 4.3-3).

Subtidal

The subtidal ocean zone extends seaward from the low tide line to the depth that supports canopy-forming kelps, typically to about 120 feet below the ocean surface. This area supports a variety of aquatic marine plants, phytoplankton, algae, and macroalgae when there is suitable substrate.

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 6 acres of subtidal ocean mapped near the coast in La Jolla, Ocean Beach, and Pacific Beach (see Figures 4.3-1a through 4.3-1e). There is no subtidal in the Hillcrest FPA area. Within the University CPU area, there are approximately 4 acres of subtidal located in a narrow strip along the northwestern boundary inside the Torrey Pines State Natural Reserve (see Figure 4.3-3).

Shallow Bay

Shallow bay is a bay less than 4 feet deep where light penetrates to the sea floor. Characteristic species may include common eelgrass (*Zostera marina*), but this land cover type is often unvegetated.

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 7 acres of shallow bay located in Mission Bay Park, while not proposed for development these are edges of the bay that fall within the Climate Smart Village Area boundaries (see Figures 4.3-1a through 4.3-1e). There is no shallow bay in the Hillcrest FPA area or the University CPU area.

Estuarine

Estuarine habitats occur on periodically and permanently flooded substrates and open water portions of semi-enclosed coastal waters where tidal seawater is diluted by flowing fresh water. Salinity and depth varies dramatically in estuarine habitats, resulting in high species richness but low diversity of phyla. Estuarine habitats commonly occur at the drowned mouths of perennial river tributaries to the Pacific Ocean in San Diego.

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 6 acres of estuarine habitat located Midway-Pacific Highway, Mission Bay Park, and Peninsula (see Figures 4.3-1a through 4.3-1e). There is no estuarian habitat in the Hillcrest FPA area.

Freshwater

Freshwater is comprised of year-round bodies of fresh water (extremely low salinity) in the form of lakes, streams, ponds or rivers. This includes those portions of water bodies that are usually covered by water and contain less than 10% vegetative cover.

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 80 acres of freshwater located in Mira Mesa, Mission Valley, and Navajo (see Figure 4.3-1a through 4.3-1e). There is no freshwater habitat in the Hillcrest FPA area or the University CPU area.

Vernal Pools

Vernal pools are seasonally flooded depressions that support a distinctive living community adapted to extreme variability in hydrologic conditions (seasonally very dry and very wet conditions). Although vernal pools are often associated with hummocks or mima-mounds, this feature is not

always present. In San Diego, vernal pools often retain pooled water for about 2 weeks after significant rain events; for vernal pools in swale systems water usually remains at least 2 weeks after surface flows cease. Vernal pools can be differentiated from other temporary wetlands by the following criteria: (1) the basin is at least partially vegetated during the normal growing season or is unvegetated due to heavy clay or hardpan soils that do not support plant growth; and (2) the basin contains at least one vernal pool indicator species (e.g., woolly marbles [*Psilocarphus* spp.], toothed downingia [*Downingia cuspidata*], San Diego button celery [*Eryngium aristulatum* var. *parishii*], or crustaceans – *Branchinecta* spp., *Streptocephalus* spp., and others).

Within the University CPU area, vernal pools are located in the eastern portion of the CPU area along Miramar Road. There are additional occurrences in the western portion located on Nobel drive and near the Torrey Pines Gliderport (see Figure 7a and 7b of Appendix D). There are no known vernal pools in the Climate Smart Village Areas or the Hillcrest FPA area.

Non-Vegetated Channel or Floodway

Consists of sandy, gravelly, or rocky fringe of waterways or flood channels. It is typically unvegetated on a relatively permanent basis. Variable water lines inhibit the growth of vegetation, although some weedy species of grasses may grow along the outer edges of the wash. Vegetation may exist here but is usually less than 10 percent total cover.

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 3 acres of non-vegetated channel or floodway in Mission Valley (see Figures 4.3-1a through 4.3-1e). There is no non-vegetated channel or floodway within the Hillcrest FPA area. Within the University CPU area, there is approximately 1 acre of non-vegetated channel or floodway in Rose Canyon, immediately east of I-805 (see Figure 4.3-3).

Beach

Beaches consist of sandy and/or cobbly habitat on coastal strands, lagoons, or lakes. Ocean beaches are a shoreline feature of deposited sand formed by waves and tides off the coast. Beaches on lakes may be a result of waves, disturbance, or geological formations. These are mainly unvegetated areas, however, upper portions may be thinly populated with herbaceous species. Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 28 acres of beach located in La Jolla, Mission Bay Park, Mission Beach, Ocean Beach, and Pacific Beach (see Figures 4.3-1a through 4.3-1e). There is no beach in the Hillcrest FPA area. Approximately 44 acres of beach are mapped within the University CPU area (see Figure 4.3-3).

c. Disturbed/Developed Land Cover Types

Disturbed Land

Disturbed land refers to areas that retain a soil substrate but on which the native vegetation has been significantly altered by previous human activity, such that the species composition and site conditions are no longer recognizable as a native or naturalized vegetation community. Vegetation, if present, is typically composed of predominantly non-native species – such as Russian-thistle (*Salsola tragus*), horseweed (*Conyza* spp.), mustard (*Hirschfeldia incana*), and non-native grasses – that have been introduced and established through human action. These areas are not typically artificially irrigated but receive water from precipitation and runoff. Examples of disturbed land include areas that have been graded, cleared for fuel management purposes, recently graded firebreaks, graded construction pads and staging areas, off-road vehicle trails, active agriculture, and fire, and old home sites. Disturbed land is classified as a Tier IV habitat as defined by the City's Biology Guidelines (2018).

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 456 acres of disturbed land located in Clairemont Mesa, College Area, Encanto Neighborhoods, Greater Golden Hill, Kearny Mesa, Linda Vista, Mid-City: City Heights, Mid-City: Eastern Area, Mid-City: Kensington-Talmadge, Mid-City: Normal Heights, Mira Mesa, Mission Bay Park, Mission Valley, North Park, Old Town San Diego, Otay Mesa-Nestor, Pacific Beach, Peninsula, San Ysidro, Serra Mesa, Southeastern San Diego, University, and Uptown (see Figures 4.3-1a through 4.3-1e). Within the Hillcrest FPA area, there are approximately 6 acres of disturbed land along the northern boundary of the Hillcrest FPA area south of State Route (SR) 163 (see Figure 4.3-2). Within the University CPU area, there are approximately 367 acres of disturbed land scattered throughout, with large swaths of disturbed land located in the northern portion of the University CPU area on either side of I-5 (see Figure 4.3-3).

Urban/Developed

Urban/developed lands have been constructed upon or physically altered such that they support no naturally occurring native vegetation and are characterized by the presence of permanent or semi-permanent human-made structures, such as buildings or roads. The level of soil disturbance is such that only the most ruderal plant species would be expected. In many areas, ornamental plantings are included in developed lands where they are immediately adjacent and part of the residential and/or commercial development. Developed land can also describe areas where no natural land is evident as a result of a large amount of debris or other man-made materials, such as a recycling plant or quarry.

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. Urban/developed land is the primary vegetation/land cover type of the Climate Smart Village Areas and comprises approximately 23,239 acres (see Figure 4.3-1a through 4.3-1e). Within the Hillcrest FPA area, urban/developed land

is the primary vegetation/land cover type and comprises approximately 366 acres (see Figure 4.3-2). Within the University CPU area, urban/developed land is the primary vegetation/land cover type and comprises approximately 5,451 acres (see Figure 4.3-3).

Agriculture

Agriculture land cover types include extensive agriculture and intensive agriculture. Extensive agriculture includes field and pasture and consists of a dense habitat with nearly 100 percent cover. Planted fields are usually monoculture crops that are irrigated and usually artificially seeded and maintained. Row crops are comprised of annual and perennial crops grown in rows with open space between the rows. Species composition frequently changes by season and year. Row crops often occur in floodplains or upland areas with high soil quality. Row crops are nearly always artificially irrigated. Intensive agriculture consists of dairies, nurseries, and chicken ranches. Open spaces are typically used for livestock. There is usually no vegetation present except between animal holding areas. Agriculture is categorized as a Tier IV habitat as defined by the City's Biology Guidelines (2018).

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 16 acres of agriculture based on generalized vegetation data including approximately 5 acres of extensive agricultural land and 11 acres of intensive agriculture in Linda Vista, Midway-Pacific Highway, Otay Mesa-Nestor, and San Ysidro (see Figures 4.3-1a through 4.3-1e). These lands may not be in active agriculture and land may be fallow vegetation including non-native grassland or other sensitive habitats. There is no agriculture in the Hillcrest FPA area or the University CPU area.

Eucalyptus Woodland

Eucalyptus woodland is typically characterized by dense stands of gum trees (*Eucalyptus* spp.), often monotypic and dominated by either blue gum (*Eucalyptus globulus*) or river red gum (*E. camaldulensis*); however, sparse eucalyptus woodland also occurs. Many areas of eucalyptus woodland contain little understory, as very few plants are able to tolerate the chemical compounds in the bark and leaf litter. Plants in this genus, imported primarily from Australia, were originally planted in groves throughout many regions of coastal California as a potential source of lumber and building materials, for their use as windbreaks, and for their horticultural novelty. They have increased their cover through natural regeneration, particularly in moist areas sheltered from strong coastal winds. Gum trees naturalize readily in this state and, where they form dense, monotypic stands, tend to completely supplant native vegetation and alter community structure and dynamics. This land cover type is categorized as a Tier IV habitat as defined by the City's Biology Guidelines (2018).

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas contain approximately 15 acres of eucalyptus woodland located in Balboa Park, Greater Golden Hill, Mission Valley, Peninsula, Rancho Bernardo, and University (see Figures 4.3-1a through

4.3-1e). Within the Hillcrest FPA area, there is less than one acre of eucalyptus woodland located interspersed with chaparral along a canyon edge in the northwestern portion of the FPA area (see Figure 4.3-2). Within the University CPU area, there are approximately 95 acres of eucalyptus woodland located in the central portion of the University CPU area, primarily on and adjacent to the University of California, San Diego (UCSD) campus (see Figure 4.3-3).

4.3.1.3 Sensitive Plant Species

Sensitive plant species are those that are considered by the federal government, state, or California Native Plant Society (CNPS) as rare, threatened, or endangered; Multiple Species Conservation Program (MSCP) Covered Species; or MSCP narrow endemic species. More specifically, if a species is designated with any of the following statuses (a through c below), it is considered sensitive per the San Diego Municipal Code (SDMC; Chapter 11, Article 3, Division 1):

- (a) A species or subspecies is listed as rare, endangered, or threatened under Section 670.2 or 670.5, Title 14, California Code of Regulations (CCR); or the federal Endangered Species Act (ESA), Title 50, Code of Federal Regulations (CFR), Section 17.11 or 17.12; or candidate species under the CCR;
- (b) A species is a narrow endemic species as listed in the Biology Guidelines in the Land Development Manual (LDM) (City of San Diego 2018); and/or
- (c) A species is an MSCP Covered Species as listed in the Biology Guidelines in the LDM (City of San Diego 2018).

A plant species may also be considered sensitive if it is included in the CNPS Inventory of Rare and Endangered Plants (CNPS 2018). Sensitive plant status is often based on one or more of three distributional attributes: geographic range, habitat specificity, and/or population size. A species that exhibits a small or restricted geographic range (such as those endemic to the region) is geographically rare. A species may be more or less abundant but occur only in very specific habitats. Lastly, a species may be widespread, but exist naturally in small populations.

The potential for sensitive plant species to occur or have the potential to occur in a given area is highly site specific and requires project-level surveys and an evaluation based on known ranges (geographic and elevational), habitat preferences, and historical occurrences. Sensitive plant species that occur or have a potential to occur within the Climate Smart Village Areas and the Hillcrest FPA area are reported in Table 4.3-2; however, there is potential that more species may be present based on future site-specific biological surveys. The presence or absence of sensitive plant species will be determined during project level reviews as future site-specific projects come forward.

The Biological Resources Report completed for the University CPU (Appendix D) identified 47 sensitive plant species either known to occur or with a potential to occur within the University CPU area. Refer to Table 4 of Appendix D for additional information regarding the sensitive plant species that occur or have a potential to occur within the University CPU area. Species that occur or have a potential to occur within the Climate Smart Village Areas and the Hillcrest FPA are reported in Table 4.3-2.

**Table 4.3-2
Sensitive Plant Species that Occur or have a Potential to Occur within the Project Areas¹**

Species	Sensitivity	Description	Potential to Occur within Climate Smart Village Areas	Potential to Occur within Hillcrest FPA Area
San Diego button-celery (<i>Eryngium aristulatum</i> var. <i>parishii</i>)	FE SE CRPR 1B.1 City of San Diego NE, VPHCP	Biennial/perennial herb; vernal pools, mesic areas of coastal sage scrub and grasslands, blooms April-June; elevation less than 2,000 feet. Known from San Diego and Riverside counties. Additional populations occur in Baja California, Mexico.	Present. Known from 49 locations throughout the Climate Smart Village Areas (CDFW 2024).	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.
California Orcutt grass (<i>Orcuttia californica</i>)	FE SE CRPR 1B.1 City of San Diego NE, VPHCP	Annual herb; vernal pools; blooms April-August; elevation 50-2,200 feet.	Potential. No historical records occur (CDFW 2024); however, suitable habitat is present throughout the Climate Smart Village Areas.	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.
Salt marsh bird's beak (<i>Chloropyron maritimum</i> ssp. <i>Maritimum</i> [= <i>Cordylanthus maritimus</i> ssp. <i>Maritimus</i>])	FE SE CRPR 1B.2 City of San Diego MSCP	Annual herb (hemiparasitic); coastal dunes, coastal salt marshes and swamps; blooms May-October; elevation less than 100 feet.	Present. Known from 5 locations in La Jolla (CDFW 2024).	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.
Spreading navarretia (<i>Navarretia fossalis</i>)	FT CRPR 1B.1 City of San Diego NE, VPHCP	Annual herb; vernal pools, marshes and swamps, chenopod scrub; blooms April-June; elevation 100-4,300 feet.	Potential. No historical records occur (CDFW 2024); however, suitable habitat is present throughout the Climate Smart Village Areas.	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.
Thread-leaved brodiaea (<i>Brodiaea filifolia</i>)	FT SE CRPR 1B.1 City of San Diego NE, MSCP	Perennial herb (bulbiferous); cismontane woodland, coastal sage scrub, playas, valley and foothill grassland, vernal pools; often clay soils; blooms March-June; elevation less than 2,850-3,675 feet. California endemic. Known from San Diego, Riverside, Orange, Los Angeles, and San Bernardino counties.	Potential. No historical records occur (CDFW 2024); however, suitable habitat is present throughout the Climate Smart Village Areas.	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.

**Table 4.3-2
Sensitive Plant Species that Occur or have a Potential to Occur within the Project Areas¹**

Species	Sensitivity	Description	Potential to Occur within Climate Smart Village Areas	Potential to Occur within Hillcrest FPA Area
Orcutt's spineflower (<i>Chorizanthe orcuttiana</i>)	FE SE CRPR 1B.1	Annual herb; maritime chaparral, closed-cone coniferous forest, coastal sage scrub; sandy openings; blooms March–May; elevation less than 400 feet. San Diego County endemic. Known from fewer than 20 occurrences.	Present. Known from 20 locations in La Jolla and Point Loma (CDFW 2024).	Potential. Although no historical records occur (CDFW 2024), this species has potential to occur within suitable coastal sage scrub habitat along the canyon in the northern corner of the Hillcrest FPA Area.
Willow monardella (<i>Monardella viminea</i> [= <i>Monardella linoides</i>])	FE SE CNPS 1B.1 City of San Diego MSCP	Perennial herb; closed-cone coniferous forest, chaparral, coastal sage scrub, riparian scrub, riparian woodlands, sandy seasonal dry washes; blooms June–August; elevation 160–740 feet. San Diego County endemic.	Present. Known from 66 locations throughout the Climate Smart Village Areas.	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.
San Diego mesa mint (<i>Pogogyne abramsii</i>)	FE SE CRPR 1B.1 City of San Diego NE, VPHCP	Annual herb; vernal pools; blooms March–July; elevation 300–700 feet. San Diego County endemic.	Present. Known from 208 locations throughout the Climate Smart Village Areas.	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.
Otay mesa mint (<i>Pogogyne nudiuscula</i>)	FE SE CRPR 1B.1 City of San Diego NE, VPHCP	Annual herb; vernal pools; blooms May–July; elevation 300–820 feet. In California, known from approximately 10 occurrences in Otay Mesa in San Diego County. Additional populations occur in Baja California, Mexico.	Present. Known from 77 locations throughout the Climate Smart Village Areas (CDFW 2024).	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.
San Diego thornmint (<i>Acanthomintha ilicifolia</i>)	FT SE CRPR 1B.1 City of San Diego NE, MSCP	Annual herb; chaparral, coastal sage scrub, and grasslands; friable or broken clay soils; blooms April–June; elevation less than 3,200 feet.	Present. Known from 60 locations throughout the Climate Smart Village Areas (CDFW 2024).	Not Expected. One historical record occurs from 1936 (CDFW 2024); however, this species is possibly extirpated.
Del Mar manzanita (<i>Arctostaphylos glandulosa</i> ssp. <i>Crassifolia</i>)	FE CRPR 1B.1 City of San Diego MSCP	Perennial evergreen shrub; southern maritime chaparral; sandy soil; blooms December–June; elevation less than 1,200 feet.	Potential. No historical records occur (CDFW 2024); however, suitable habitat is present throughout the Climate Smart Village Areas.	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.

**Table 4.3-2
Sensitive Plant Species that Occur or have a Potential to Occur within the Project Areas¹**

Species	Sensitivity	Description	Potential to Occur within Climate Smart Village Areas	Potential to Occur within Hillcrest FPA Area
Variegated dudleya (<i>Dudleya variegata</i>)	CRPR 1B.2 City of San Diego NE, MSCP	Perennial herb; openings in chaparral, coastal sage scrub, grasslands, vernal pools; blooms April-June; elevation less than 1,900 feet.	Present. Known from 106 locations throughout the Climate Smart Village Areas (CDFW 2024).	Potential. One historical record occurs from 1936 (CDFW 2024) and this species has potential to occur in openings in coastal sage scrub and chaparral along the canyons in the northwestern corner of the Hillcrest FPA Area.

¹ Refer to Appendix D for detail on the sensitive plant species that occur or have a potential to occur within the University CPU area.

SOURCES: Jepson Flora Project 2022; CDFW 2024; Calflora 2023; NatureServe 2023

STATUS CODES

Federal Status

FE = Listed as endangered by the federal government

FT = Listed as threatened by the federal government

State Status

SE = Listed as endangered by the state of California

California Native Plant Society (CNPS): California Rare Plant Ranks (CRPR)

1B = Species rare, threatened, or endangered in California and elsewhere. These species are eligible for state listing.

0.1 = Species seriously threatened in California (over 80% of occurrences threatened; high degree and immediacy of threat).

0.2 = Species fairly threatened in California (20-80% occurrences threatened; moderate degree and immediacy of threat).

City of San Diego

MSCP = City of San Diego MSCP Subarea Plan covered species.

NE = Narrow Endemic species that have limited distributions in the region and require focused evaluations during project review.

VPHCP = City of San Diego Vernal Pool Habitat Conservation Plan covered species.

4.3.1.4 Sensitive Wildlife Species

Sensitive wildlife species are those that are considered federal or state threatened or endangered; MSCP Covered Species; or MSCP narrow endemic species. More specifically, if a species is designated with any of the following statuses (a through c below), it is considered sensitive per the SDMC (Chapter 11, Article 3, Division 1):

- (a) A species or subspecies is listed as endangered or threatened under Section 670.2 or 670.5, Title 14, CCR; or the federal ESA, Title 50, CFR, Section 17.11 or 17.12; or candidate species under the CCR;
- (b) A species is a narrow endemic species as listed in the Biology Guidelines in the LDM (City of San Diego 2018); and/or
- (c) A species is an MSCP Covered Species as listed in the Biology Guidelines in the LDM (City of San Diego 2018).

A species may also be considered sensitive if it is included on the California Department of Fish and Wildlife's (CDFW's) special animals list as a candidate for federal or state listing, state species of special concern, state watch list species, state fully protected species, or federal bird of conservation concern. Generally, the principal reason an individual taxon (species or subspecies) is considered sensitive is the documented or perceived decline or limitations of its population size or geographical extent and/or distribution, resulting in most cases from habitat loss. Additionally, avian nesting is protected by the California Fish and Game Code Section 3503. The potential for wildlife species to occur in a given area is highly site specific and requires project-level surveys and evaluation. The Biological Resources Report completed for the University CPU (see Appendix D) identified 37 sensitive wildlife species either known to occur or with a potential to occur within the University CPU area. Refer to Table 6 of Appendix D for sensitive species with a potential to occur within the University CPU area. Based on known ranges (geographic and elevational), habitat preferences, and a historical occurrence record search of the California Natural Diversity Database (CDFW 2024), sensitive wildlife species have the potential to occur within the Blueprint SD Initiative Climate Smart Village Areas and Hillcrest FPA area as reported in Table 4.3-3; however, this information is based on generalized data and more species may be present.

4.3.1.5 Wetlands

In addition to the potential wetland communities reported in Section 4.3.1.2b, Figures 4.3-4a through 4.3-4e and 4.3-5 identify wetland vegetation communities from the National Wetlands Inventory for the Climate Smart Village Areas and the University CPU area, respectively. No wetlands are mapped within the Hillcrest FPA area. As shown in Table 4.3-4, approximately 314 acres of potential wetlands are located in the Climate Smart Village Areas and approximately 124 acres are located within the University CPU area, primarily within the MHPA.

**Table 4.3-3
Sensitive Wildlife Species with a Potential to Occur within the Project Areas**

Species	Sensitivity	Habitat	Potential to Occur within Climate Smart Village Areas	Potential to Occur within Hillcrest FPA Area
<i>Invertebrates</i>				
Quino checkerspot butterfly (<i>Euphydryas editha quino</i>)	FE	Open, dry areas in foothills, mesas, lake margins. Larval host plant <i>Plantago erecta</i> . Adult emergence mid-January through April.	Present. Known from 74 historical locations throughout the Climate Smart Village Areas (CDFW 2024).	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.
Riverside fairy shrimp (<i>Streptocephalus woottoni</i>)	FE City of San Diego VPHCP	Vernal pools.	Present. Known from 55 historical locations throughout the Climate Smart Village Areas (CDFW 2024).	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.
San Diego fairy shrimp (<i>Branchinecta sandiegonensis</i>)	FE City of San Diego VPHCP	Vernal pools.	Present. Known from 783 historical locations throughout the Climate Smart Village Areas (CDFW 2024).	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.
<i>Amphibians</i>				
Western spadefoot (<i>Spea hammondi</i>)	FPT SSC	Vernal pools, floodplains, and alkali flats within areas of open vegetation.	Present. Known from 464 historical locations throughout the Climate Smart Village Areas (CDFW 2024).	Not Expected. Although 1 historical record occurs for this species in 1946 (CDFW 2024), much of this species' natural habitat has been destroyed due to development and no suitable habitat is present within the Hillcrest FPA Area.
Arroyo toad (<i>Anaxyrus californicus</i> [= <i>Bufo microscaphus californicus</i>])	FE SSC City of San Diego MSCP	Open streamside sand/gravel flats. Quiet, shallow pools along stream edges are breeding habitat. Nocturnal except during breeding season (March–July).	Present. Known from 94 historical locations throughout the Climate Smart Village Areas (CDFW 2024).	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.
<i>Reptiles</i>				
Southwestern pond turtle (<i>Emys marmorata</i>)	SSC MSCP	Ponds, small lakes, marshes, slow-moving, sometimes brackish water.	Potential. Suitable ponds, small lakes and marshes with slow-moving water habitats are present throughout the Climate Smart Village Areas.	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.

**Table 4.3-3
Sensitive Wildlife Species with a Potential to Occur within the Project Areas**

Species	Sensitivity	Habitat	Potential to Occur within Climate Smart Village Areas	Potential to Occur within Hillcrest FPA Area
San Diegan legless lizard (<i>Anniella stebbinsi</i> [= <i>Anniella pulchra</i>])	SSC	Herbaceous layers with loose soil in coastal scrub, chaparral, and open riparian. Prefers dunes and sandy washes near moist soil.	Present. Known from 385 historical locations throughout the Climate Smart Village Areas (CDFW 2024).	Potential. Known from 1 historical location in 1976 (CDFW 2024) and suitable coastal scrub and chaparral habitat occurs in the northwestern corner of the Hillcrest FPA Area.
California glossy snake (<i>Arizona elegans occidentalis</i>)	SSC	Scrub and grassland habitats, often with loose or sandy soils.	Present. Known from 184 historical locations throughout the Climate Smart Village Areas (CDFW 2024).	Potential. Known from 1 historical location in 1942 (CDFW 2024) and marginally suitable scrub habitat occurs in the northwestern corner of the Hillcrest FPA Area.
<i>Birds</i>				
American peregrine falcon (<i>Falco peregrinus anatum</i>)	City of San Diego MSCP	Open coastal areas, mud flats. Rare inland. Rare fall and winter resident, casual in late spring and early summer. Local breeding populations extirpated.	Present. Known from 278 historical locations throughout the Climate Smart Village Areas (CDFW 2024).	Not Expected. Known from 1 historical location in 1990 (CDFW 2024); however, no suitable habitat is present.
California least tern (<i>Sternula</i> [= <i>Sterna</i>] <i>antillarum browni</i>)	FE SC, CFP City of San Diego MSCP	Bays, estuaries, lagoons, shoreline. Resident. Localized breeding.	Present. Known from 32 historical locations in Point Loma and La Jolla (CDFW 2024).	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.
Coastal California gnatcatcher (<i>Polioptila californica californica</i>)	FT SSC City of San Diego MSCP	Coastal sage scrub, maritime succulent scrub. Resident.	Present. Known from 1,648 historical locations throughout the Climate Smart Village Areas (CDFW 2024).	Potential. No historical records occur (CDFW 2024); however, suitable Diegan coastal sage scrub is present along the northern site boundary.
Least Bell's vireo (<i>Vireo bellii pusillus</i>)	FE SE City of San Diego MSCP	Willow riparian woodlands. Summer resident.	Present. Known from 820 historical locations throughout the Climate Smart Village Areas (CDFW 2024).	Not Expected. Although 1 historic record occurs from 1921 (CDFW 2024), much of this species' natural habitat has been destroyed due to development and no suitable habitat is present within the Hillcrest FPA Area.

**Table 4.3-3
Sensitive Wildlife Species with a Potential to Occur within the Project Areas**

Species	Sensitivity	Habitat	Potential to Occur within Climate Smart Village Areas	Potential to Occur within Hillcrest FPA Area
Light-footed Ridgway's rail (<i>Rallus obsoletus</i> [=longirostris] <i>levipes</i>)	FE SE, CFP City of San Diego MSCP	Salt marshes supporting <i>Spartina foliosa</i> . Localized resident.	Present. Known from 39 historical locations in Imperial Beach and La Jolla(CDFW 2024).	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.
Southwestern willow flycatcher (<i>Empidonax traillii extimus</i>)	FE SE City of San Diego MSCP	Nesting restricted to willow thickets. Also occupies other woodlands. Rare spring and fall migrant, rare summer resident. Extremely localized breeding.	Present. Known from 3 locations (CDFW 2024).	Not Expected. No historical records occur (CDFW 2024). This species is unlikely to be present during migration and is not expected to nest within the Hillcrest FPA area.
Western snowy plover (<i>Charadrius nivosus</i> [=alexandrinus] <i>nivosus</i>)	FT SSC City of San Diego MSCP	Sandy beaches, lagoon margins, tidal mud flats. Migrant and winter resident. Localized breeding.	Present. Known from 33 locations in Point Loma and Imperial Beach (CDFW 2024).	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.
Western yellow-billed cuckoo (<i>Coccyzus americanus occidentalis</i>)	FT SE City of San Diego MSCP	Riparian woodlands. Summer resident. Very localized breeding.	Present. Known from 29 locations (CDFW 2024).	Not Expected. No historical records occur (CDFW 2024) and no suitable habitat is present.

SOURCES: American Society of Mammalogists 2021; Bradley et al. 2014; Chesser et al. 2022; Crother et al. 2017; CDFW 2024

STATUS CODES

Federal Status

- FE = Listed as endangered by the federal government
- FPT = Listed as proposed threatened by the federal government
- FT = Listed as threatened by the federal government

State Status

- CFP = California fully protected species
- SE = Listed as endangered by the state of California
- SSC = California Department of Fish and Wildlife species of special concern

City of San Diego

- MSCP = City of San Diego MSCP Subarea Plan covered species
- VPHCP = City of San Diego Vernal Pool Habitat Conservation Plan covered species

Table 4.3-4 Potential Wetlands		
	Climate Smart Village Areas (acres)	University CPU Area (acres)
Estuarine and Marine Deepwater	8.8	0.0
Estuarine and Marine Wetland	26.2	36.0
Freshwater Emergent Wetland	32.1	11.6
Freshwater Forested/Shrub Wetland	151.2	61.2
Freshwater Pond	28.1	0.5
Riverine	67.2	14.5
Total	313.6	123.7
SOURCE: National Wetlands Inventory 2022		

4.3.1.6 Wildlife Movement

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

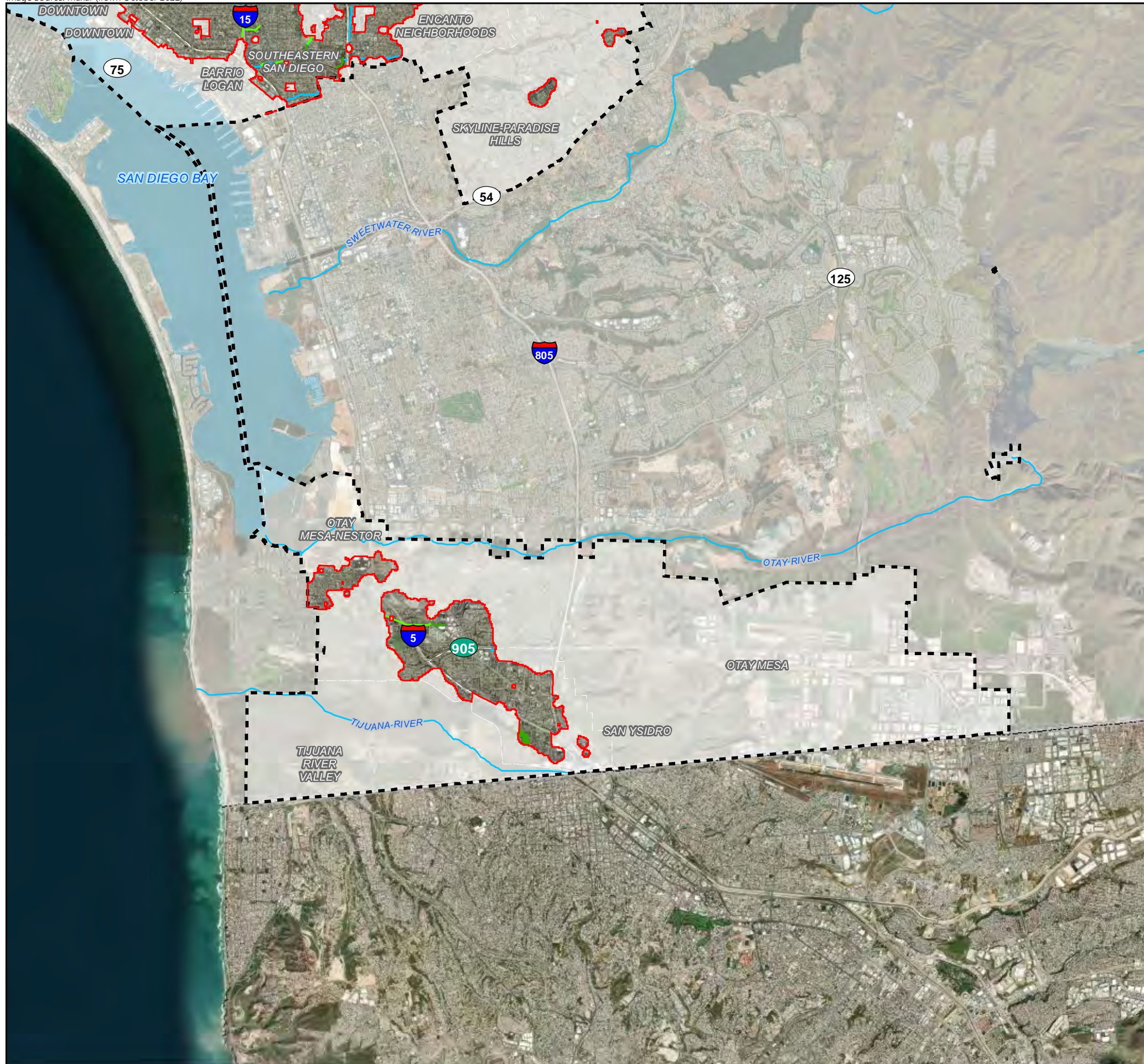
Wildlife corridors can be classified as either regional corridors or local corridors. Regional corridors are defined as those linking two or more large areas of natural open space, and local corridors are defined as those allowing resident animals to access critical resources (e.g., food, cover, water) in a smaller area that might otherwise be isolated by some form of urban development (e.g., roads, housing tracts).

a. Blueprint SD Initiative

Wildlife movement corridors are identified throughout the City in the City's MSCP Subarea Plan (SAP). Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas are located largely within urbanized settings and outside of any City MSCP SAP designated wildlife corridors.

b. Hillcrest Focused Plan Amendment

The Hillcrest FPA area is an urban area with no regional wildlife corridors. Canyons surrounding the Hillcrest FPA area provide local wildlife movement within urban canyons.



- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Riverine

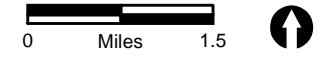
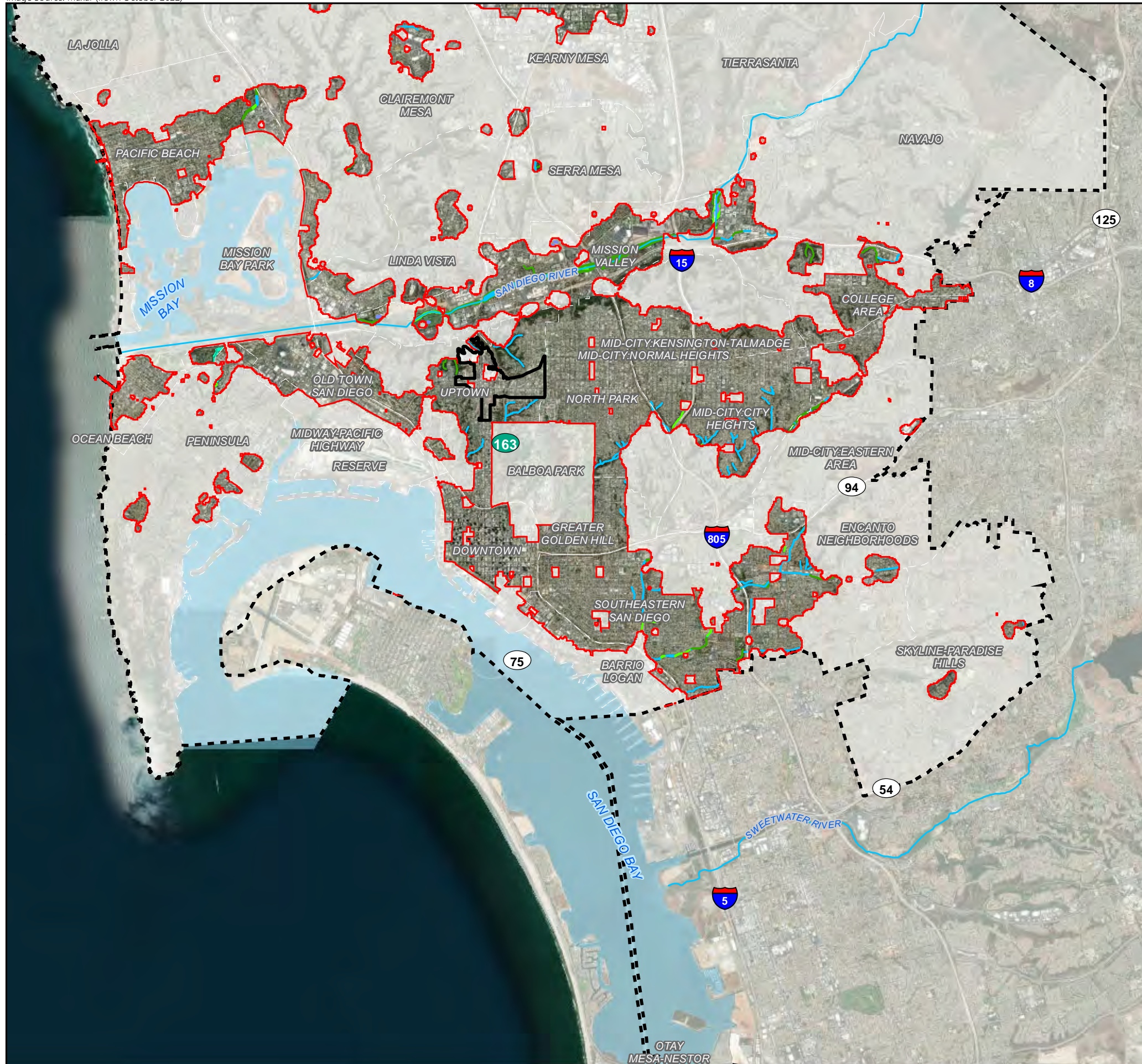


FIGURE 4.3-4a
Potential Wetlands in Relation to Blueprint SD Initiative
Climate Smart Village Areas - South



- Hillcrest Focused Plan Amendment Area
- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Riverine

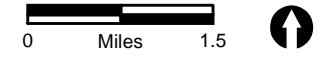
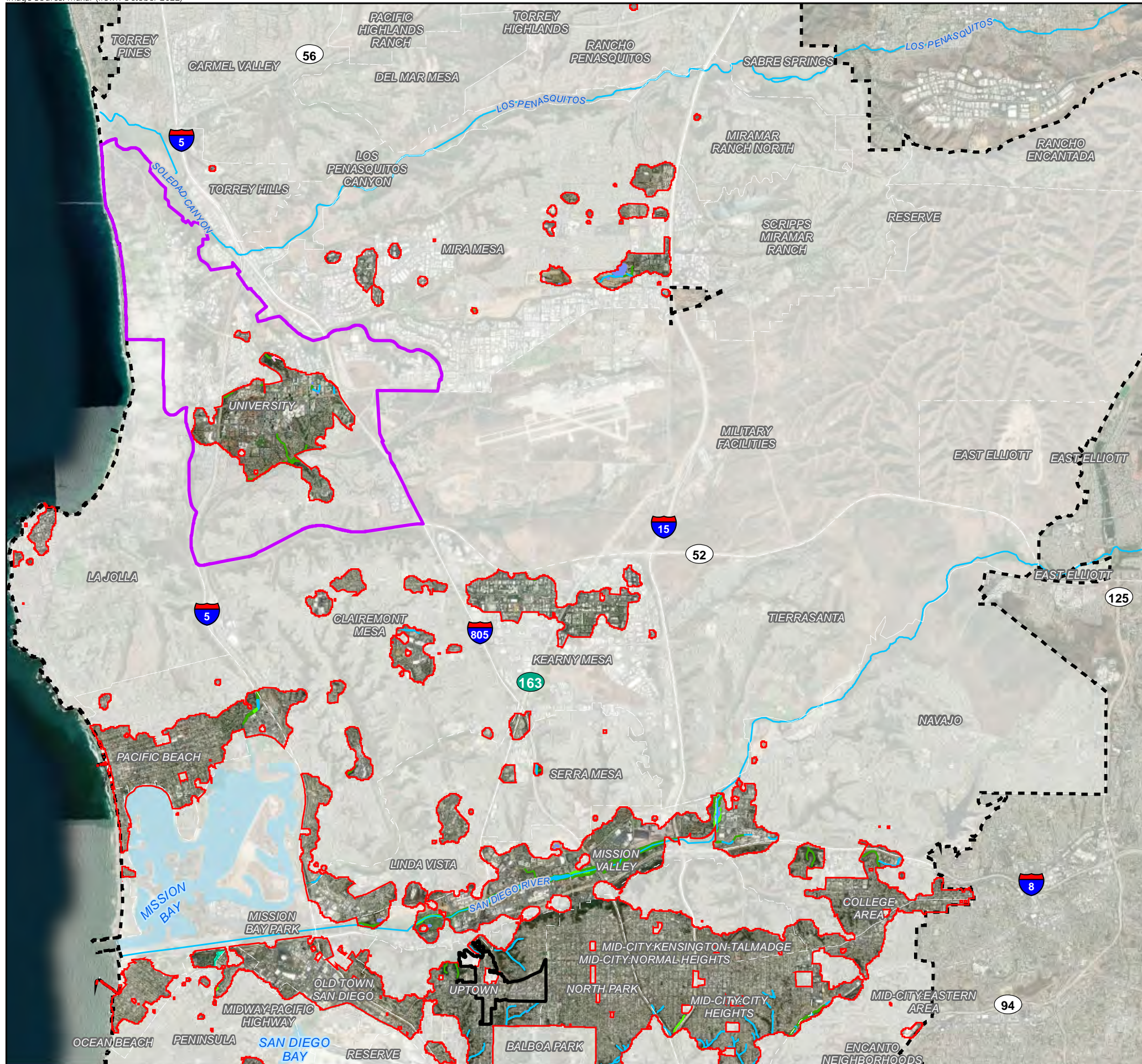


FIGURE 4.3-4b
Potential Wetlands in Relation to Blueprint SD Initiative
Climate Smart Village Areas - South Central



- Hillcrest Focused Plan Amendment Area
- University Community Plan Update Area
- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Riverine
- Riparian

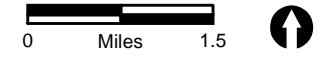
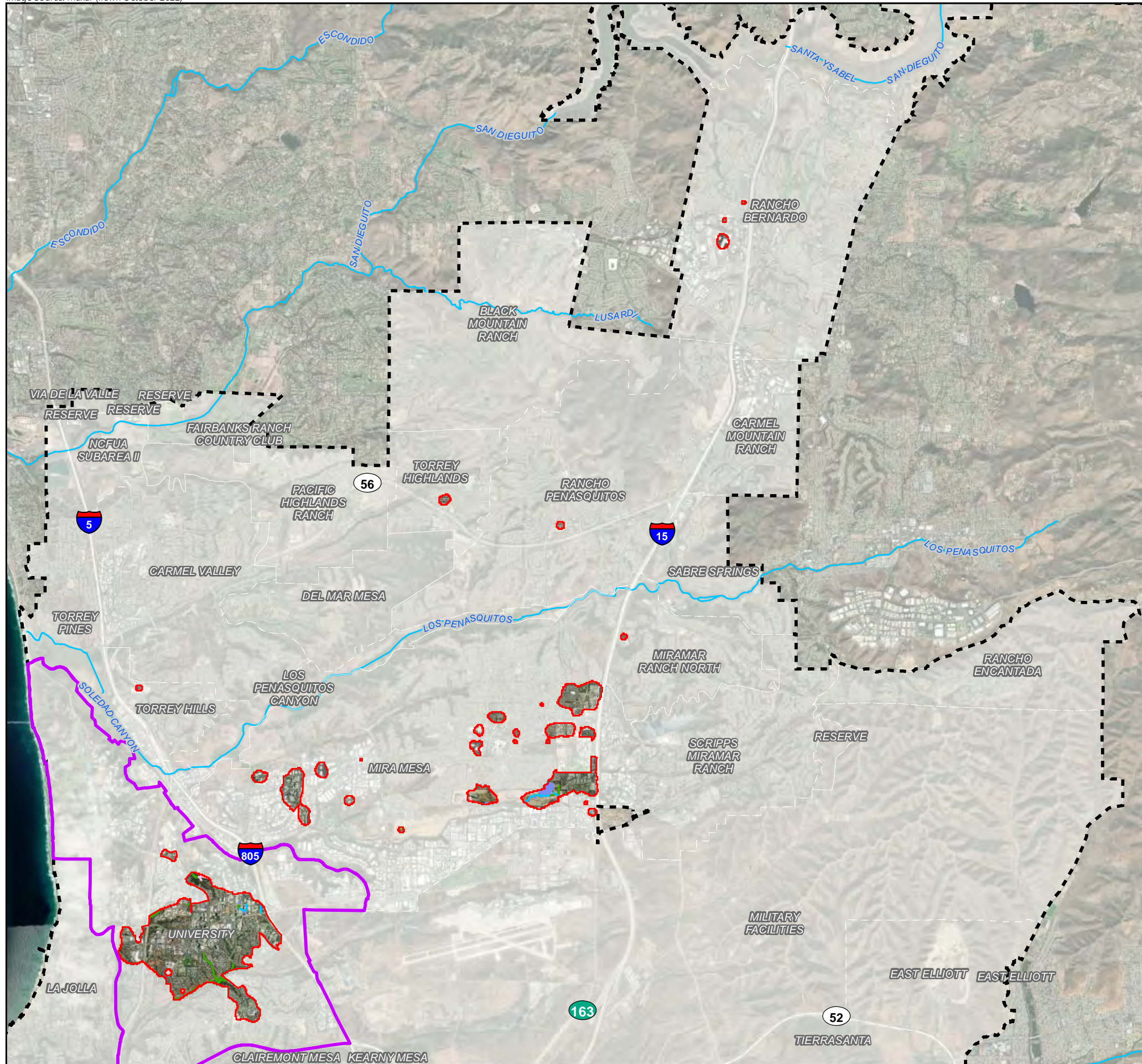










FIGURE 4.3-4c
Potential Wetlands in Relation to Blueprint SD Initiative
Climate Smart Village Areas - North Central



-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Riverine
-  Riparian

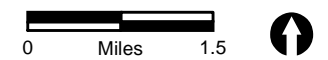
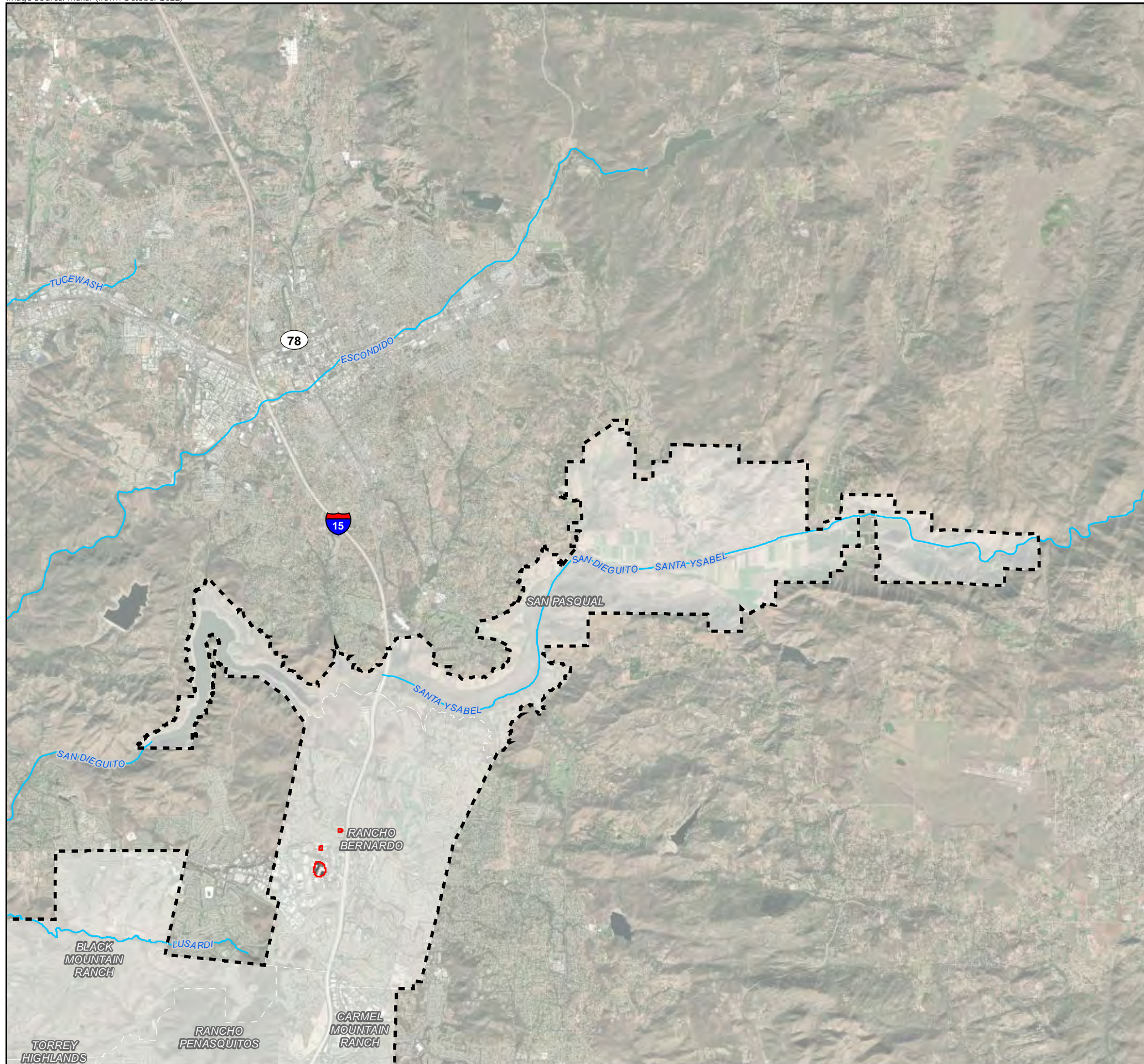




FIGURE 4.3-4d
Potential Wetlands in Relation to Blueprint SD Initiative
Climate Smart Village Areas - North



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

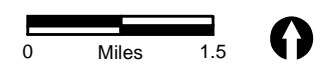
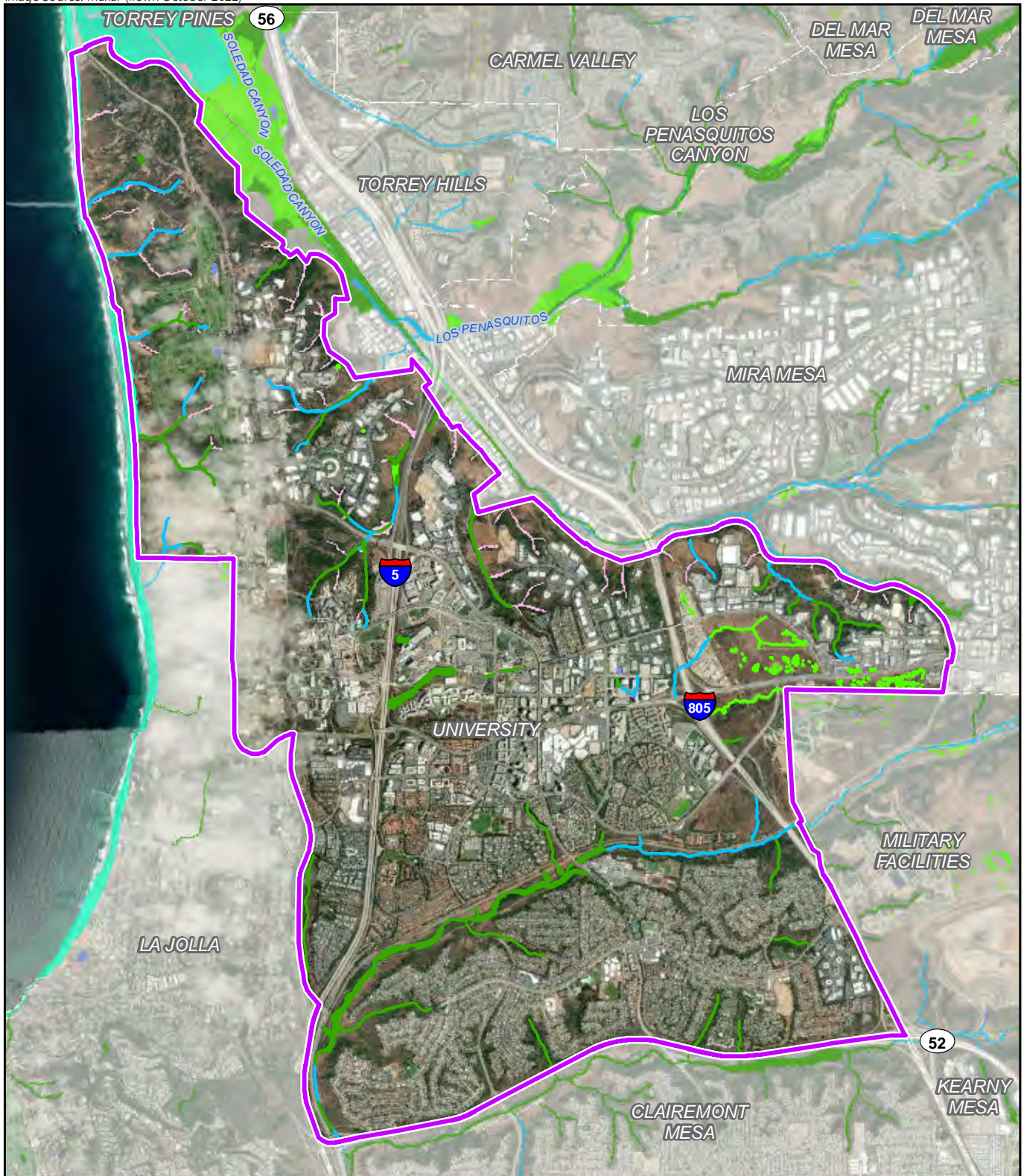


FIGURE 4.3-4e
Potential Wetlands in Relation to Blueprint SD Initiative
Climate Smart Village Areas - Northeast










-  University Community Plan Update Area
-  Estuarine and Marine Wetland
-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Riverine
-  Riparian



FIGURE 4.3-5
Potential Wetlands in Relation to the
University Community Plan Update Area

c. University Community Plan Update

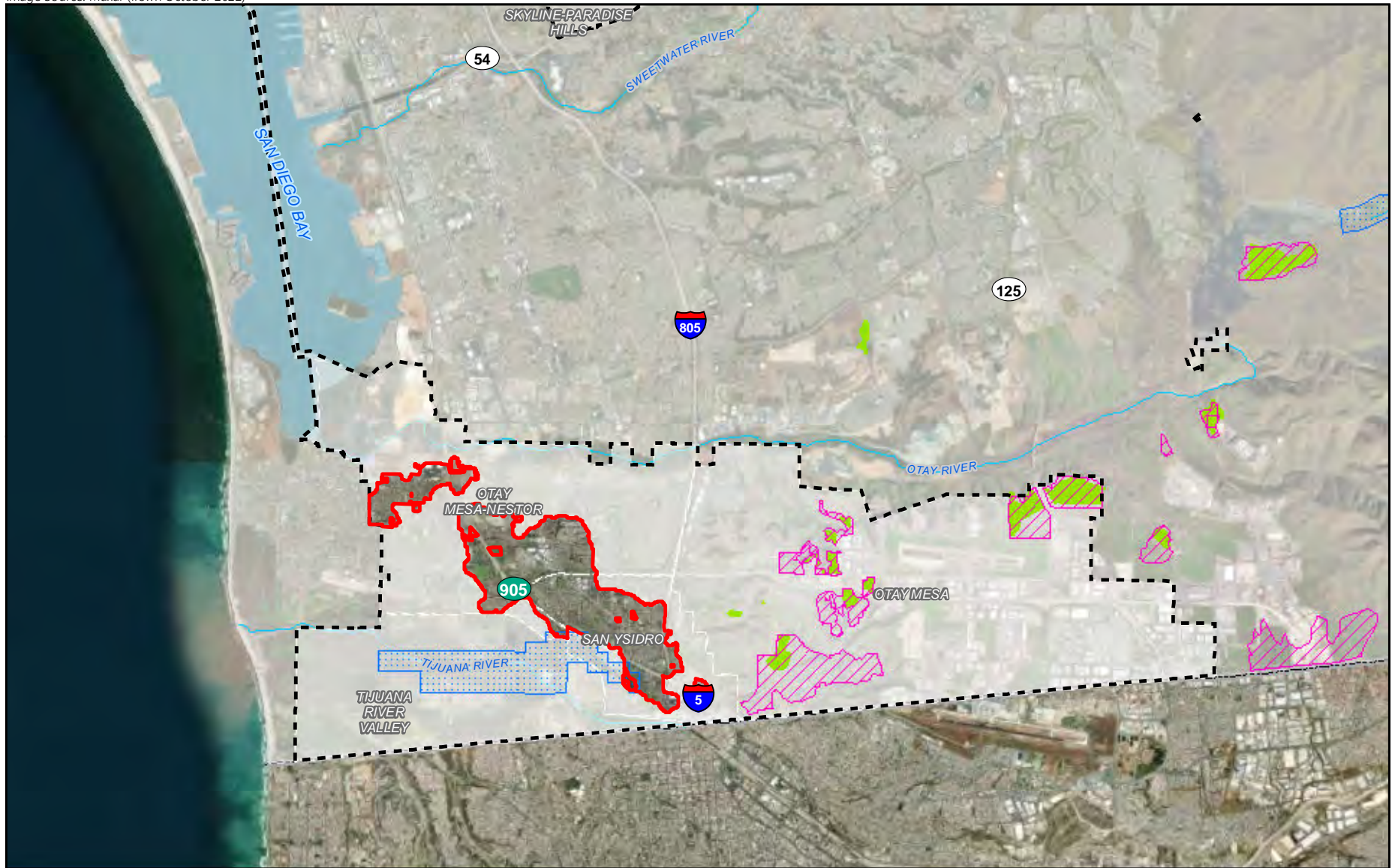
As detailed in Appendix D there are no designated wildlife corridors within the University CPU area. However, there are core biological resource areas that connect wildlife from inland to the coast. The University CPU area is located within the Northern Area and Urban Area as defined in the City's MSCP SAP. Los Peñasquitos Canyon, located east of the University CPU area is a regional corridor linking coastal habitats to inland habitats on Black Mountain and in Poway. The MHPA in the Northern Area is largely comprised of regional linkages leading to biological core areas within existing reserves and parks. Based on a review of the MSCP SAP, the canyon networks within the University CPU area are local wildlife movement corridors that expand on regional wildlife corridors including Los Peñasquitos Lagoon, Los Peñasquitos Canyon, and Lopez Canyon located immediately adjacent to the University CPU area to the north and west. The local canyon networks within the University CPU area are important to maintain healthy plant and wildlife populations in the highly urbanized University CPU area by providing connectivity from the coast to natural areas further east which serve as regional wildlife corridors in the MSCP SAP. Torrey Pines State Natural Reserve and Los Peñasquitos Lagoon, located within and adjacent to the northernmost portion of the University CPU area provide local wildlife movement and connections to regional wildlife movement opportunities. The habitats found within these open space and canyon areas allow local wildlife movement and provide connectivity from the Pacific Ocean and coastal region to inland open space.






4.3.1.7 Critical Habitats

The U.S. Fish and Wildlife Service (USFWS) designates critical habitats which are areas that the agency determines are essential to its conservation. Critical habitats are identified for species proposed for listing as endangered or threatened under the ESA.

Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The location of USFWS Critical Habitats in relation to the Climate Smart Village Areas are depicted on Figures 4.3-6a through 4.3-6d. The location of USFWS Critical Habitats in relation to the University CPU area are depicted in Figure 4.3-7.

As shown on these graphics and reported in Table 4.3-5, approximately 39 acres of the Climate Smart Village Areas overlap with USFWS critical habitat for least Bell's vireo and approximately one acre overlaps with San Diego Fairy Shimp critical habitat. No critical habitat is located within the Hillcrest FPA area. Approximately 38 acres of critical habitat for spreading navarretia is located within the University CPU area.



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Least Bell's Vireo Critical Habitat
-  San Diego Fairy Shrimp Critical Habitat
-  Spreading Navarretia Critical Habitat

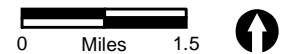
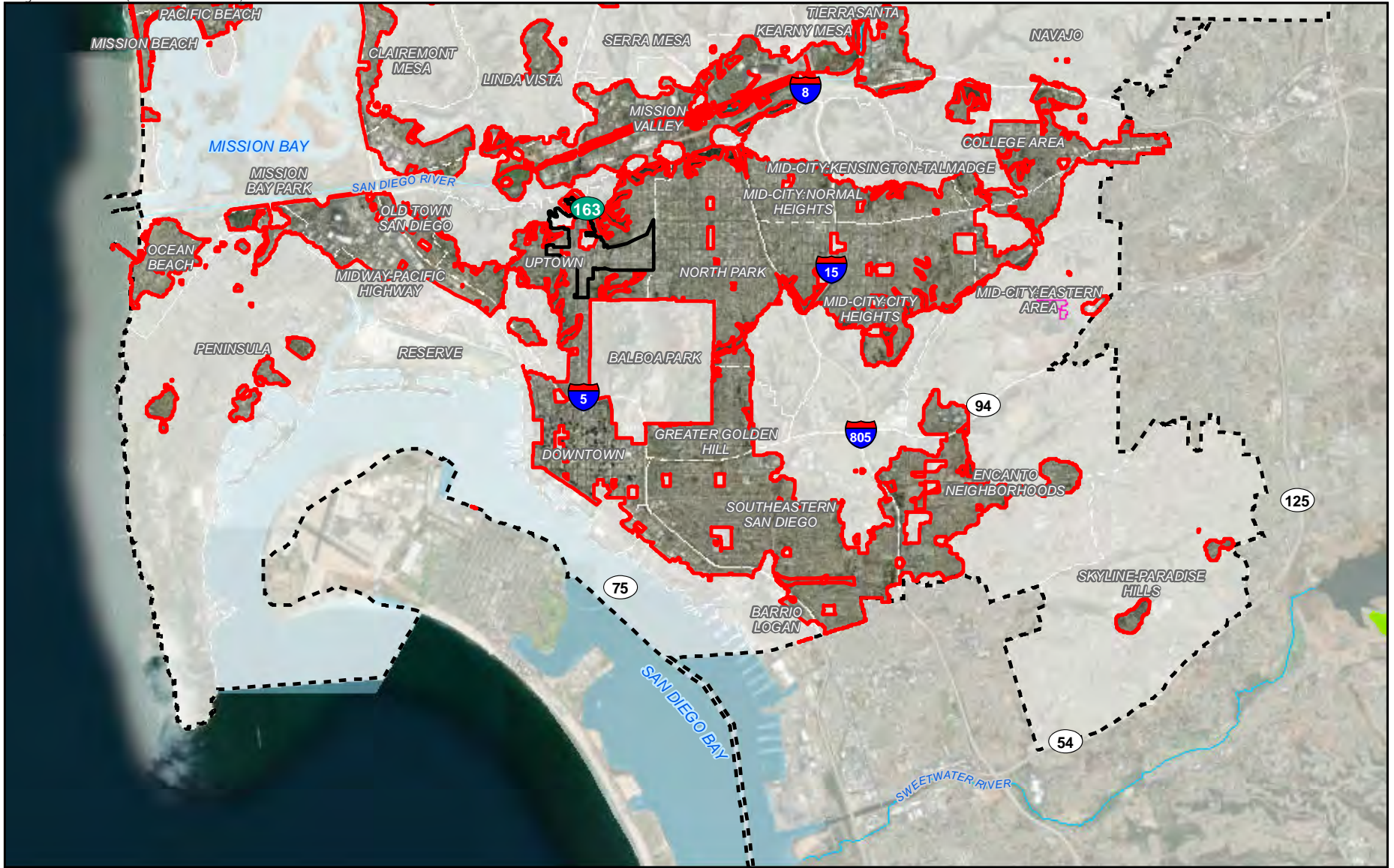







FIGURE 4.3-6a
Critical Habitats in Relation to Blueprint SD Initiative
Climate Smart Village Areas - South



-  Hillcrest Focused Plan Amendment Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  San Diego Fairy Shrimp Critical Habitat
-  Spreading Navarretia Critical Habitat

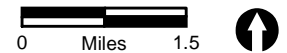
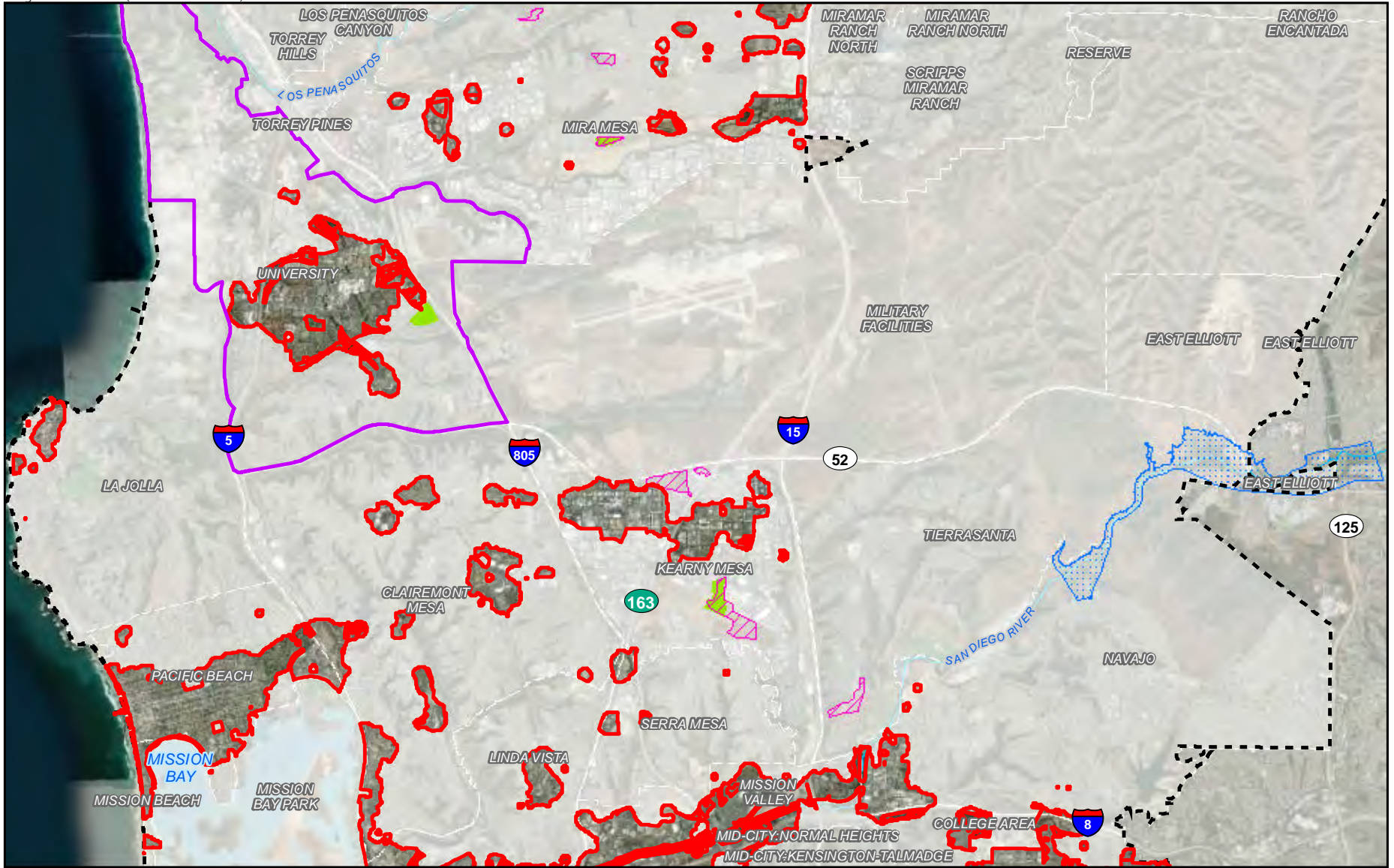








FIGURE 4.3-6b
Critical Habitats in Relation to Blueprint SD Initiative
Climate Smart Village Areas - South Central



-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Least Bell's Vireo Critical Habitat
-  San Diego Fairy Shrimp Critical Habitat
-  Spreading Navarretia Critical Habitat

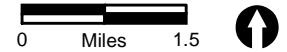
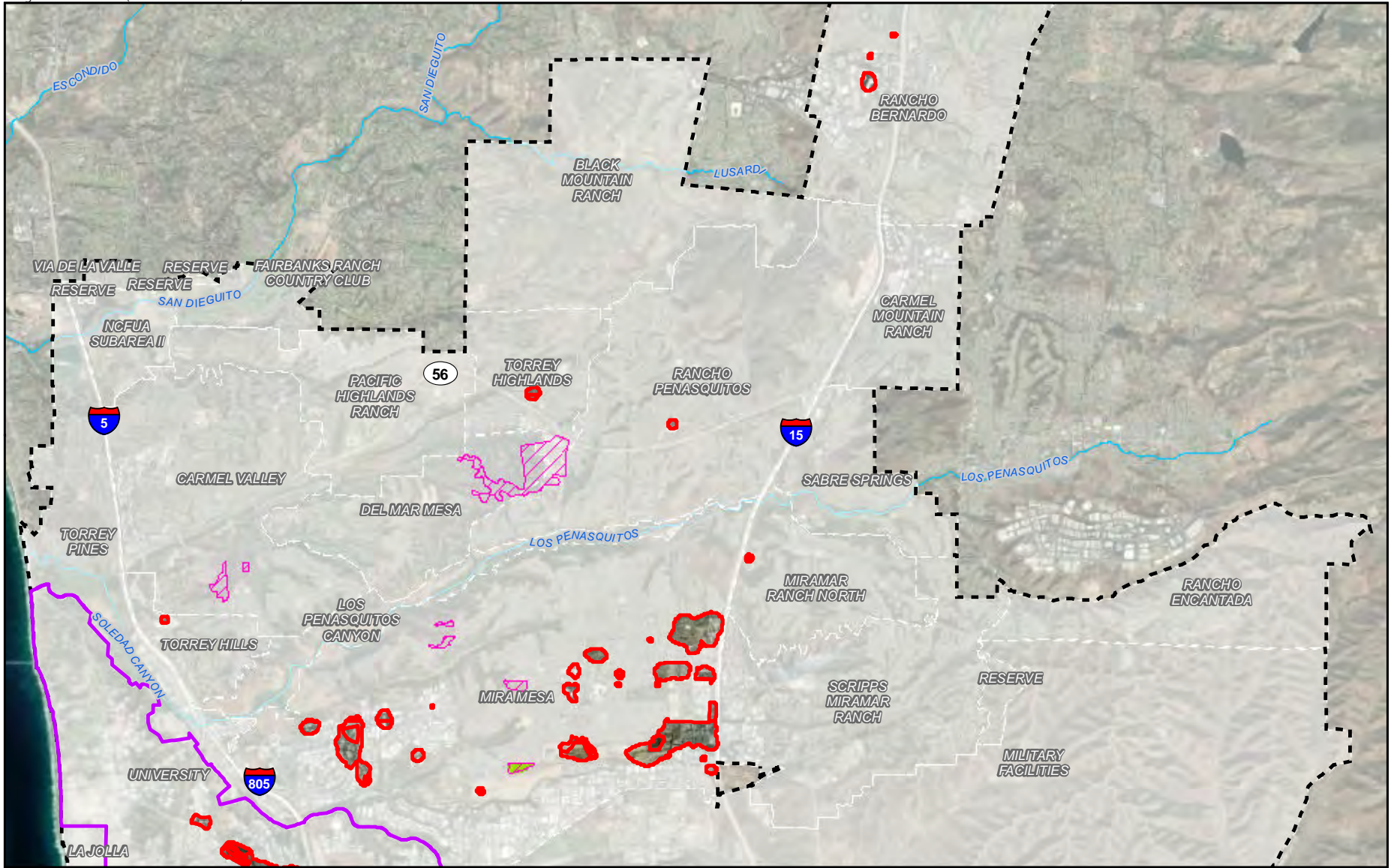







FIGURE 4.3-6c
Critical Habitats in Relation to Blueprint SD Initiative
Climate Smart Village Areas - North Central



-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  San Diego Fairy Shrimp Critical Habitat
-  Spreading Navarretia Critical Habitat

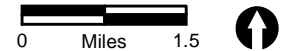
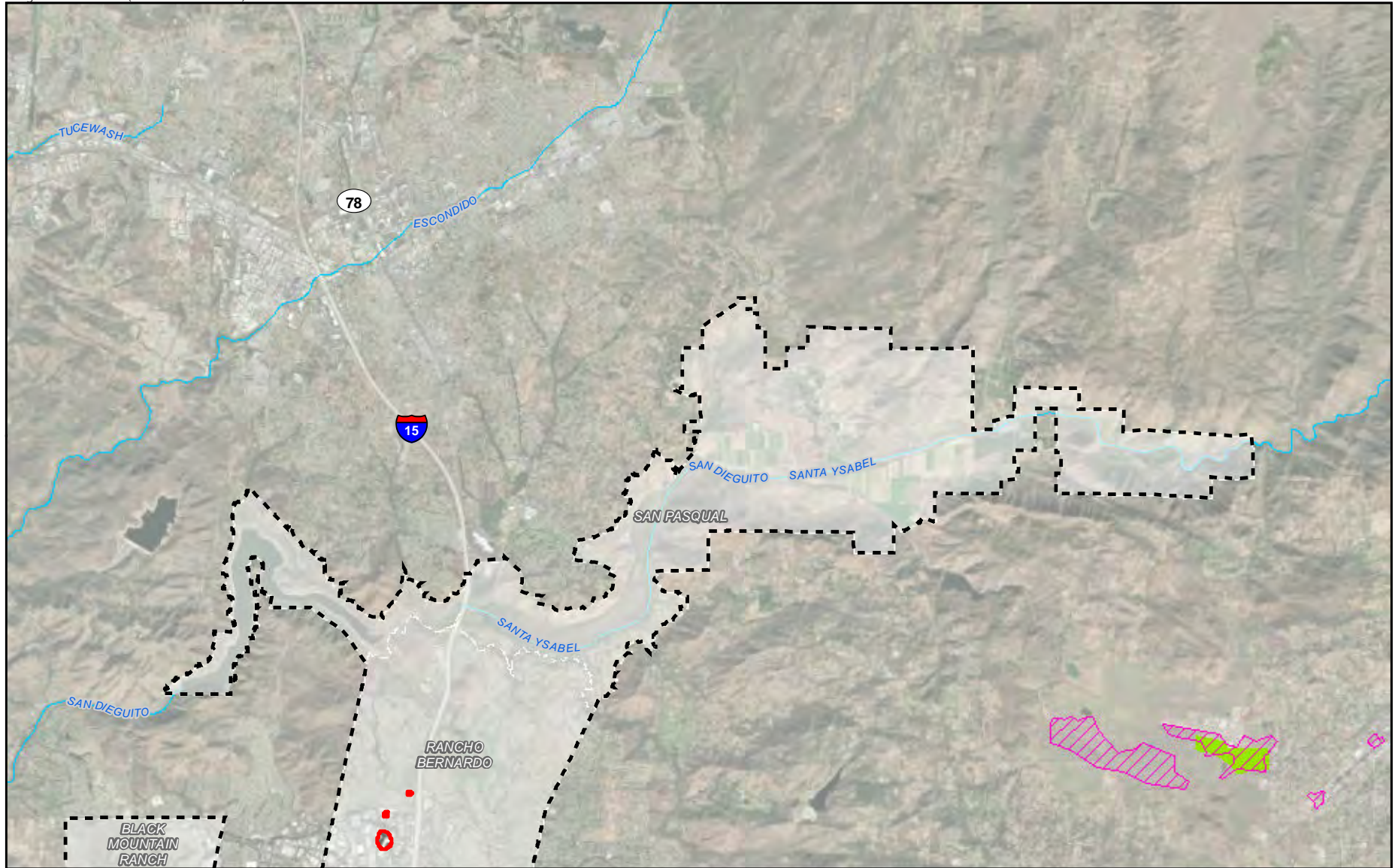






FIGURE 4.3-6d
Critical Habitats in Relation to Blueprint SD Initiative
Climate Smart Village Areas - North



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  San Diego Fairy Shrimp Critical Habitat
-  Spreading Navarretia Critical Habitat

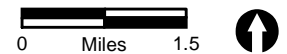





FIGURE 4.3-6e
Critical Habitats in Relation to Blueprint SD Initiative
Climate Smart Village Areas - Northeast



-  University Community Plan Update Area
-  San Diego Fairy Shrimp Critical Habitat
-  Spreading Navarretia Critical Habitat

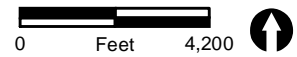


FIGURE 4.3-7
Critical Habitats in Relation to the
University Community Plan Update Area

Table 4.3-5 Critical Habitats within the Project Areas			
USFWS Critical Habitat	Blueprint SD Initiative Climate Smart Village Areas (Acres)	Hillcrest FPA Area (Acres)	University CPU Area (Acres)
Least Bell's Vireo	39	-	-
San Diego Fairy Shrimp	1	-	-
Spreading Navarretia	0	-	38
SOURCE: USFWS			

4.3.2 Regulatory Setting

4.3.2.1 Federal Regulations

a. Endangered Species Act

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

b. Clean Water Act

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

- Section 303 requires states to develop water quality standards for inland surface and ocean waters and submit to the U.S. Environmental Protection Agency (U.S. EPA) for approval. Under Section 303(d), the state is required to list waters that do not meet water quality standards and to develop action plans, called total maximum daily loads, to improve water quality.

- Section 304 provides for water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for any federal permit that proposes an activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the CWA. Certification is provided by the respective RWQCB.
- Section 402 establishes the National Pollutant Discharge Elimination System (NPDES), a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the U.S. The NPDES program is administered by the RWQCB. Conformance with Section 402 is typically addressed in conjunction with water quality certification under Section 401.
- Section 404 provides for issuance of dredge/fill permits by the U.S. Army Corps of Engineers (USACE). Permits typically include conditions to minimize impacts on water quality. Common conditions include USACE review and approval of sediment quality analysis before dredging, a detailed pre- and post-construction monitoring plan that includes disposal site monitoring, and required compensation for loss of waters of the U.S.

c. Migratory Bird Treaty Act

The Migratory Bird Treaty Act (16 USC 703 et seq.), or MBTA, is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The number of bird species covered by the MBTA is extensive and is listed at 50 CFR Section 10.13. The regulatory definition of “migratory bird” is broad and includes any mutation or hybrid of a listed species and any part, egg, or nest of such birds (50 CFR Section 10.12). The MBTA, which is enforced by USFWS, makes it unlawful “by any means or in any manner, to pursue, hunt, take, capture, [or] kill” any migratory bird, or attempt such actions, except as permitted by regulation. The take, possession, import, export, transport, sale, purchase, barter, or offering of these activities is prohibited, except under a valid permit or as permitted in the implementing regulations (50 CFR Section 21.11). Pursuant to U.S. Department of the Interior Memorandum M-37050, the MBTA is no longer interpreted to cover incidental take of migratory birds (U.S. Department of the Interior 2017). Therefore, impacts that are incidental to implementation of an otherwise lawful project would not be considered significant.

d. U.S. Army Corps of Engineers

The USACE has primary federal responsibility for administering regulations that concern waters and wetlands. In this regard, the USACE acts under two statutory authorities, the Rivers and Harbors Act (33 USC, Sections 9 and 10), which governs specified activities in navigable waters, and the CWA (Section 404), which governs specified activities in waters of the U.S., including wetlands and special aquatic sites. Wetlands and non-wetland waters (e.g., rivers, streams, and natural ponds) are a subset of waters of the U.S. and receive protection under Section 404 of the CWA. The USACE has primary federal responsibility for administering regulations that concern waters and wetlands in the project area under statutory authority of the CWA (Section 404). In addition, the regulations and policies of various federal agencies mandate that the filling of wetlands be avoided to the maximum

extent feasible. The USACE requires obtaining a permit if a project proposes placing structures within navigable waters and/or alteration of waters of the U.S.

4.3.2.2 State Regulations

a. California Endangered Species Act

Similar to the federal ESA, the California ESA of 1970 provides protection to species considered threatened or endangered by the State of California (California Fish and Game Code, Section 2050 et seq.). The California ESA recognizes the importance of threatened and endangered fish, wildlife, and plant species and their habitats, and prohibits the taking of any endangered, threatened, or rare plant and/or animal species unless specifically permitted for education or management purposes.

b. California Fish and Game Code

The California Fish and Game Code regulates the handling and management of the state's fish and wildlife. Most of the code is administered or enforced by the CDFW (before January 1, 2013, California Department of Fish and Game).

- Section 1602 regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats associated with watercourses. Jurisdictional waters are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not include tidal areas or isolated resources.
- Under Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Section 3503.3 of the Code prohibits the take, possession, or destruction of any birds in the orders Falconiformes (raptors) or Strigiformes (owls), or of their nests and eggs (State of California 1991).

c. Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act of 1969, updated in 2012 (California Water Code, Section 13000 et seq.), established the principal California legal and regulatory framework for water quality control. The act is embodied in the California Water Code. The California Water Code authorizes the SWRCB to implement the provisions of the federal CWA. The State of California is divided into nine regions governed by their respective RWQCB. The RWQCBs implement and enforce provisions of the California Water Code and CWA under the oversight of the SWRCB.

4.3.2.3 Local Regulations

For a discussion of the MSCP, the City's MSCP SAP, and the VPHCP, refer to Section 4.10.2.2h and i.

a. City of San Diego Environmentally Sensitive Lands Regulations

The purpose of the Environmentally Sensitive Lands (ESL) Regulations is to protect, preserve, and where damaged, restore the environmentally sensitive lands of San Diego and the viability of the species supported by those lands. These regulations are intended to ensure that development occurs in a manner that protects the overall quality of the resources and the natural and topographic character of the area, encourages a sensitive form of development, retains biodiversity and interconnected habitats, maximizes physical and visual public access to and along the shoreline, and reduces hazards due to flooding in specific areas while minimizing the need for construction of flood control facilities. These regulations are intended to protect the public health, safety, and welfare while employing regulations that are consistent with sound resources conservation principles and the rights of private property owners.

The ESL Regulations cover sensitive biological resources, including wetlands, within and outside of the coastal zone and MHPA. In addition to protecting wetlands, the ESL Regulations require a wetland buffer be maintained around all wetlands as appropriate to protect the functions and values of the wetland. Section 320.4(b)(2) of the USACE General Regulatory Policies (33 CFR 320-330) list criteria for consideration when evaluating wetland functions and values. These include wildlife habitat (spawning, nesting, rearing, and foraging), food chain productivity, water quality, ground water recharge, and areas for the protection from storm and floodwaters.

During City review of a ministerial permit application, City staff evaluates proposed projects for the presence of ESL. Specifically, SDMC Section 143.0113 states, "(a) In connection with any permit application for development on a parcel, the applicant shall provide the information used to determine the existence and location of environmentally sensitive lands in accordance with Section 112.0102(b). (b) Based on a project-specific analysis and the best scientific information available, the City Manager shall determine the existence and precise location of environmentally sensitive lands on the premises." At the time of a request for a building permit or other ministerial project application where the presence of ESL is in question, City staff would request evidence to confirm the presence or absence of ESL. If ESL is present and would be impacted by the proposed project, the project would be required to obtain a discretionary permit as detailed in SDMC Table 143-01A, Applicability of Environmentally Sensitive Lands Regulations.

b. City of San Diego Biology Guidelines

Pursuant to the SDMC (Chapter 11, Article 3, Division 1) and the City's Biology Guidelines (2018), sensitive biological resources refer to upland and/or wetland areas that meet any one of the following criteria:

- a) Lands that have been included in the MSCP Preserve (i.e., the MHPA);
- b) Wetlands [as defined by SDMC Chapter 11, Article 3, Division 1];
- c) Lands outside the MHPA that contain Tier I, Tier II, Tier IIIA, or Tier IIIB habitats;
- d) Lands supporting species or subspecies listed as rare, endangered, or threatened under Section 670.2 or 670.5, Title 14, CCR; or the federal ESA, 50 CFR Section 17.11 or 17.12; or candidate species under the CCR;
- e) Lands containing habitats with MSCP narrow endemic species as listed in the City's Biology Guidelines; or
- f) Lands containing habitats of MSCP Covered Species as listed in the City's Biology Guidelines.

The City defines Tier 1 habitats as rare uplands including southern foredunes, Torrey pines forest, coastal bluff scrub, maritime succulent scrub, maritime chaparral, scrub oak chaparral, native grassland, and oak woodlands. Tier II habitats include coastal sage scrub and chapparal. Tier IIIA habitats include mixed chaparral and chamise chaparral. Tier IIIB habitats include non-native grasslands. Tier IV habitats include disturbed land, agriculture, eucalyptus woodland, and ornamental plantings. The City's Biology Guidelines identify required mitigation ratios for each habitat tier based on the location of impact and the location of mitigation being within or outside the MHPA.

c. Wetland Regulations

The extent of City of San Diego wetland jurisdiction is determined based on the definition of "wetland" provided under the ESL Regulations (SDMC Section 143.0141[b]) and Biology Guidelines, which defines wetlands as areas which are characterized by any of the following conditions:

- All areas persistently or periodically containing naturally occurring wetland vegetation communities characteristically dominated by hydrophytic vegetation, including but not limited to salt marsh, brackish marsh, freshwater marsh, riparian forest, oak riparian forest, riparian woodlands, riparian scrub, and vernal pools;
- Areas that have hydric soils or wetland hydrology and lack naturally occurring wetland vegetation communities because human activities have removed the historical wetland vegetation or catastrophic or recurring natural events or processes have acted to preclude the establishment of wetland vegetation as in the case of salt pannes and mudflats;

- Areas lacking wetland vegetation communities, hydric soils and wetland hydrology due to non-permitted filling of previously existing wetlands;
- Areas mapped as wetlands on Map No. C-713 as shown in Chapter 13, Article 2, Division 6 (Sensitive Coastal Overlay Zone).

Furthermore, the ESL Regulations state that wetlands impacts should be avoided, and unavoidable impacts should be minimized to the maximum extent practicable. Where impacts are unavoidable, deviation findings under the Biologically Superior Option must be made in accordance with SDMC Section 143.0150. In addition to protecting wetlands, the ESL Regulations require that a buffer be maintained around wetlands, as appropriate, to protect wetland-associated functions and values.

The City of San Diego uses the criteria listed in Section 320.4(b)(2) of the USACE General Regulatory Policies (33 CFR 320–330) to apply an appropriate buffer around wetlands that serves to protect the function and value of the wetland. According to the City's Biology Guidelines, a wetland buffer is an area surrounding a wetland that helps protect the function and value of the adjacent wetland by reducing physical disturbance; provides a transition zone where one habitat phases into another; and acts to slow floodwaters for flood and erosion control, sediment filtration, water purification, and groundwater recharge. The width of the buffer is determined by factors such as type and size of development, sensitivity of the wetland resource to edge effects, topography, and the need for upland transition (City of San Diego 2018). There are no set buffer widths required for wetlands delineated outside the Coastal Zone.

d. City of San Diego General Plan Conservation Element

The City's General Plan establishes citywide policies to be cited in conjunction with a community plan. The General Plan presents goals and policies for biological resources in the Conservation Element, which generally aim to: protect and conserve the landforms, canyon lands, and open spaces; limit development of floodplains and sensitive biological areas including wetlands, steep hillsides, canyons, and coastal lands; manage and/or minimize runoff, sedimentation, and erosion due to construction activity in order to improve watershed management and water quality; manage wetland areas for natural flood control and preserve wetland areas; preserve areas within the MSCP and implement the goals and policies of the City's MSCP SAP; support the long-term monitoring of restoration and mitigation efforts to track and evaluate changes in wetland acreage, functions, and values; and to work with private, state, and federal organizations or people in order to implement an effective wetland management system.

The **Conservation Element** (CE) of the City of San Diego General Plan (City of San Diego 2018) contains the following biological resource related policies applicable to the project:

- **CE-B.1.** Protect and conserve the landforms, canyon lands, and open spaces that: define the City's urban form; provide public views/vistas; serve as core biological areas and wildlife linkages; are wetlands habitats; provide buffers within and between communities; or provide outdoor recreational opportunities.

- **CE-B.2.** Apply the appropriate zoning and ESL regulations to limit development of floodplains, sensitive biological areas including wetlands, steep hillsides, canyons, and coastal lands.
- **CE-E.2.** Apply water quality protection measures to land development projects early in the process – during project design, permitting, construction, and operations – in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows, and the contamination of storm water runoff.
 - Increase on-site infiltration, and preserve, restore, or incorporate natural drainage systems into site design.
 - Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales, or mechanical trapping devices prior to draining into the MHPA or open space areas.
 - Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible.
 - Increase the use of vegetation in drainage design.
 - Maintain landscape design standards that minimize the use of pesticides and herbicides.
 - Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where impacts are unavoidable, enforce regulations that minimize their impacts.
 - Apply land use, site development, and zoning regulation that limit impacts on and protect the natural integrity of topography, drainage systems, and water bodies.
 - Enforce maintenance requirements in development permit conditions.
- **CE-G.1.** Preserve natural habitats pursuant to the MSCP, preserve rare plants and animals to the maximum extent practicable, and manage all City-owned native habitats to ensure their long-term biological viability.
- **CE-G.3.** Implement the conservation goals/policies of the City's MSCP SAP, such as providing connectivity between habitats and limiting recreational access and use to appropriate areas.
- **CE-G.5.** Promote aquatic biodiversity and habitat recovery by reducing hydrological alterations, such as grading a stream channel.
- **CE-H.4.** Support the long-term monitoring of restoration and mitigation efforts to track and evaluate changes in wetland acreage, functions and values.

4.3.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to biological resources are based on applicable criteria in the California Environmental Quality Act Guidelines Appendix G and the City's California Environmental Quality Act Significance Determination Thresholds (2022). The following issue questions are addressed in this section: .

1. Would the project have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the Multiple Species Conservation Program (MSCP), Vernal Pool Habitat Conservation Plan (VPHCP) or other local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
2. Would the project have a substantial adverse effect on any riparian habitat 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?
3. Would the project have 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?
4. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
5. Would the project conflict with the provisions of the MSCP, VPHCP, other an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, such as introducing a land use within an area adjacent to the MHPA that would result in adverse edge effects or introduce invasive species of plants into a natural open space area?

4.3.4 Impact Analysis

Issue 1 Sensitive Species

Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP, VPHCP, 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?

a. Sensitive Plant Species

The Blueprint SD Initiative proposes an updated policy and land use framework defined by the Village Climate Goal Propensity Map. This map would guide the development of future CPUs, Specific Plans, and FPAs, which would primarily focus future increases in development intensities that

support higher density residential and mixed-use development within the Blueprint SD Initiative Climate Smart Village Areas. Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas.

As discussed in Section 4.3.1.3, eight sensitive plant species have the potential to occur within the Blueprint SD Initiative Climate Smart Village Areas and no sensitive plant species have the potential to occur within the Hillcrest FPA area. Other sensitive plant species may be present throughout the City within the Climate Smart Village Areas and the Hillcrest FPA area including but not limited to those listed in Table 4.3-2. As detailed in Table 4.3-2 and in the Biological Resources Report for University (see Appendix D), 47 sensitive plant species have the potential to occur in the University CPU area, and 38 of those species are known to occur.

Implementation of the Blueprint SD Initiative would increase development intensities that support higher density residential development and mixed-use development within the Climate Smart Village Areas, which are generally urbanized areas that have access to existing or planned transit. Implementation of the Hillcrest FPA and University CPU would also increase residential and non-residential capacity within the FPA and CPU areas. Sensitive plant species habitat in the City is typically concentrated in areas designated as Open Space that may be located within the MHPA. Although development per the Blueprint SD Initiative, Hillcrest FPA, and University CPU is anticipated to occur within urban areas that are already developed with commercial, industrial, residential, or employment uses where there is a low potential to support extensive sensitive plant species habitat, the details of future site-specific projects are unknown at this time, and it is possible that some project areas may support sensitive plant species habitat.

As future projects are proposed in areas containing sensitive plant species habitat, site specific surveys in accordance with the City's ESL Regulations and Biology Guidelines will be required to determine the potential of occurrence of sensitive plant species in the project area. Impacts to sensitive plant species would be mitigated and/or conserved in accordance with the City's ESL Regulations, Biology Guidelines, and the provisions of the MSCP SAP and VPHCP. Depending on the species present, adherence to the MSCP SAP Appendix A (i.e., Conditions of Coverage), the VPHCP, and state and federal laws will provide mitigation for direct impacts to sensitive plant species. Additionally, according to the City's Biology Guidelines, "Lands outside the MHPA containing narrow endemic species will be treated as if the land was inside the MHPA for purposes of mitigation" (City of San Diego 2018). As future site-specific projects are proposed, implementation of the City's regulatory framework for addressing biological resources impacts including the MSCP SAP, VPHCP, ESL Regulations, and Biology Guidelines would reduce potential impacts to sensitive plant species. However, at a program level of review and in the absence of project specific analysis, it is unknown whether all impacts to sensitive plant species would be fully mitigated to a less than significant level. Therefore, at the program level of review, impacts to sensitive plant species resulting from project implementation would be significant.

b. Sensitive Wildlife Species

The Blueprint SD Initiative proposes an updated policy and land use framework defined by the Village Climate Goal Propensity Map. This map would guide the development of future CPUs, Specific

Plans, and FPAs, which would primarily focus future increases in development intensities that support higher density residential and mixed-use development within the Blueprint SD Initiative Climate Smart Village Areas. Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas.

As discussed in Section 4.3.1.4, 12 sensitive wildlife species have the potential to occur within the Blueprint SD Initiative Climate Smart Village Areas and one (1) sensitive plant species has the potential to occur within the Hillcrest FPA area. Other sensitive wildlife species may be present throughout the City within Climate Smart Village Areas and the Hillcrest FPA area, including but not limited to those listed in Table 4.3-3. As detailed in the Biological Resources Report for the University CPU (Appendix D), 47 sensitive plant species have the potential to occur in the University CPU area, and 38 of those species are known to occur.

Implementation of the Blueprint SD Initiative would increase development intensities that support higher density residential development and mixed-use development within the Climate Smart Village Areas, which are generally urbanized areas that have access to existing or planned transit. Implementation of the Hillcrest FPA and University CPU would also increase residential and non-residential capacity within the FPA and CPU areas. Sensitive wildlife species in the City are typically concentrated in areas designated as Open Space that may be located within the MHPA. Although development per the Blueprint SD Initiative, Hillcrest FPA, and University CPU is anticipated to occur within urban areas that are already developed with commercial, industrial, residential, or employment uses where there is a low potential to support extensive sensitive wildlife species, the details of future site-specific projects are unknown at this time, and it is possible that some project areas may support sensitive wildlife species.

As future projects are proposed in areas containing sensitive wildlife species, site specific surveys in accordance with the City's ESL Regulations and Biology Guidelines will be required to determine the potential of occurrence of sensitive wildlife species in the project area. Impacts to sensitive wildlife species would be mitigated and/or conserved in accordance with the City's ESL Regulations, Biology Guidelines, and the provisions of the MSCP SAP and VPHCP. Depending on the species present, adherence to the MSCP SAP Appendix A (i.e., Conditions of Coverage), the VPHCP, and state and federal laws will provide mitigation for direct impacts to sensitive wildlife species. Additionally, according to the City's Biology Guidelines, "Lands outside the MHPA containing narrow endemic species will be treated as if the land was inside the MHPA for purposes of mitigation" (City of San Diego 2018).

Furthermore, the Migratory Bird Treaty Act, which is enforced by USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird or attempt such actions, except as permitted by regulation. Thus, there is an existing regulatory framework in place to prevent adverse impacts to migratory birds. Future development occurring within the project areas that has the potential to impact migratory birds would be required to conduct preconstruction surveys if construction occurs during the typical bird breeding season to determine the presence or absence of breeding birds and to ensure that no impacts occur to any nesting birds or their eggs, chicks, or nests. Additionally, future development would be required to comply with the MSCP Subarea Plan and would require letter reports or surveys for future projects occurring within or

adjacent to the MHPA or for sites that contain sensitive habitat as defined by the Biology Guidelines. Projects within or adjacent to the MHPA are required to comply with MHPA Land Use Adjacency Guidelines and these guidelines and preconstruction surveys for bird species are included as conditions of project approval and are provided on construction and grading plans. For future projects located in areas within close proximity to areas with known vernal pool resources, implementation of the VPHCP Section 5.2.1 Minimization and Avoidance Measures are required and would be assured as conditions of project approval.

As future site-specific projects are proposed, implementation of the City's regulatory framework for addressing biological resources impacts including the MSCP SAP, VPHCP, ESL Regulations and Biology Guidelines would reduce potential impacts to sensitive wildlife species. However, at a program level of review and in the absence of project specific analysis, it is unknown whether all impacts to sensitive wildlife species would be fully mitigated to a less than significant level. Therefore, at the program level of review, impacts to sensitive wildlife species resulting from project implementation would be significant.

c. Critical Habitats

Critical habitat for species regulated by the federal ESA is designated by USFWS in areas deemed essential for the conservation and/or recovery of the species. Critical habitat areas often require special management and protection to assure they will remain suitable for the federally listed species for which they have been designated. Projects proposed within or adjacent to critical habitat must demonstrate that implementation of the project would not destroy or have a significant impact on the functions and values of the critical habitat.

As detailed in Section 4.3.1.6, the Blueprint SD Initiative Climate Smart Village Areas, Hillcrest FPA area, and University CPU area intersect with critical habitats. Figures 4.3-6a through 4.3-6d and Table 4.3-5, depict the location and acreages of critical habitats within the project areas. Approximately 39 acres of the Climate Smart Village Areas are located within USFWS critical habitat for Least bell's vireo and approximately one acre of the Climate Smart Village Areas are located within San Diego Fairy Shimp critical habitat. No critical habitat is located within the Hillcrest FPA area. Approximately 38 acres of critical habitat for spreading navarretia is located within the University CPU area.

Development per the Blueprint SD Initiative, Hillcrest FPA, and University CPU is anticipated to occur within developed urban areas that have been previously disturbed and have existing commercial, industrial, residential, or employment uses. While development under the project is not anticipated to affect critical habitats, at a program level of review, the specific locations of development and resources present cannot be known with certainty.

Future development anticipated under the project that could potentially impact designated critical habitat would be required to comply with the applicable avoidance, minimization, and mitigation measures of the MSCP SAP and VPHCP, as well as the regulatory requirements of the MSCP SAP, ESL Regulations, and Biology Guidelines. As future site-specific projects are proposed, implementation of the City's regulatory framework for addressing biological resources impacts including the MSCP SAP, VPHCP, ESL Regulations and Biology Guidelines would reduce potential impacts to designated critical habitats. However, at a program level of review and in the absence of project specific analysis, it is

not possible to ensure all impacts could be fully mitigated to a less than significant level. Therefore, at the program level of review, impacts to critical habitat would be significant.

Issue 2 Sensitive Habitats

Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The City's Biology Guidelines define sensitive vegetation communities. Upland vegetation communities are divided into four tiers of sensitivity (the first being the most sensitive; the fourth, the least sensitive) based on rarity and ecological importance (City of San Diego 2018). Tier I includes rare uplands, Tier II includes uncommon uplands, Tiers IIIA and IIIB include common uplands, and Tier IV includes other uplands. Wetlands and waters of the United States are also considered sensitive habitats/communities but are not assigned tier values. Additionally, vegetation or land cover types may be deemed sensitive in certain areas if they support a sensitive species such as a burrowing owl or rare/narrow endemic plant species.

The Blueprint SD Initiatives' policy and land use framework would apply citywide; however, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. As shown in Table 4.3-1 and Figures 4.3-1a through 4.3-1e and 4.3-2 through 4.3-5, the Blueprint SD Initiative Climate Smart Village Areas, Hillcrest FPA area, and University CPU area support sensitive upland vegetation communities and wetland communities. While the majority of the Climate Smart Village Areas consist of developed or disturbed land cover types, some sensitive uplands and wetlands are present. The Hillcrest FPA area is primarily developed but contains approximately 9 acres of mapped sensitive habitat located primarily along canyon edges in the northwestern portion of the FPA area. The University CPU area supports sensitive vegetation communities, including wetland communities and sensitive upland vegetation communities. Development per the Blueprint SD Initiative, Hillcrest FPA, and University CPU is anticipated to occur within developed urban areas that have been previously disturbed and have existing commercial, industrial, residential, or employment uses. While development under the project is not anticipated to affect sensitive habitats, it is possible that some project areas may support sensitive habitats.

Future site-specific development consistent with the proposed project could have a significant impact on Tier I, Tier II, Tier IIIA, and Tier IIIB sensitive biological resources (i.e., sensitive upland communities), as well as wetlands. Lands designated as Tier IV are not considered to have significant habitat value and impacts would not be considered significant (City of San Diego 2018). While most of these sensitive vegetation communities are present within areas that are designated as Open Space, ESL, or are within the MHPA and would be preserved from future development, there are some areas where planned land uses could potentially result in direct or indirect impacts to these communities. Such impacts could occur directly through removal or indirectly by placing development adjacent to sensitive vegetation communities. Future site-specific development under the project would undergo environmental review if any ESL is present to ensure consistency with the MSCP SAP, VPHCP, Biology Guidelines, and ESL regulations. If future site-specific development is proposed adjacent to the MHPA, implementation of the MSCP MHPA land use adjacency guidelines

would be required. All future development including discretionary and ministerial development would be required to demonstrate compliance with the City's ESL Regulations, Biology Guidelines, VPHCP and MSCP SAP, as applicable, prior to ground disturbance. Further, future site-specific development under the proposed project must address the MHPA Land Use Adjacency Guidelines during either the planning (new development) or management (new and existing development) stages to minimize land use impacts and maintain the function of the MHPA (City of San Diego 1997). Per the MHPA Land Use Adjacency Guidelines, management strategies related to site drainage, lighting, noise, toxics, barriers, invasives, brush management, and grading/land development are required for development within or adjacent to the MHPA in order to avoid impacts to the MHPA. Mitigation for sensitive biological resources involves "compensating" for impacts through off-site acquisition, on-site preservation, habitat restoration, or in limited cases, monetary compensation. Refer to Section 4.3.2, Regulatory Framework, of this PEIR for a complete discussion of the applicable plans and regulations related to biological resources.

Required compliance with the established development standards contained in the City's ESL Regulations, Biology Guidelines, MSCP SAP, and VPHCP would reduce potential impacts on sensitive vegetation communities resulting from future development. However, at a program level of review without project specific development proposals, it is cannot be guaranteed that every impact to sensitive habitats can be fully to a less than significant level. Therefore, at the program level of review, impacts to sensitive habitats would be significant.

Issue 3 Wetlands

Would the project have substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?

Development per the Blueprint SD Initiative, Hillcrest FPA, and University CPU is anticipated to be focused within developed urban areas that have been previously disturbed and have existing commercial, industrial, residential, or employment uses. While development under the project is not anticipated to affect wetlands, it is possible that some future development areas may contain wetland resources.

As shown in Table 4.3.1 and 4.3-4, the Climate Smart Village Areas and the University CPU area contain wetland communities. There are no wetland communities within the Hillcrest FPA area. While most of these wetland communities occur within areas that would be designated as Open Space within the MHPA and would not be suitable for development, there are some areas where planned land uses could potentially result in direct or indirect impacts on wetland communities or other jurisdictional areas. Jurisdictional areas refer to waters under federal and state agency jurisdiction (e.g., U.S. Army Corps of Engineers, USFWS, CDFW), which include wetlands and isolated waters in some cases. The City has its own definition of wetlands that is separate from the jurisdictional determinations that would ultimately be required from wetland regulatory agencies. The City's wetland definition is defined in the City's LDC with additional guidance provided in the Biology Guidelines.

As detailed in SDMC Section 113.0103, the City defines wetlands as areas which are characterized by any of the following conditions:

- (a) All areas persistently or periodically containing naturally occurring wetland vegetation communities characteristically dominated by hydrophytic vegetation, including but not limited to salt marsh, brackish marsh, freshwater marsh, riparian forest, oak riparian forest, riparian woodlands, riparian scrub, and vernal pools;
- (b) Areas that have hydric soils or wetland hydrology and lack naturally occurring wetland vegetation communities because human activities have removed the historic wetland vegetation or catastrophic or recurring natural events or processes have acted to preclude the establishment of wetland vegetation as in the case of salt pannes and mudflats;
- (c) Areas lacking wetland vegetation communities, hydric soils and wetland hydrology due to non-permitted filling of previously existing wetlands;
- (d) Areas mapped as wetlands on Map No. C-713 as shown in Chapter 13, Article 2, Division 6 (Sensitive Coastal Overlay Zone).

The City's definition differentiates between naturally occurring wetlands and wetlands intentionally created by human actions, from areas with wetlands characteristics unintentionally resulting from human activities in historical non-wetland areas. With the exception of wetlands created for the purpose of providing wetland habitat or resulting from human actions to create open waters or from the alteration of natural stream courses, areas demonstrating wetland characteristics, which are artificially created are not considered wetlands. The determination of a wetland shall take into account regional precipitation cycles, all adopted scientific, regulator, and technological information available from the State and Federal resource agencies.

The ESL Regulations (SDMC Section 143.01419b) requires that a project's impacts on wetlands be avoided, and that a wetland buffer be established to maintain the wetland functions and values. Impacts on wetlands within the MHPA require a deviation to the ESL Regulations per SDMC Section 143.0141(a)(5)(c). A deviation to the ESL Regulations is not required for encroachments into vernal pools outside of the MHPA (and Coastal Overlay Zone) where the development is consistent with the Biology Guidelines of the LDM and the VPHCP. Future development that would have an impact on wetlands could require a deviation from the ESL Regulations under one or more of the following three options:

- Essential Public Project Option: a deviation may be requested for any public project identified in an adopted land use plan or implementing document and identified on the Essential Public Projects List adopted by Resolution No. R-307377 as Appendix III to the Biology Guidelines; linear infrastructure, including but not limited to major roads and land use plan circulation element roads and facilities including bike lanes, water and sewer pipelines including appurtenances, and storm water conveyance systems including appurtenances; maintenance of existing public infrastructure; or State and federally mandated projects. A deviation may only be requested for an Essential Public Project where no feasible alternative exists that would avoid impacts to wetland.

- **Economic Viability Option:** A deviation may be requested to preserve economically viable use of a property that would otherwise be deprived by a strict application of the regulations. Such a deviation shall be the minimum necessary to achieve economically viable use of the property and shall avoid wetland resources to the maximum extent practicable.
- **Biologically Superior Option:** A deviation may be requested to achieve a superior biological result which would provide long-term biological benefit and a net increase in quality and viability (functions and value) relative to existing conditions.

The determination of exact impacts on wetlands cannot be made at the programmatic level but would be determined as future development/redevelopment occurs consistent with the requirements of the Biology Guidelines. At a project level of review, it is anticipated that the City's regulatory framework would be adequate to ensure no net loss of wetlands would result from development. For example, per the City's MSCP SAP, mitigation for sensitive biological resources involves "compensating" for impacts through off-site acquisition, on-site preservation, habitat restoration, or in limited cases, monetary compensation. In general, the City and regulatory agencies maintain a no net loss wetland policy to ensure this resource is not further impacted over time. However, at a program level of review and without any project level information, it cannot be guaranteed that all future projects would be able to reduce their wetland impacts to a less than significant level.

In addition to the City regulatory requirements, all impacts on wetlands or other jurisdictional areas would be subject to regulation by the U.S. Army Corps of Engineers in accordance with Section 404 of the CWA, Regional Water Quality Control Board in accordance with Section 401 of the CWA, and CDFW under Section 1600 of California Fish and Game Code, as applicable. As no specific projects have been identified, it cannot be guaranteed that every future project would be able to demonstrate no net loss of wetland habitat. Therefore, at a program level of review, impacts would be significant.

Issue 4 Wildlife Corridors and Nursery Sites

Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Migratory wildlife corridors in the project areas are concentrated in areas designated as Open Space and are located within the MHPA. Development potential in these areas would be limited to passive recreation and trails in conformance with the MSCP SAP. Development per the Blueprint SD Initiative, Hillcrest FPA, and University CPU is anticipated to be focused within developed urban areas that have been previously disturbed and have existing commercial, industrial, residential, or employment uses. The University CPU identifies potential new trails in the Open Space area next to Marcy Neighborhood Park; however, implementation of these trails is not proposed at this time.

For future site-specific development projects consistent with the project, any potential impacts to wildlife corridors would be determined during project-level environmental review and addressed through compliance with the City's ESL Regulations, Biology Guidelines, VPHCP, and MSCP SAP.

Further, the policies within the Blueprint SD Initiative, Hillcrest FPA, and University CPU support protection for canyons that provide wildlife function within urban communities. Policy CE-B.1 from the Blueprint SD Initiative requires the protection and conservation of landforms, canyon lands, and open spaces that serve as core biological areas and wildlife linkages. Policy CE-2.6 in the Hillcrest FPA requires habitat restoration efforts to aid wildlife movement by providing vegetative cover and controlling and directing access to designated trails. Policy 2.7.C in the University CPU requires clustering development in portions of the slope that have already been disturbed or that are sparsely vegetated, in order to preserve sensitive plant and wildlife habitat, biological resources, and contiguous open space. In addition, Policy 5.6.E in the University CPU requires preservation of identified wildlife corridors between canyons by requiring conformance with the MSCP guidelines such as buffers, landscaping, and barriers. Future site-specific development adjacent to urban canyons and other wildlife corridor areas would be required to implement the MHPA Land Use Adjacency Guidelines to ensure there would be no adverse direct and/or indirect impacts to MHPA lands that could provide function for wildlife movement. Therefore, based on the location of potential future development areas, implementation of the project would result in less than significant impacts on wildlife movement or wildlife corridors.

Issue 5 Conservation Planning

Would the project conflict with the provisions of the MSCP, VPHCP, other an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, such as introducing a land use within an area adjacent to the MHPA that would result in adverse edge effects or introduce invasive species of plants into a natural open space area?

a. Multiple Species Conservation Subarea Plan

Implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would not affect implementation of the MSCP at a program level of review as these are planning actions with no specific development proposed. Development per the Blueprint SD Initiative, Hillcrest FPA, and University CPU is anticipated to be focused within developed urban areas that have been previously disturbed and have existing commercial, industrial, residential, or employment uses. Therefore, it would be consistent with the MSCP SAP by focusing development in urban areas and outside of the MHPA. The project also includes policies that support the preservation and conservation of Open Space. Although the project would facilitate development in the urban areas throughout the City, it is possible that future development could be located within or adjacent to the MHPA.

Under the Blueprint SD Initiative, future CPUs, specific plans, and FPAs may be approved that are consistent with the General Plan policy framework and the Village Climate Goal Propensity map. Like previous CPUs adopted by the City, future CPUs and/or plan updates may include MSCP Boundary Line Corrections (BLC) to remove land with no biological value (e.g., disturbed or developed lands) from the MHPA and/or BLAs to add land with biological value to the MHPA. BLCs would only be pursued to remove existing disturbed land from the MHPA and BLAs would be proposed to add land to the MHPA, thereby increasing value and function to the MHPA. No BLCs or BLAs are proposed as part of the Hillcrest FPA. Within the University CPU area, MHPA BLCs are proposed to add lands into the MHPA, which would increase overall conservation. The Blueprint SD Initiative, Hillcrest FPA, and University CPU do not propose policies that would conflict with the MSCP.

The MSCP establishes adjacency guidelines to be addressed on a project-by-project basis to minimize direct and indirect impacts and maintain the function of the MHPA. The MHPA Land Use Adjacency Guidelines would be incorporated as project conditions of approval, which would preclude indirect impacts to the MHPA. Future site-specific developments are required to demonstrate compliance with the City's MSCP thereby ensuring potential impacts associated with conflicts with the MSCP would be less than significant.

b. Vernal Pool Habitat Conservation Plan

The Blueprint SD Initiative and the University CPU include policy updates to reflect adoption of the City's VPHCP in 2018. Under the Blueprint SD Initiative, future CPUs, specific plans, and FPAs may be approved that are consistent with the General Plan policy framework and the Village Climate Goal Propensity map. These CPUs, specific plans, and FPAs would be updated to be consistent with the VPHCP and would carry forward key policies to support its implementation.

Development per the Blueprint SD Initiative, Hillcrest FPA, and University CPU is anticipated to be focused within developed urban areas that have been previously disturbed and have existing commercial, industrial, residential, or employment uses. Development within urban areas would be consistent with the VPHCP by focusing development outside of the MHPA. As discussed in Table 4.3-1, vernal pool resources are known to be present within the University CPU area. There are no known vernal pool resources within the Climate Smart Village Areas or the Hillcrest FPA area. Although the project would focus development in the urban areas throughout the City, it is possible that future project areas could contain vernal pool resources. In the event that any vernal pool resources are identified on or adjacent to a site considered for development, requirements of the City's VPHCP would apply. The VPHCP Avoidance and Minimization measures detailed in Section 5.2.1 of the VPHCP in addition to MHPA Land Use Adjacency requirements would apply to development adjacent to vernal pool resources to avoid indirect impacts. Any impacts to vernal pools would be evaluated for consistency with the VPHCP general conditions for compensatory mitigation as detailed in Section 5.3 of the VPHCP. With required compliance with the City's VPHCP and MSCP, impacts related to consistency with the VPHCP would be less than significant.

Cumulative Impacts

Preservation of the region's biological resources is addressed through the implementation of regional habitat conservation plans. Impacts to biological resources in the City are managed through the adopted MSCP SAP and VPHCP, which is incorporated by reference in the City's General Plan and through the City's Biology Guidelines and ESL regulations.

As discussed above, the project areas support a number of sensitive resources including riparian and wetlands, grasslands, vernal pools, meadows, other herb communities, and scrub and chaparral. While sensitive resources are protected through the City's open space designations and/or their location within MHPA lands, development of the project areas could result in a cumulative impact to lands outside protective zones. The City's ESL Regulations would ensure that ministerial projects proposed under the project that would impact ESL are required to process a Site Development Permit, which would require a discretionary review to ensure sensitive resources are evaluated and mitigation is applied to the extent feasible. While the discretionary review process

would generally ensure impacts would be mitigated to less than significant, it cannot be ensured at this program level of review whether all impacts could be fully mitigated. Should ESL impacts be identified during the ministerial review, the project would be processed under a discretionary permit to ensure consistency with the City's ESL Regulations, the Biology Guidelines, and the provisions of the MSCP SAP and VPHCP to protect the on-site sensitive resources. Through this process, it is anticipated that a cumulative loss of resources would be avoided; however, at a program level of review it cannot be ensured that all cumulative biological resource impacts would be minimized to a less than significant level. Therefore, impacts would be significant.

4.3.5 Significance of Impacts

4.3.5.1 Sensitive Species

Future development projects consistent with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU may have the potential to impact sensitive plant and wildlife species either directly through the loss of habitat (including critical habitat) and/or direct take, or indirectly by placing development in or adjacent to sensitive habitat. Potential impacts to federal- or state listed species, MSCP Covered Species, Narrow Endemic Species, plant species with a CNPS Rare Plant Rank of 1 or 2, and wildlife species included on the CDFW's Special Animals List would be significant. Potential impacts to birds covered by the Migratory Bird Treaty Act would be avoided by adherence to the requirements of this law. However, at a program level of review it cannot be ensured that all impacts could be feasibly reduced to less than significant; therefore, impacts to sensitive species would be considered significant.

4.3.5.2 Sensitive Habitats

Future development projects consistent with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU could potentially have an impact on sensitive upland (Tier I, Tier II, Tier IIIA, and Tier IIIB) habitat that is present within the project areas. Development per the Blueprint SD Initiative, Hillcrest FPA, and University CPU is anticipated to be focused within developed urban areas that have been previously disturbed and have existing commercial, industrial, residential, or employment uses; however, some project areas could support sensitive habitats. All future development including ministerial and discretionary projects would be reviewed for consistency with the City's ESL regulations and if any ESL is present, a discretionary Site Development Permit or Neighborhood Development Permit would be required including an environmental review process that requires analysis demonstrating compliance with the City's ESL Regulations, Biology Guidelines, MSCP SAP and VPHCP. Sensitive habitat in the project areas is concentrated in the MHPA, which are conservation lands with limited potential for disturbance as regulated by the City's ESL regulations, Biology Guidelines, MSCP SAP and VPHCP. However, development may occur within the MHPA subject to a Boundary Line Adjustment or BLC. Additionally, development may occur within non-MHPA sensitive habitats. At a program level of review, impacts to sensitive habitats would be considered significant.

4.3.5.3 Wetlands

Future development projects consistent with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU could potentially have an impact on wetlands or other jurisdictional wetland areas that are present within the project areas. Wetlands impacts are regulated by the City in accordance with the City's Biology Guidelines, ESL Regulations, VPHCP, and MSCP SAP. Additionally, impacts to jurisdictional features would be subject to regulation by the U.S. Army Corps of Engineers in accordance with Section 404 of the CWA, the RWQCB in accordance with Section 401 of the CWA, the CDFW under Section 1600 of the California Fish and Game Code, as applicable. Although wetlands in the project areas are concentrated in the MHPA, including canyons, and creeks, since site-specific future development is unknown at this time, there is a potential that wetlands could be affected. Implementation of the City's ESL Regulations, Biology Guidelines, MSCP SAP, and VPHCP would ensure impact to wetlands would be avoided to the extent feasible and a wetland buffer provided around all wetlands as appropriate to protect the functions and values of the wetland (City of San Diego 2018). Implementation of the existing regulatory framework would reduce potential impacts to wetlands during project level reviews. However, at a program level of review without site-specific plans available for review, it cannot be ensured that all impacts to wetlands would be mitigated to a less than significant level. Thus, impacts to wetlands would be considered significant.

4.3.5.4 Wildlife Corridors and Nursery Sites

Regional and local wildlife corridors are not located within the project areas due to their location within open space and MHPA lands. No Open Space land use designation would not be changed by the proposed plans. Future development projects consistent with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would undergo environmental review to determine potential impacts on wildlife corridors, and impacts would be mitigated in accordance with the City's ESL Regulations, Biology Guidelines, MSCP SAP and VPHCP. Due to the anticipated location of development being concentrated in already developed or urban areas combined with the City's regulatory framework that protects conservation areas and sensitive habitats, the project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP SAP, nor would the project impede the use of native wildlife nursery sites. Impacts would therefore be less than significant.

4.3.5.5 Conservation Planning

Future development projects consistent with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would be subject to compliance with applicable current and future local, state, and federal policies, guidelines, directives, and regulations, including but not limited to, the state and federal ESA, the San Diego County MSCP, the City's ESL Regulations, Biology Guidelines, and the City's MSCP and VPHCP. Analysis related to consistency with conservation plans is included in Section 4.10.4. Revisions to the General Plan Conservation Element, Hillcrest FPA, and the University CPU, incorporate updated policies to support implementation of the City's MSCP SAP and VPHCP and include policies aimed at resource protection and preservation of the MHPA and open space. Future development within the project areas would be evaluated for compliance with the City's

MSCP SAP, VPHCP, Biology Guidelines, ESL Regulations, in addition to applicable policies. Project specific requirements and necessary avoidance and mitigation measures would be determined at the project level. Adherence to the City regulatory framework would avoid future significant impacts. Therefore, the project would not result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP SAP area or in the surrounding region. Impacts would therefore be less than significant.

4.3.6 Mitigation, Monitoring and Reporting

Mitigation measures are provided at the program level to serve as the basis for more specific refinement of future mitigation measures to be developed as specific projects are proposed. The following mitigation framework provides a program-level framework for reducing significant impacts related to biological resources. MM-BIO-1 would be implemented to minimize and avoid impacts related to sensitive species, sensitive habitats, and wetlands to the extent feasible.

MM-BIO-1 – Impacts to Sensitive Biological Resources

Future projects that could directly and/or indirectly impact sensitive species, sensitive habitats and/or wetlands shall comply with the City's Environmentally Sensitive Lands (ESL) Regulations, Biology Guidelines, and applicable federal, state, and local Habitat Conservation Plans including, but not limited to, the City's Multiple Species Conservation Program (MSCP) Subarea Plan and Vernal Pool Habitat Conservation Plan (VPHCP) and shall implement avoidance, minimization, and mitigation measures in accordance with the City's ESL Regulations, Biology Guidelines, and MSCP Subarea Plan and VPHCP.

4.3.7 Significance after Mitigation

Implementation of MM-BIO-1 in addition to existing state and federal regulations would ensure that potential impacts to sensitive species, sensitive habitats and/or wetlands resulting from future development anticipated under the project would be mitigated to the extent feasible, consistent with all applicable federal, state, and City regulations and conservation plans. Potential impacts to sensitive species and/or designated critical habitat of listed species would be mitigated in accordance with City's ESL Regulations, Biology Guidelines, and the provisions of the MSCP SAP and VPHCP.

While implementation of the City's regulatory framework typically is sufficient to ensure impacts are reduced to less than significant; at a program level of review and without project-specific details, it cannot be known with certainty that it would be feasible to mitigate all significant impacts to less than significant. Therefore, after implementation of MM-BIO-1, impacts would remain significant.

4.4 Cultural Resources

This section analyzes the potential for significant impacts as it relates to cultural resources. Cultural resources includes historical, archaeological, and Tribal Cultural Resources. This section focuses the analysis on potential impacts to historical and archaeological resources that could result from implementation of the following key project components:

- “Blueprint SD Initiative,” which includes adoption of a General Plan amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”) which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code, and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”) which includes rezones, amendments to the Land Development Code, and associated discretionary actions.

This section documents the historical background for the project areas and addresses prehistoric and historic archaeological resources, the built environment, and cultural resources. The analysis of impacts in this section is based in part on the following reports:

- Blueprint SD Initiative Cultural Resources Analysis prepared by Helix Environmental Planning (Appendix G)
- Cultural Resources Constraints and Sensitivity Analysis for the University Community Plan Update prepared by Red Tail Environmental (Appendix H-1)
- Draft Hillcrest Focused Plan Amendment LGBTQ+ Historic Context Statement July 2021 (Appendix H-2)
- Historic Context Statement and Reconnaissance Survey for the University Community Plan Update (Appendix B)
- University Community Plan Focused Reconnaissance Survey prepared by Dudek (Appendix C)

Potential impacts to Tribal Cultural Resources are discussed in Section 4.15, Tribal Cultural Resources, of this Program Environmental Impact Report (PEIR).

4.4.1 Existing Conditions

4.4.1.1 Historical and Archaeological Resources

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

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

a. Blueprint SD Initiative

The Blueprint SD Initiative proposes an updated policy and land use framework defined by the Village Climate Goal Propensity Map. This map would guide the development of future CPUs, Specific Plans, and FPAs, which would primarily focus future increases in development intensities that support higher density residential and mixed-use development within the Blueprint SD Initiative Climate Smart Village Areas. Although the Blueprint SD Initiatives' policy and land use framework would apply Citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD initiative are most likely to be concentrated within the Climate Smart Village Areas. As detailed in the Blueprint SD Initiative Cultural Resources Analysis (see Appendix G), a total of 7,139 recorded cultural resources were identified on file at the South Coast Information Center (SCIC) as being within the City. Of the 7,139 resources within the City, a total of 2,695 recorded resources are located within the Climate Smart Village Areas. These resources include 106 prehistoric resources and 2,564 historic resources, 22 multi-component resources, and 3 unknown resources.

The 128 prehistoric resources (106 prehistoric and 22 multi-component) consist of 60 artifact scatters, 38 isolates, and 22 occupation sites (Table 4.4-1). One recorded prehistoric resource did not include any information. Other prehistoric resource types within the Climate Smart Village Areas consist of burial sites, middens, bedrock milling features with and without associated artifacts, a hearth, and a rock feature.

Resource Classification	Count	Percent
Artifact Scatter	60	48.87%
Isolated Artifacts	38	29.69%
Occupation Sites	22	17.19%
Midden Sites	3	2.34%
Bedrock Milling Feature	1	0.78%
Bedrock Milling Feature with Artifacts	1	0.78%
Hearths	1	0.78%
Rock Features and Art	1	0.78%
No Information Given	1	0.78%
Total	128*	100%
SOURCE: Appendix G		
*Includes Multi-Component Resources		

The 2,586 recorded historic resources (2,564 recordations) and historic components of multi-component resources (22 recordations) include 1,876 historic buildings, 297 refuse deposits and artifact scatters, 129 isolated artifacts, and 144 sidewalk stamps as detailed in Table 4.4-2. The Climate Smart Village Areas included a large number (37 recordations) of structural remains with and without artifacts. Glass and metal artifacts were the most numerous isolates type, though other isolate types recorded within the Climate Smart Village Areas included bricks and historic ceramics.

Resource Classification	Count	Percent
Building	1,876	72.54%
Refuse Deposit and Dumpsite	196	7.58%
Sidewalk Stamps	144	5.57%
Isolated Artifacts	129	4.99%
Artifact Scatter	101	3.90%
Structural Remains with Artifacts	21	0.81%
Cistern and Refuse	17	0.66%
Structural Remains	16	0.62%
Bridge	13	0.50%
Dams, Water Conveyance Features, and Wells	11	0.42%
District and Elements	11	0.42%
Railroad	11	0.42%
Structures	7	0.27%
Wall	6	0.23%
Military Property and Sites	4	0.15%
Road/Trail	3	0.12%
Rock Feature	3	0.12%
Park	3	0.12%
Mural/Graffiti	3	0.12%
Homestead/Ranch	1	0.04%

Table 4.4-2 Recorded Historic Resources within the Climate Smart Village Areas		
Resource Classification	Count	Percent
Monument/Marker/Sign	1	0.04%
Orchard/Grove	1	0.04%
Cemetery and Burials	1	0.04%
Post	1	0.04%
Utility Poles	1	0.04%
Privy	1	0.04%
Mission	1	0.04%
No Information Given	3	0.12%
Total	2,586*	100%
SOURCE: Appendix G		
*Includes Multi-Component Resources.		

b. University Community Plan Update

As detailed in the Cultural Resources Constraints and Sensitivity Analysis for the University CPU (see Appendix H-1), a total of 248 resources were documented within the University CPU area. The University CPU area resources are comprised of 184 prehistoric resources, 46 historic resources, 16 multi-component resources, and 2 resources that contain no information. Of the prehistoric resources and prehistoric components of multi-component resources, 99 resources are artifact scatters, 56 are isolated artifacts, and 22 are occupation sites. Middens, hearths, and quarries are also recorded within the area as detailed in Table 4.4-3. The most common isolates recorded are lithic artifacts. A total of 62 historic resources and historic components of multi-component sites and isolates are recorded within the University CPU area. These include 19 artifact scatters and refuse deposits, 12 isolated artifacts, and 8 buildings as detailed in Table 4.4-4. Other less common resources within the area include structural remains, water conveyance features, and military properties or sites. Glass artifacts and historic cans are the most common artifact type.

Table 4.4-3 Recorded Prehistoric Resources within the University CPU Area		
Resource Classification	Count	Percent
Artifact Scatter	99	49.01%
Isolated Artifacts	56	27.72%
Occupation Sites	22	10.89%
Midden Sites	11	5.44%
Hearths	8	3.96%
Quarry	5	2.47%
Bedrock Milling Feature with Artifacts	1	0.49%
Total	202*	100%
*Includes Multi-Component Resources.		

Table 4.4-4 Recorded Historic Resources within the University CPU Area		
Resource Classification	Count	Percent
Artifact Scatter	19	30.64%
Isolated Artifacts	12	19.35%
Building	8	12.90%
Bridge	4	6.45%
Structural Remains	3	4.84%
Refuse Deposit and Dumpsite	2	3.22%
Military Property and Sites	2	3.22%
Dams, Water Conveyance Features, and Wells	2	3.22%
Road/Trail	1	1.61%
Structures	1	1.61%
Homestead/Ranch	1	1.61%
Railroad	1	1.61%
Wall	1	1.61%
Monument/Marker/Sign	1	1.61%
Orchard/Grove	1	1.61%
Park	1	1.61%
Post	1	1.61%
Mine	1	1.61%
Total	62*	100%
SOURCE: Appendix H-1		
*Includes Multi-Component Resources.		

c. Hillcrest Focused Plan Amendment

The Hillcrest FPA area is within the Uptown Community Planning Area. The Uptown Community Plan was comprehensively updated in 2016, and a record search for the Uptown Community Plan Update was performed in 2009. A total of 53 historical resources were identified in the Hillcrest FPA area. These include 36 buildings, 13 sidewalk stamps, 2 refuse deposits, a bridge and a road as detailed in Table 4.4-5.

Table 4.4-5 Recorded Historic Resources within the Hillcrest FPA Area		
Resource Classification	Count	Percent
Building	36	67.92%
Sidewalk Stamp	13	24.53%
Refuse Deposit	2	3.77%
Bridge	1	1.89%
Road	1	1.89%
Total	53	100%

4.4.1.2 Blueprint SD Initiative Cultural Background

a. Blueprint SD Initiative Context (Citywide)

Evidence for continuous human occupation in the San Diego region spans the last 10,000 years. Various attempts to parse out variability in archaeological assemblages over this broad time frame have led to the development of several cultural chronologies; some of these are based on geologic time, most are based on temporal trends in archaeological assemblages, and others are interpretive reconstructions. Each of these reconstructions describes essentially similar trends in assemblage composition in more or less detail. This research employs a common set of generalized terms used to describe chronological trends in assemblage composition: Paleoindian (pre-7,450 Before Present [BP]), Archaic (7,450-1,450 BP), Late Prehistoric (450 BP–AD 1769), and Ethnohistoric (post-AD 1769). It is important to note that Native American aboriginal lifeways did not cease at European contact. Protohistoric refers to the chronological trend of continued Native American aboriginal lifeways at the cusp of the recorded historic period in the Americas.

The pre-contact cultural sequences are locally characterized by the material culture recovered during archaeological investigations as early as the 1920s, and through early accounts of Native American life in San Diego, recorded as a means to salvage tribal cultural scientific knowledge of native lifeways.

The prehistoric cultural sequence in San Diego County is generally described as comprising three basic periods: the Paleoindian, dated between about 11,500 and 8,500 BP and manifested by the artifacts of the San Dieguito Complex; the Archaic, lasting from about 8,500 to 1,500 BP (AD 500) and manifested by the cobble and core technology of the La Jollan Complex; and the Late Prehistoric, lasting from about 1,500 BP to historic contact (i.e., AD 500 to 1769) and represented by the Cuyamaca Complex. This latest complex is marked by the appearance of ceramics, small arrow points, and cremation burial practices.

b. Paleoindian Period

The Paleoindian Period in San Diego County, which was situated at the terminal Pleistocene through Early Holocene geologic eras (circa 11,700 to 7,500 BP) is most closely associated with the San Dieguito Complex, as identified by Rogers (1938, 1939, 1945). Many archaeological sites attributed to the San Dieguito time frame are described as surface or very shallow deposits, typically located on inland knoll tops and ridge fingers overlooking watercourses. The usually tenuous nature of these deposits, coupled with a limited range of tool types, has led many researchers to interpret San Dieguito sites as either temporary camps or loci of specialized activities, such as hunting or food processing. If these views are correct, then a San Dieguito economy, based primarily on hunting activities and secondarily on the use of plant resources, was probably expressed as a nomadic lifestyle that may have entailed seasonal patterns of movement dictated by the availability of local resources. The San Dieguito assemblage consists of well-made scraper planes, choppers, scraping tools, crescentics, elongated bifacial knives, and leaf-shaped points. The San Dieguito Complex is thought to represent an early emphasis on hunting (Warren et al. 1993: III33).

c. Archaic Period

The Archaic Period in coastal San Diego County is represented by the La Jollan Complex, a local manifestation of the widespread Millingstone Horizon. The La Jollan Complex spans the latter part of the Early Holocene, through the Middle Holocene, to the middle Late Holocene (circa 8,500 to 1,500 BP). This period brings an apparent shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. The local cultural manifestations of the Archaic Period are called the La Jollan Complex along the coast and the Pauma Complex inland. Pauma Complex sites lack the shell that dominates many La Jollan sites. Along with an economic focus on gathering plant resources, the settlement system appears to have been more sedentary. Large deposits of marine shell at coastal sites argue for the importance of shellfish gathering to the coastal Archaic economy (True 1980). Sites dating to the Archaic Period are numerous along the coast, near-coastal valleys, and around estuaries. In the inland areas of San Diego County, sites associated with the Archaic Period are less common relative to the Late Prehistoric complexes that follow them. The La Jolla/Pauma complex tool assemblage is dominated by rough cobble tools, especially choppers and scrapers. The La Jolla/Pauma complex tool assemblage also includes manos and metates; terrestrial and marine mammal remains; flexed burials; doughnut stones; discoidals; stone balls; plummets; biface points; beads; and bone tools.

d. Late Prehistoric Period

While there has been considerable debate about whether San Dieguito and La Jollan patterns might represent the same people using different environments and subsistence techniques, or whether they are separate cultural patterns, abrupt shifts in subsistence and new tool technologies occur at the onset of the Late Prehistoric Period (1,500 BP to AD 1769). This period coincides with the Late Holocene, dating after 3,500 BP. The Late Prehistoric period is represented by the San Luis Rey complex in the northern portion of San Diego County and the Cuyamaca complex in the southern portion of the county. Near the coast and in the Peninsular Mountains beginning approximately 1,500 years ago, patterns began to emerge which suggest the ancestors of the ethnohistoric Kumeyaay occupied the area. This period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversify and intensify during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive but effective technological innovations. The late prehistoric archaeology of the San Diego coast and foothills is characterized by the Cuyamaca Complex. It is primarily known from the work of D.L. True (1970) at Cuyamaca Rancho State Park. The Cuyamaca Complex is characterized by the presence of steatite arrowshaft straighteners, steatite pendants, steatite comales (heating stones), Tizon Brown Ware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic "Yuman bow pipes," ceramic rattles, miniature pottery, various cobble-based tools (e.g., scrapers, choppers, hammerstones), bone awls, manos and metates, mortars and pestles, and Desert Side-Notched (more common) and Cottonwood Series projectile points (True 1970).

Based on ethnographic data, including the areas defined for the Hokan-based Yuman-speaking peoples (Kumeyaay) and the Takic-speaking peoples (Luiseño) at the time of contact, it is now generally accepted that the Cuyamaca complex is associated with the Kumeyaay and the San Luis Rey complex with the Luiseño. Agua Hedionda Creek is often described as the division between the

territories of the Luiseño and the Kumeyaay people, although various archaeologists and ethnographers use slightly different boundaries.

e. Ethnohistoric Period

The Ethnohistoric Period commences with the earliest European arrival in what is now San Diego and continued through the Spanish and Mexican periods and into the American period. Spanish colonists began to settle Alta California with the founding of Mission San Diego de Alcalá in AD 1769, within the territory of the Kumeyaay people. The Kumeyaay (also known as Kamia, *Ipai/Tipai*, and Diegueño) occupied the southern two-thirds of San Diego County. The Kumeyaay lived in semi-sedentary, politically autonomous villages or rancherías. A settlement system typically consisted of two or more seasonal villages with temporary camps radiating away from these central places (Cline 1984). Their economic system consisted of hunting and gathering, with a focus on small game, acorns, grass seeds, and other plant resources. The most basic social and economic unit was the patrilocal extended family. A wide range of tools was made of locally available and imported materials. A simple shoulder-height bow was used for hunting. Numerous other flaked-stone tools were made, including scrapers, choppers, flake-based cutting tools, and biface knives. Preferred stone types were locally available metavolcanics, quartzite, and quartz. Obsidian was imported from the deserts to the north and east. Ground stone objects include mortars and pestles typically made of locally available fine-grained granite. Both portable and bedrock types are known. The Kumeyaay constructed fine baskets. These employed either coiled or twined construction. The Kumeyaay also manufactured pottery, using the paddle-and-anvil technique. Most were a plain brown utility ware defined as Tizon Brown Ware. Decorated Tizon is known but is infrequent (May 1978; Meighan 1954; Spier 1923).

One difficulty with defining the Ethnohistoric Period is that influences from encroaching Spanish colonial forces undoubtedly reached northern groups, far in advance of the founding of Mission San Diego de Alcalá and Presidio de San Diego in AD 1769. For the local area the pace of cultural change accelerated after that date, and ultimately, the coming of the Spanish precipitated largescale native depopulation, relocation, and social collapse of the aboriginal groups. This era also resulted in terminological confusion because Fray Junipero Serra, following standard practice, called the San Diego mission neophytes “Diegueños” and the Mission San Luis Rey de Francia neophytes “Luiseños.” These terms were extended to incorporate all natives within the holdings of each combined mission and Presidio administrative district, generally in complete ignorance of traditional sociopolitical divisions.

It is difficult to accurately reconstruct aboriginal social and political structures because the Spanish recorded little information of value in this regard, and ethnographic field research began long after native cultures had experienced significant historical impacts. The Yuman speaking inhabitants throughout most of San Diego County were loosely organized into at least two dialectically separate groups, each associated with a geographic area that was home to many triplets or bands. The *Ipai* (northern) and *Tipai* (southern) divisions were not so much clearly defined territorial units as they were emicly recognized, cultural and dialectical structures (Luomala 1978:592). In original usage, these terms probably had geographic and/or classificatory meanings that have since been lost or modified.

The Kumeyaay traditionally maintained a system of patrilineal, patrilocal, exogamous sibs that were distributed within a territorially associated band structure (Luomala 1978:602; Shipek 1982:297; Gifford 1973:378). Each band contained members of up to 15 sibs within its organization (Shipek 1982:297). The consanguineal kin group (household) was the primary social structure and consisted of a married couple together with their unmarried children, married sons and families, and such dependent relatives within the father's lineage as his parents, grandparents, and unmarried aunts or uncles (May 1975:3). At any one time, the Kumeyaay band usually maintained a main village and several outlying villages (True 1970:55; May 1975:4; Shipek 1982:297; Luomala 1978:597). Since the economy was based on intensive utilization of locally available natural resources, these settlements were more or less temporary. Residential units often split into their constituent clans when movement to other areas was necessitated either by seasonal changes or by local overexploitation. A "permanent" village, as recorded by early European explorers, probably consisted of an area that was regularly utilized by local band members for a large part of the yearly cycle (Luomala 1978:597). At the time of Spanish intrusion, institutionalized leadership roles within the clans and various integrating systems between the clans facilitated flexible patterns of personnel movement and trade throughout the region (Shipek 1982:302). There were also various connections with the bands and clans of other ethnolinguistic traditions.

European contact substantially and pervasively stressed the social, political, and economic fabric of Kumeyaay culture. Missionary influence eroded traditional religious and ideological institutions, while Spanish development of coastal areas for crops and livestock severely impacted traditional subsistence practices. Disease, starvation, and a general institutional collapse caused emigration, birth rate declines, and high adult and infant mortality levels. For a short time and principally among inland groups, these pressures enhanced the role and increased the scope of interclan and possibly tribal level political institutions. However, continuing European encroachments eventually made traditional band_level lifeways progressively unviable. A few impoverished bands were able to retain traditional patterns in remote mountain areas until the early twentieth century, but the broader and complex Kumeyaay social system was effectively dismantled by the mid nineteenth century. The general collapse was so rapid and complete that most village locations and band, clan, or lineage names were never recorded.

The lack of Spanish colonial records notwithstanding, through a combination of ethnographic research, oral tradition, and archaeological investigations it is now understood that at the time of Spanish colonization in the late 1700s, several major villages, or rancherías, were located throughout coastal and riverine San Diego. Villages and campsites were generally located in areas where water was readily available, preferably on a year-round basis. The San Diego River provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region. At least three village localities are known along the San Diego River, including *Nipaguay* at the location of the San Diego Mission de Alcalá, on the north side of the river, *Kosaii*, located at Old Town, on the south side of the river, and the likely named Paulpa village at the mouth of the San Diego River in Ocean Beach. Other villages include *Milejo* and *Chiap* in the mouth of the Tijuana and Otay River Valleys, *Los Choyas*, along Chollas Creek, *Rinconada (Jamo)* along Rose Creek, and *Ystagua*, along Soledad Creek. The presence of significant sites along river courses and valley bottoms point to the importance of these physiographic features to native populations. Some native speakers referred to river valleys as *oon-ya*, meaning trail or road, describing one of the main routes linking the interior of San Diego with the coast.

4.4.1.3 Blueprint SD Initiative Historical Background

There are three general eras in California history: the Spanish, Mexican, and American periods. The historical background that follows is from the Blueprint SD Initiative Cultural Resources Analysis (Appendix G).

a. Spanish Period

The Spanish period represents a time of European exploration and settlement. Dual military and religious contingents established the San Diego Presidio and the Mission San Diego de Alcalá. The mission system used Native American labor to build the infrastructure needed for European settlement. Traditional lifeways were disrupted, and Native American populations became tied economically to the missions. In addition to providing new construction methods and architectural styles, the mission system introduced horses, cattle, and other agricultural goods and implements to the area. The cultural systems and institutions established by the Spanish continued to influence the region beyond 1821, when California came under the rule of newly independent Mexico.

As part of the Spanish efforts to establish itself in New Spain, Spanish explorers advanced along the coast of Baja and Alta California, and the interior regions of the North American Southwest during the middle 1500s. Despite these early explorations Spanish colonization of Alta California did not begin in earnest until 1769, initiating the traditionally defined Spanish Period (1769-1821) in the region. After establishing several missions in mainland Mexico, and as the recently appointed president of the missions of Baja California after the expulsion of the founding Jesuit missionaries, Franciscan Friar Father Junípero Serra, was further tasked with establishing missions in Alta California. Serra was attached as the religious retinue to the military expedition under the command of Gaspar de Portolá. While the naval contingent of Portolá's expedition sailed on from Loreto, Baja California Sur, Portolá, Serra, and a ground party traveled overland, visiting and establishing missions on their way to San Diego, with the goal of reaching Monterey, Alta California. An advanced party, led by Fernando Javier Rivera y Moncada pressed on ahead of the Portolá/Serra group, reached San Diego in May of 1769, established a base camp in an area between present-day Old Town and downtown San Diego. Shortly thereafter, the settlement was moved closer to the San Diego River, near the Kumeyaay village of *Kosti/Cosoy/Kosaii/Kosa'aay*, below present-day Presidio Park. After the arrival of Portolá and Serra, and the resupply ships sent earlier, Serra established Mission San Diego de Alcalá on July 16, 1769, on the rising hill above the lower floodplain. After the dedication the site was garrisoned and the Royal Presidio was established. By 1774, the Mission San Diego de Alcalá was moved up the river valley to its current location in Mission Valley, while the presidio remained on Presidio Hill. The Spanish presence was not always welcomed, and attacks and revolts, though infrequent, did occur, due in no small part to the treatment of the local population by military personnel. This was, in part, the impetus for the mission relocation, but even this effort to separate the religious establishment from the military fortification did not diminish the desire to expel the Spanish colonists, and by late 1775 several rancherias organized a revolt, sacking Mission San Diego de Alcalá, and killing Father Luis Jayme, as well as Jose Arroyo, the mission's blacksmith, and Urselino, the mission's carpenter. Nevertheless, the quest to convert local Kumeyaay bands to Christianity remained unabated while resistance to Spanish missionization persisted, albeit at a lesser intensity (Carrico 1997).

b. Mexican Period

The Spanish colonial success in the distant reaches of New Spain was never very secure. There was continual difficulty in inducing military personnel to relocate to the poorly supported far off presidios, and the missions themselves found it difficult to support themselves, let alone burdened with feeding and housing military support. Thus, following the invasion of Spain in the first decade of the 1800s a political vacuum and instability was established, not only in Spain, but in its possessions as well. By late 1821, after a decade of fits and starts, Colonel Agustín de Iturbide proclaimed the independence of the Mexican Empire, later the Mexican Republic. The Mexican period (1821-1848) in Alta California retained many of the Spanish institutions and laws. Mexico, still in turmoil with its independence from Spain, quickly moved to secularize the missions, with a "Proclamation of Emancipation" on July 25, 1826, as a check on potential Spanish influence within the Catholic dominated religious institution. By 1834 the mission system was officially secularized, allowing for increased Mexican settlement and the associated dispossession of many local Native Americans, expanding the rancho system that had begun, but was infrequently used, during Spanish rule. The Mexican government also opened California to foreign merchant ships, exchanging California cattle hides for the manufactured goods of Europe and the eastern United States. Several of these American trading companies erected rough sawn wood-plank sheds at Point Loma's La Playa, near Fort Guijarros, or Ballast Point. The merchants used these "hide-houses" for storing the hides before transport to the East Coast (Smythe 1908). As the hide trade grew, so did the need for more grazing lands. The Mexican government granted 29 ranchos in San Diego County to loyal soldiers, politicians, and powerful landowning families (San Diego State University 2011). The land was used primarily for grazing cattle (Pourade 1963). Cattle ranching dominated agricultural activities and the hide and tallow trade flourished in California during the early part of this period.

This redistribution of land also resulted in the creation of a civilian pueblo in San Diego. In 1834, a group of San Diego residents living near present-day Old Town successfully petitioned the governor to formally declare their settlement as a pueblo. San Diego was granted official pueblo status, which came with the right to self-government and exemption from military rule (Crane 1991). In addition to the creation of a new town government, "A major consequence of San Diego's being given pueblo status was the eventual acquisition of vast communal lands. In May 1846 Governor Pío Pico confirmed San Diego's ownership of 48,000 acres including water rights. It was the largest such concession ever given to a Mexican town in California. The grant, a heritage of the Mexican government, was a rich resource that subsidized much of San Diego's municipal development well into the twentieth century" (San Diego State University 2011). The Pueblo Lands of San Diego were divided into 1,350 parcels, ranging in size from 10-acre lots near Old Town to 160-acre sections further from town. A large "City Reservation" was set aside for parkland as part of the Pueblo Lands, and still serves the City in that capacity today as Balboa Park (San Diego County Assessor n.d.). The Mexican period ended when Mexico ceded California to the United States after the Mexican-American War (1846-1848).

c. American Period

With the removal of Mexico City-appointed Governor Manuel Micheltoarena by Californios disenchanted with the lack of consideration and support from Mexico City, a power vacuum ensued with the breakaway province. Already eager to divest Mexico of its territory, as had happened in

1845 with the annexation of Texas, American political forces began exploring their options. Secretly President Polk, through Secretary of State James Buchanan, conspired with Thomas Larkin, a naturalized Mexican citizen, to quietly encourage the breakaway territory to assert its independence from Mexico, whereby the United States “shall render her all the kind offices in our power as a Sister Republic” (Rawls and Bean 1998). Ultimately, however, it was consequences of the annexation of Texas that would determine the fate of the territory that would become California. Disagreements as to the southern border of Texas resulted in the declaration of war with Mexico on May 13, 1846.

American governance began in 1848, when Mexico signed the Treaty of Guadalupe Hidalgo, ceding California to the United States at the conclusion of the Mexican–American War. A great influx of settlers to California and the San Diego region occurred during the American Period, resulting from several factors, including the discovery of gold in California, the end of the Civil War, the availability of free land through passage of the Homestead Act, and later, the richness of San Diego County as an agricultural area supported by roads, irrigation systems, and connecting railways. The increase in American and European populations quickly overwhelmed many of the Spanish and Mexican cultural traditions, and greatly increased the rate of population decline among Native American communities.

Early in the American period, gold was again “discovered” in California – previously, Spanish explorers noted gold in the Cargo Muchacho Mountains near Yuma crossing, and in 1842 gold was found by Francisco Lopez after an afternoon siesta in the San Gabriel Mountain foothills of Santa Clarita. The resulting influx of people from all over the world resulted in systematic effects across the new state. Settlers, squatters, hunters, loggers, and land grabbers systematically disentangled the state from its lands. Nearly every Spanish and Mexican land grant experienced a series of land squabbles, squatting, and litigious conflicts. While the Board of Land Commissioners, the Appellate Court, or the United States Supreme Court settled many of these disputes, litigation costs often forced the legitimate landowners to sell their property to pay for the costs of defending their lawful claim. Few Mexican-owned ranchos remained intact because of land claim disputes and the onerous system set up for proving ownership to the State and U.S. Governments.

As early as 1850 real estate speculators began subdividing and platting the flatlands just a few miles south of Old Town. Andrew B. Gray convinced San Francisco merchant William Heath Davis and several prominent San Diegans, José Antonio Aguirre, Miguel de Pedrorena, and William C. Ferrell, to help finance the purchase and development of the subdivision they called New Town. The new townsite’s development was such that the developers were able to entice the U.S. Army to construct a new depot at the location. After Davis fulfilled his obligation to construct a 600-foot deep-water wharf all that remained was to convince the railroads to site San Diego as the Southern Terminus. However, significant financial losses incurred by Davis due to a fire at his San Francisco warehouse, the loss of military commitment to the new depot, and the advent of the Civil War stalling efforts to establish a southern railroad ended the affair.

Following the end of the Civil War, development of the railroads opened up much of the country. The homestead system encouraged American settlement in the western territories. Throughout the west, the growth and decline of communities occurred in response to an increasing and shifting population, fostering a “boom and bust” cycle. As early as 1868, San Diego was promoted as a natural sanitarium, and many people suffering from tuberculosis came to the area seeking a cure in

the moderate climate. In the late 1860s, Alonzo Horton began the development of New San Diego and initiated the shift of commerce and government centers from Old Town (Old San Diego) to New Town (downtown). Based on earlier development experience, Horton understood the desirability of corner lots, and the cash premium they commanded, and as a result the new City was laid out in a series of small blocks arrayed in a compact grid system, maximizing the number of possible corner lots available (MacPhail 1979). Such was the next promise of a rail connection to the eastern United States, and the apparent demand for real estate within Horton's Addition that during the five years following the establishment of Horton's 1867 townsite, speculators laid out over 15 new subdivisions around Horton's tract, most of which emulated Horton's compact block-grid theme. These areas were located within the present neighborhoods of Hillcrest, Sherman Heights, Golden Hill, Logan Heights, North Park, Mission Hills, and University Heights, as well as 1,440 acres set aside for a City park (Harlow 1987:137-174; Smythe 1908:616-621; Montes 1977). The completion of Horton's wharf at the foot of 5th Avenue in fall 1868 focused the business development of the new metropolis along 5th and 6th Avenue south of Ash to the docks.

By the end of the 1880s, after a series of boom and bust cycles, with the population ebbing and flowing, many of the newcomers had left. A core population remained, however, and went on to form the foundations of small communities seen throughout the immediate area, founded on dry farming, orchards, dairies, and livestock ranching. During the late nineteenth and early twentieth centuries, rural areas of San Diego County developed small agricultural communities centered on one-room schoolhouses.

By the 1890s, the City entered a time of steady growth, and subdivisions surrounding downtown were developed. This was facilitated through the development of a series of commuter rail systems that eventually came to be called the San Diego Electric Railway. Several railway systems were formed in the late 1880s, including the San Diego Street Car Company, which operated across the core streets of the City via horse and mule power, the City and University Heights Railroad serving the developments north of Downtown using steam dummies, and the Ocean Beach Railroad, originally conceived as connecting Downtown to Ocean Beach via Old Town, but actually only linking Roseville (Point Loma) with Ocean Beach, also using a steam dummy. Other developers similarly designed streetcar access to and within areas such as Coronado, National City, Pacific Beach, and La Jolla using a variety of technologies. The failure to realize a direct southern rail terminus in San Diego County closed the late 1880s in an economic bust that was to see the consolidation of several of these systems into the San Diego Electric Railway. The funds, and the planning, brought to the system by John D. Spreckels, Adolph B. Spreckels, Elisa S. Babcock, C. T. Hinde, and J. A. Flint resulted in the expansion of the network across the City and into adjacent outlying areas, priming them for development (Dodge 1960). As the City continued to grow in the early twentieth century, the downtown's residential character changed. Streetcars and the introduction of the automobile allowed people to live farther from their downtown jobs, and new suburbs were developed.

As a result of industrial influences selecting Los Angeles as the terminus of the southern railroad, relegating San Diego to a branch service, the influence that the American military, in particular the U.S. Navy, has had on the development of San Diego during the twentieth century cannot be overstated. As early as 1908 the City had been advocating for an increase in the connection with the military, succeeding in persuading the Navy to send the Atlantic fleet — known as the Great White Fleet — to visit San Diego during its historic circumnavigation of the globe. By late 1919 the U.S.

Navy decided to station a fleet in San Diego, due in large part to the efforts of William Kettner, but also as a military check on increasing colonial pressures in the western Pacific. Realizing the benefits of the port the Navy encouraged San Diego to deepen and broaden the narrow channel into the bay, thereby allowing larger ships to port in the harbor. The creation of Naval Base San Diego, and the acquisition of the “North Island” of the Coronado peninsula, established the Navy’s base of operation and point of expansion across much of the bay, and other parts of San Diego County. During, and immediately following the First World War (WWI) there was substantial development in infrastructure and industry to support the military and accommodate soldiers, sailors, and defense industry workers. Following the use of Balboa Park as part of the Navy’s training regime during WWI, in an effort to relocate the Recruit Training Station away from San Francisco, San Diego offered the Navy more than 200 acres of land on Dutch Flats between Old Town and Point Loma for a Naval Training Center. The U.S. Congress authorized the center in 1919, with construction beginning in 1921, and commissioning in 1923. Also in 1917, the U.S. Army established Camp Kearny on the site of what is now Marine Corps Air Station Miramar. Camp Kearny was named after Brigadier General Stephen W. Kearny, who was instrumental in the Mexican–American War. In 1943, Camp Kearny was commissioned as the Naval Auxiliary Air Station Camp Kearny; it continued to operate until 1946, when it was transferred to the Marines. The establishment, expansion, and creation of additional facilities between WWI and WWII, and during the decades following brought hundreds of thousands of men and women to the region, many of whom chose to stay, engendering numerous expansionist projects towards housing and support business enterprises.

Following the Second World War, San Diego, like many urban areas, saw an ever-increasing demand for housing and services. New lands were developed wholesale, with new housing tracts, strip malls and shopping centers, and other services all made possible with federally subsidized funding programs such as loans through the Federal Housing Administration, the development of transportation systems beyond the urban core, including arterial corridors and freeways, and other infrastructural assets such as trunk sewers and raw water aqueducts. These core items allowed for the development of “bedroom” communities and industrial areas away from the central area of the City, requiring the need for focused planning, or Master Plans, to “shape” the development trend of particular regions within the City. Places such as Clairemont, Kearny Mesa, Del Cerro, Allied Gardens, large portions of southeast San Diego, and Encanto witnessed tremendous growth as a result of transportation infrastructure development, while University Mira Mesa, Rancho Bernardo, Scripps Ranch, Carmel Valley, Tierrasanta, Otay Mesa, and San Ysidro furthered the suburbanization of the City with Master Plan development, confining development through the use of Codes, Covenants and Restrictions, and homeowners associations.

d. Architectural History

Throughout its history the architectural style of the San Diego region has reflected the conditions of necessity and fashion. Each group has facilitated their adaptation to the landscape through the use of systems and structures that ensure their user’s survival. The remnants of these artifacts offer clues to the social and cultural history of the peoples of the past, both distant and recent.

With the arrival of the Spanish missionaries, military personnel, and settlers, the first formal architecture was established in the late eighteenth century. Mission and military architecture were

the dominant forms, with small, vernacular buildings reflecting the constraints and social norms related to the use of adobe block as the primary building material.

The use of adobe block, and Spanish colonial architectural style would persist through the Mexican period, and even into the early American period. The use of adobe block was particularly suitable in an area without a developed lumber industry. By the time New San Diego and Horton's Addition were developed, industry made shipping prefabricated houses available to those who could afford them, while others constructed buildings from raw lumber shipped and warehoused at the new wharves in San Diego Bay. These buildings mostly reflected the origins of both the settlers, and the prefabricating companies: the East Coast. By the 1870s and 1880s, however, new construction was frequently in the Victorian style. The following narrative is taken from the City of San Diego General Plan (City of San Diego 2008).

San Diego's built environment spans over 200 years of architectural history. The real urbanization of the City as it is today began in 1869 when Alonzo Horton moved the center of commerce and government from Old Town (Old San Diego) to New Town (downtown). Development spread from downtown based on a variety of factors, including the availability of potable water and transportation corridors. Factors such as views, and access to public facilities affected land values, which in turn affected the character of neighborhoods that developed.

During the Victorian Era of the late 1800s and early 1900s, the areas of Golden Hill, Uptown, Banker's Hill, and Sherman Heights were developed. Examples of the Victorian Era architectural styles remain in those communities, as well as in Little Italy.

Little Italy developed in the same time period. The earliest development of the Little Italy area was by Chinese and Japanese fishermen, who occupied stilt homes along the bay. After the 1905 earthquake in San Francisco, many Portuguese and Italian fishermen moved from San Francisco into the area; it was close to the water and the distance from downtown made land more affordable.

Barrio Logan began as a residential area and by the 1920s the community, along with Logan Heights, was home to the largest concentration of Mexican families in the City during the 1920s due to homeownership opportunities that were not present in other areas of the City. There were a few industrial facilities east of the railroad tracks at the beginning of the 1920s, but by 1946 industrial encroachment into the residential and commercial areas dramatically increased due to Barrio Logan's proximity to rail freight and shipping freight docks and the relatively flat topography. In the 1950s, the City of San Diego rezoned the greater Logan Heights area—especially in present-day Barrio Logan—from primarily residential to an industrial or mixed-use classification. This zoning change resulted in major changes to the land use and character of the neighborhood.

San Ysidro began to be developed at about the same time, the turn of the century. The early settlers were followers of the Little Landers movement. There, the pattern of development was lots designed to accommodate small plots of land for each homeowner to farm as part of a farming-residential cooperative community. Nearby Otay Mesa-Nestor began to be developed by farmers of Germanic and Swiss background. Some of the prime citrus groves in California were in the Otay Mesa-Nestor area; in addition, there were grape growers of Italian heritage who settled in the Otay river valley and tributary canyons and produced wine for commercial purposes.

At the time downtown was being built, there began to be summer cottage/retreat development in what are now the beach communities and La Jolla area. The early structures in these areas were not of substantial construction; it was primarily temporary vacation housing.

Development spread to the Greater North Park and Mission Hills areas during the early 1900s. The neighborhoods were built as small lots, a single lot at a time; there was not large tract housing development of those neighborhoods. It provided affordable housing away from the downtown area, and development expanded as transportation improved. There was farming and ranching in Mission Valley until the middle portion of the twentieth century when the uses were converted to commercial and residential. There were dairy farms and chicken ranches adjacent to the San Diego River where now there are motels, restaurants, office complexes and regional shopping malls.

There was little development north of the San Diego River until Linda Vista was developed as military housing in the 1940s. The federal government improved public facilities and extended water and sewer pipelines to the area. From Linda Vista, development spread north of Mission Valley to the Clairemont Mesa and Kearny Mesa areas. Development in these communities was mixed use and residential on moderate size lots.

San Diego State University was established in the 1920s; development of the state college area began then and the development of the Navajo community was outgrowth from the college area and from the west.

Tierrasanta, previously owned by the U.S. Navy was developed in the 1970s. It was one of the first planned unit developments with segregation of uses. Tierrasanta and many of the communities that have developed since, such as Rancho Peñasquitos and Rancho Bernardo, represent the typical development pattern in San Diego in the last 25 to 30 years: uses are well segregated with commercial uses located along the main thoroughfares, and the residential uses are located in between. Industrial uses are located in planned industrial parks.

Examples of every major period and style remain, although few areas retain neighborhood-level architectural integrity due to several major building booms when older structures were demolished prior to preservation movements and stricter regulations regarding historic structures. Among the recognized styles in San Diego are Spanish Colonial, Pre-Railroad New England, National Vernacular, Victorian Italianate, Stick, Queen Anne, Colonial Revival, Neoclassical, Shingle, Folk Victorian, Mission, Craftsman, Monterey Revival, Italian Renaissance, Spanish Eclectic, Egyptian Revival, Tudor Revival, Modernistic and International (McAlester and McAlester 1990).

4.4.1.4 University Community Plan Update Cultural and Historical Background

The historical background that follows is from the Cultural Resources Constraints and Sensitivity Analysis for the University CPU (see Appendix H-1).

a. Prehistory and Spanish Period

During the prehistoric and ethnohistoric periods a large village site was located along the western boundary of the University CPU area. In addition, archaeological records show that the University CPU area was heavily used not only for procurement of natural plant and animal resources, but also for the numerous small canyons and drainages which provided sources of fresh water and provided travel routes between inland and coastal settlements.

Early Spanish colonial use of the University CPU area was focused on the western boundary of the University CPU area, along the coastal canyons. Following initial contact and the establishment of El Presidio Real de San Diego, a Spanish exploration party departed on July 14, 1769, on a trip north to Monterey. The expedition, led by Don Gaspár de Portolá, was started as part of a larger plan to map the coastal regions of New California and to discover new locations for missions and presidios. Father Juan Crespí, a Franciscan who had previously aided Father Junipero Serra in initializing the mission chain in New California, accompanied Portolá along his journey, recording informative notes about the newly explored areas. Crespí noted that following the departure of the base camp at the foot of Presidio Hill, the exploration party followed existing Native American trails that proceeded northward along False Bay (Mission Bay). At the mouth of Rose Canyon, the party encountered a large village which they named *Rinconada*, immediately to the west of the University CPU area. Following their visit at *Rinconada*, the expedition continued northeast through a sheltered valley and up a portion of Rose Canyon, in which they camped for one night. The Spanish expedition continued their trek the next morning, continuing north through Rose Canyon, across the Miramar Mesa, and then west into a valley (potentially either Soledad or Sorrento Valley) which was named Valle de Santa Ysabel after the Queen of Portugal.

As the expedition neared what is now Sorrento Valley, Crespí described that the valley looked “to us to be nothing less than a cultivated cornfield or farm, on account of its mass of verdure”. On a small knoll next to the valley, the exploratory team saw a village containing six brush houses, and the team proceeded into the village after ascertaining that the natives were receptive. The village was named *Ystagua* or *Estagua*, after the Spanish explorers adapted the local name, but was also later called Ranchería de la Nuestra Señora de la Soledad in mission records. After resting for a night at *Ystagua*, the exploration continued north, entering San Dieguito Valley, which was renamed San Jacome de la Marca by Crespí. Upon arriving, Portolá made camp near a large pool of fresh water, west of present day El Camino Real. The exploration party left San Dieguito on July 16, 1769, heading up a curving canyon across Rancho Santa Fe and north on El Camino Real to Escondido Creek. From Escondido Creek, the expedition moved north and west, travelling to San Alejo (San Elijo), which was later renamed to Batiquitos, and then crossing Agua Hedionda Creek on July 17.

The village of *Ystagua* is significant to the University CPU area as it represents the closest of the documented lipai villages during the ethnohistoric period, and it is located adjacent to the eastern boundary of the University CPU area. The village site was a large central village and home of the Captain (*Kwaaypaay*) band. From *Ystagua* the *Kwaaypaay* oversaw all use of Torrey Pines Bluff, adjacent beaches and the coastal lagoon, and several satellite villages from the coast inland to Poway. The *Kwaaypaay* maintained control of Torrey Pines, a unique regional resource, and the pines were maintained and protected from damage. *Ystagua* was an important center for trade and interaction throughout southern California, and the *Kwaaypaay* maintained close relationships with

the villages of Pamo and Mesa Grande, as well as coastal villages around San Diego, Mission Bay, and coastal locations within north San Diego County.

Following initial contact with the Spanish explorers, the inhabitants of *Ystagua* had repeated contact with the Spaniards over the next several years. The village was recorded in the mission records as Rancheriade la Nuestra Senora del la Soledad or Ranchera de Los Peñasquitos. Between 1774 and 1800, Spanish priests baptized 142 individuals at the village, including 105 children, 27 women, and 10 men, although the exact records are incomplete as it was common practice for Spanish priests to baptize deceased individuals. In 1775, 18 Kumeyaay villages joined together and stormed the Presidio and the Mission San Diego de Alcalá. *Ystagua* and many coastal villages did not participate against the Spaniards. Following the uprising, repeated contact with Spanish missionaries continued until 1800, at which time the last baptism was recorded at the village. Although other coastal villages continued to provide neophytes to the Mission, no additional converts came from *Ystagua*, suggesting the village may have been abandoned.

During its heyday, the village of *Ystagua* was a socio-economic hub for southern California indigenous peoples. Coastal access for inland groups and access to foothill and mountain environments for coastal traders was made possible through Peñasquitos Creek, along the northern boundary of the University CPU area. The drainage not only provided a preferential access route between coastal and inland communities but also ample natural resources for local inhabitants. As time passed, the same resources were eventually relied upon by the Spanish and, later, Mexican ranchers.

b. Mexican Period

Following the relinquishment of Spanish territories to the newly established Mexican government in 1821, eastern Peñasquitos Creek became the new site for the Rancho de los Peñasquitos, now the present-day site of the Johnson-Taylor Adobe, located outside of and east-northeast of the University CPU area. The site presently consists of a historic structure which was constructed on top of a long-term Native American habitation site. The prehistoric site, originally recorded by R.H. Norwood in 1977, was explored by RECON Environmental, Inc. in 1985 and was found to have been in regular use between 7,800 BP to 1840 AD. The habitation site was located around a natural spring which was supplemented by the seasonal flow of Los Peñasquitos Creek.

The historic adobe was constructed later during the middle of the nineteenth century. During the Mexican Period, Captain Francisco Maria Ruiz was granted the Rancho de los Peñasquitos, a private rancho that encompassed nearly 8,500 acres (Pourade 1963, cited in Smith and Kraft 2013), within which Ruiz built the Ruiz-Alvarado Adobe near the convergence of Lopez Canyon and Los Peñasquitos Canyon. A second tract of land was petitioned for and granted to Ruiz, named El Cuervo, encompassing the western half of Peñasquitos Canyon. Portions of this second land grant are present within the University CPU area. The El Cuervo Adobe was constructed within the western portion of Los Peñasquitos Canyon, most likely during the 1830s. Ruiz later deeded the Rancho de los Peñasquitos and the El Cuervo land grants to his friend, Francisco Maria Alvarado, whose family occupied the eastern adobe dwelling. Later, around 1857, Alvarado's daughter married Captain George Alonzo Johnson, and both were given the title to Rancho de los Peñasquitos in 1862. A small

adobe structure was constructed directly south of the present-day location of the Native American occupation site.

In 1862, the Johnson Adobe (now known as the Johnson-Taylor Adobe) was constructed. Several additional structures and outbuildings were added around the original adobe through 1868. The ranch was later sold to Jacob Taylor in 1885, who remodeled the ranch house and converted it to a house-hotel and stagecoach stop for a short while, servicing areas between the hotel and the Del Mar railroad station. In 1913 the entire ranch burned down; however, it was rebuilt and used as a bunkhouse up until 1940, when it was remodeled again to include updated lavatory and kitchen facilities.

During this period Rose Canyon, which was called La Cañada de la Yeguas, was used to raise horses.

c. American Period

Camp Callan

Camp Callan was created in 1940 as part of U.S. military preparation efforts for World War II. The camp's purpose was to serve as a coastal defense position that could defend San Diego from potential attacks and to serve as a training facility for coastal defense artillery units. Seven hundred and ten acres were leased from the City by the United States Army to create the camp, with additional acreage being granted from private sources. Camp Callan was located on Torrey Pines Mesa bordering the Pacific Ocean and measured 3 miles long by a half-mile wide. Initial construction of the camp occurred between October and November 1940. The camp occupied a rectangular area of land, with the layout consisting of a functional block and grid pattern. Each block housed a different battalion or operational facility in addition to its own set of barracks and mess halls. Camp Callan opened in 1941, and at its height covered 23 blocks and trained 15,000 servicemen in each 13-week training cycle. Following the end of World War II in 1945, the City of San Diego retook possession of the camp in 1946 and deconstructed the entire facility, selling off the lumber, plumbing, and electrical fixtures. Following deconstruction, the area formerly housing Camp Callan remained undeveloped until 1956, when a special City election granted 100 acres of the former camp site to be allocated for the construction of a public golf course with the remaining acreage being donated to the State of California. The development of the golf course was given to William F. Bell Jr., whose father William F. Bell Sr. was a legendary course architect who had previously envisioned a wind- and sea-swept course design to provide golfers both rugged play and breathtaking surroundings.

Camp Mathews

Within the current University of California, San Diego (UCSD) campus the U.S. Marine Corps leased the land from the City of San Diego, and developed a rifle range, campsite, and parade ground. By 1924 additional support buildings were constructed. By 1942 the camp was called Camp Matthews and consisted of 577 acres. The area was active for training during World War II and by 1949 it contained 15 active gunnery ranges, which measured up to 1,000 yards in length. In 1962 the Navy transferred the land to UCSD and by 1964 the military had completely left the area.

Torrey Pines State Natural Reserve

The area encompassing the Torrey Pines State Natural Reserve has long been a place of interest, dating back as far as the early Spanish explorers, who referred to the areas as Punto de Los Arboles or "Point of Trees". As groves of trees were uncommon along the southern California coast, Spanish explorers used the area as both a landmark and as a warning for ships that they were too close to shore in foggy weather. The first modern account of the Torrey pine occurred in 1850. Prior to 1850, these trees were referred to as Soledad Pines, meaning Solitary Pines. In 1850, the same year that California joined the United States, Dr. Charles Christopher Parry was in San Diego as a botanist for the U.S.-Mexico Boundary Survey. Parry was a medical doctor with an interest in botany, with specific interest in why plants grew where they did and how Native Americans used local species. The area encompassing the Torrey Pines State Natural Reserve was brought to his attention by Dr. John Le Conte, an entomologist. Parry studied the tree and named it for his mentor, Dr. John Torrey, who was one of the leading botanists of his time. Although Parry named the pine after his mentor, Torrey never was able to visit and examine the trees himself, although Parry did send him samples of seeds, branches, and cones. In 1883, Parry revisited the area and was surprised at the lack of protection for the groves of Torrey pines. He later composed a historical and scientific account of the pine, emphasizing the need to protect the rare species, all of which was presented to the San Diego Society of Natural History. In 1885, the San Diego County Board of Supervisors started posting signs citing a reward of \$100 for the apprehension of anyone vandalizing a Torrey pine. Additional calls for protection came in 1888 by botanist J.G. Lemmon of the newly formed California State Board of Forestry, who suggested that appropriate legislation be mandated to protect the tree. However, in 1890, tracts of pueblo lands in San Diego were leased for cattle and sheep grazing, and numerous Torrey pines were cut and hauled away to be used for firewood during efforts to clear the land for grazing use.

In 1899, the City Council passed an ordinance to designate 364 acres of pueblo lands as a public park, although the ordinance contained no provisions for protecting the rare trees. Between 1908 and 1911, Ellen Browning Scripps acquired two additional pueblo lots and willed them to the people of San Diego, effectively adding the North Grove and estuary areas to the park. In 1916, Guy Fleming and Ralph Sumner conducted botanical studies at the park and detailed damages caused by picnickers and campers, calling for additional measures of protection of the Torrey pines. The call was heeded by Ms. Scripps, who spearheaded a preservation movement for the park. In 1921, Ms. Scripps and the City Park Commission appointed Guy Fleming as the first custodian of the park. A year later, Ms. Smith retained Ralph Cornell, a well-known landscape architect, to determine a long-term plan for the park. Cornell's 3-part plan called for restrictions to changing the original landscape, restrictions to introducing non-native plants or features to the park, and restrictions on over-cultivating the Torrey pines.

During the early to mid-20th century, the Torrey Pines State Natural Reserve continued to expand. In 1922, Ms. Scripps financed the construction of the Torrey Pines Lodge, which was constructed using adobe bricks. The lodge was styled after the Hopi houses of the Arizona desert, and was completed in February 1923. The Lodge was a restaurant with stumpy tables, chintz curtains, lampshades constructed of Torrey pine needles, and a jukebox. The structure is currently used as the Ranger Station and Visitor Center, with the ranger office being the former kitchen and food storage area (Schulman n.d.(c)).

In 1924, the San Diego City Council added other pueblo lands to the park at the requests for expansion by the City Park Commission and other civic groups. Following the inclusion of the additional lands, the park now comprised approximately 1,000 acres of cliffs, canyons, mesas, and beach. Between 1928 and 1930, the League to Save Torrey Pines won against a proposed cliff road above the beach. With the beginning of World War II, the United States Army leased 750 acres of Torrey Pines Mesa from the City of San Diego to be designated as Camp Callan and to be used for training purposes. The portion of Camp Callan within the park extended from the southernmost boundaries of Torrey Pines Park towards the Muir Campus of UCSD. The camp opened January 1941 and closed November 1945, with the park itself kept open to the public during this span. Following the closing of Camp Callan, the military buildings were torn down and used for lumber to build homes for veterans.

Although the park lands afforded some protection for the Torrey pines from over-cultivation, the authority of the San Diego Department of Parks and Recreation did not have legal authority to protect the trees and other endangered species. In 1956, a special City election resulted in the donation of the nearly 1,000-acre park to the State of California in order to gain a higher level of protection. Approximately 100 acres of the park were appropriated for the construction of a public golf course. In 1959, the State Park became official, and in 2007 the nomenclature was changed to Torrey Pines State Natural Reserve. In 1970, the Torrey Pines Natural Reserve Extension was acquired following efforts of local conservation groups who were concerned with the bulldozing of Torrey pines on the north side of Los Peñasquitos lagoon for residential development. The 1970 Extension added approximately 197 acres and 1,500 trees.

University of California, San Diego

Prior to the American Period, the lands which house the area that is now UCSD remained largely undeveloped. During the Spanish Period, this area remained unchanged due to its distance from the mission, presidio, and pueblo. This area later became part of the 48,000 acres which were designated as San Diego's publicly owned pueblo lands and was used primarily for cattle grazing. Following the end of the Mexican-American War in 1848, the United States Congress enacted the Act of 1851 which installed procedures for gaining clear titles to lands claimed by individual rancho grantees. The Act of 1851 also detailed procedures for gaining titles to pueblo lands, which had been claimed by the municipal authorities of the former Mexican pueblos. Three years later, in 1854, the Board of United States Land Commissioners confirmed San Diego's claim to its pueblo lands, but the official patent was not issued until 1874. During this time, the area housing UCSD remained undeveloped. Development within the area immediately to the west of the University CPU area began in 1910, after several years of use for biological research. By 1925 the campus was called the Scripps Institution of Oceanography. Development on the UCSD main campus began in 1960 on what was the former Camp Matthews and the first undergraduates began in 1964.

Atchison, Topeka and Santa Fe Railway

The rail line bisecting the University CPU area through Rose Canyon, and immediately east of the eastern boundary of the University CPU area, was originally constructed between 1882 and 1885 by the California Southern Railroad and was known as the Surf Line. The rail line connected San Diego to Los Angeles and contributed to a population boom in San Diego County in the late 1880s. By 1895 the Atchison, Topeka and Santa Fe Railway had purchased the rail line. By 1912 there was a train

stop in Rose Canyon, and in the 1920s the Elvira Station was constructed, near the southwestern boundary of the University CPU area. The station closed in the 1950s. The rail line within Rose Canyon frequently washed out from floods in 1883, 1994, and 1916. The Surf Line passing through Rose Canyon was heavily utilized for decades as a passenger and freight rail, and during World War I and II.

Rose Canyon

Mail service during the American Period began along the road through Rose Canyon in 1847, and in 1969 passenger stagecoaches started to travel the route. Clay from Rose Canyon was used to make bricks. Louis Rose, for whom the canyon was named, was one of the first to purchase land in the area, and he constructed a tannery along with maintaining a vineyard, garden, tobacco plants, and grazing pastures in the canyon. A portion of Rose Canyon was declared an open space park in 1979 and was chartered by the City of San Diego Parks and Recreation Department in 1992.

4.4.1.5 University Community Plan Update Historic Context Statement and Reconnaissance Survey

In addition to the historic context provided above, a Historic Context Statement was prepared (see Appendix B) to identify the significant historical themes in the development of the University community and the property types associated with those themes. A Historic Resource Reconnaissance Survey (see Appendix C) was prepared which evaluated 78 residential communities within the University CPU area constructed between 1960 and 1990 with the potential to fall under the umbrella of Master Planned Communities. Properties that were found to be tract developments and cluster developments were also identified and researched to determine if they rose to meet the basic character-defining features of the Master Planned Community. The survey addressed these communities from a district perspective rather than as individual properties because tract style homes typically do not have the ability to rise to a level of individual significance under most designation criteria.

The Historic Resource Reconnaissance Survey established a three-tiered system to evaluate the potential eligibility of these Post-War master-planned communities. As a result of the survey and research, tier numbers were assigned to neighborhoods with Tier 1 communities being those flagged for additional study with the highest potential for significance, followed by Tier 2 communities and lastly Tier 3 communities. Details of the requirements of the tiers are provided in Appendix C. The survey identified five residential master planned communities (Tier 1) that warrant further evaluation to determine whether they are eligible for historic designation. Four of the master planned communities represent the work of notable architects Dan Saxon Palmer and William Krisel, and the fifth, La Jolla Colony comprised of 10 individual neighborhoods, represents a master-planned community constructed in the late 1980s utilizing aspects of the New Urbanism design movement with varied housing typologies, incorporation of green spaces, pedestrian pathways, and other recreational features. The survey found the remaining residential master planned communities ineligible for historic district designation. The University CPU area also contains three other designated historic resources: the Torrey Pines Gliderport site within Torrey Pines City Park (Historical Resources Board [HRB] # 315), the Guy and Margaret Fleming House, and an archaeological and cultural resources site (HRB #1450).

4.4.1.6 Hillcrest Focused Plan Amendment Cultural and Historic Background

Information regarding the historical background for the Uptown Community Plan area, where the Hillcrest FPA area is located, is hereby incorporated by reference from the Final PEIR for the Uptown Community Plan Update. Specific to the Hillcrest FPA area, as stated above in Section 4.4.1.1c, there are 53 historical resources, both designated and potentially historic, within the Hillcrest FPA area.

Although no significant archaeological resources have been identified within the Hillcrest FPA area, significant resources are found in the vicinity of the Uptown community. As discussed in the Uptown Community Plan Update Final PEIR (2015), researchers such as Gallegos and others (1998) identify one named Kumeyaay village in the vicinity of the community of Uptown, the village of Cosoy/Kosaii/Kosa'aay. For locations, Gallegos and others depended on the interpretation of the ethnohistoric literature of Florence Shipek (e.g., 1976). Villages and campsites were generally located in areas where water was readily available, preferably on a year-round basis. The San Diego River, which is located approximately 0.5 miles from the Uptown community planning area, provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region. Major coastal villages were known to have existed along the San Diego River, including the village of Cosoy/Kosaii/Kosa'aay near the mouth of the San Diego River (Kroeber 1925). Although the actual location of the village is unknown, Bancroft (1884) reported that a site called Cosoy/Kosaii/Kosa'aay by the Native Americans was in the vicinity of Presidio Hill and Old Town, located less than 1 mile west of the Uptown community planning area boundary. Several investigations have identified possible locations for the village of Cosoy/Kosaii/Kosa'aay (Clement and Van Bueren 1993; Felton 1996); however, the actual site has never been found. Several additional large villages have been documented along the San Diego River through ethnographic accounts and archaeological investigations in the area. These include Nipaquay, located near present-day Mission San Diego de Alcalá (Kyle 1996); El Corral, located near Mission Gorge; Santee Greens, located in eastern Santee (Berryman 1981); and El Capitan, located approximately 21 miles upstream of the Uptown community planning area, now covered by the El Capitan Reservoir (Pourade 1961).

As part of the Hillcrest FPA, a historic context statement was prepared which focused on the lesbian, gay, bisexual, transgender, and queer (LGBTQ+) history and resources within the FPA area (Appendix H-2). This context statement built off of the 2016 Citywide LGBTQ Historic Context Statement with additional research and analysis specific to the Hillcrest community. The Hillcrest LGBTQ+ Historic Context Statement supported the evaluation of the Hillcrest Historic District, which was first identified as a potential historic district during the adoption of the Uptown CPU in 2016. The Hillcrest LGBTQ+ Historic Context Statement and associated field work also identified several properties which could be eligible for designation as part of a future Multiple Property Listing.

As part of the Hillcrest FPA, an intensive-level survey was conducted within the potential historic district, which is bounded by Washington Avenue, 6th Avenue, Pennsylvania Avenue and First Avenue. The intensive level survey revealed that a smaller area centered around 5th Avenue between University Avenue and Robinson Avenue was eligible for designation as a historic district under City HRB Criteria A and C for its significance related to early 20th century commercial development supporting the surrounding streetcar suburb, and for its significant association with the LGBTQ+

community. The district consists of 29 parcels containing 21 contributing resources and 11 noncontributing buildings. The contributing buildings include a variety of one- and two-story commercial buildings, typically One-Part or Two-Part Commercial Block buildings designed and accented in styles popular in the first half of the 20th Century, including Beaux Arts, Mission Revival, Spanish Colonial Revival, Art Moderne, and Art Deco. Two neon signs are among the 21 identified contributing resources. Buildings are typically set at the property lines, resulting in non-descript, utilitarian side and rear facades. Storefronts line the streets and often exhibit replacement of storefront glazing and door systems as is typical for commercial buildings and uses. The streets within the district include landscaped parkways, which are most densely vegetated along 5th Avenue. The intensive-level survey resulted in a historic district nomination, which is in process and is scheduled to be brought to the City's Historical Resources Board for designation shortly after adoption of the Hillcrest FPA. As part of the designation process, the HRB will review the nomination and if designated, classify the properties within the district as either contributing or non-contributing resources. A decision by the Board to designate a historic district may be appealed to the City Council on limited grounds.

4.4.2 Regulatory Setting

4.4.2.1 Federal Regulations

a. National Historic Preservation Act of 1966 and National Register of Historic Places

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

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

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

- Have yielded, or may be likely to yield, information important in prehistory or history.

Eligible properties must meet at least one of the NRHP criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character, the degree to which the original historic fabric has been retained, and the reversibility of changes to the property. The fourth criterion is typically reserved for archaeological resources. These criteria have largely been incorporated into the CEQA Guidelines (Section 15064.5) as well.

Criteria Considerations

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

- (a) A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- (b) A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- (c) A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life; or
- (d) A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- (e) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- (f) A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- (g) A property achieving significance within the past 50 years if it is of exceptional importance.

b. National Environmental Policy Act

The National Environmental Policy Act (NEPA) was signed into law on January 1, 1970. NEPA created an environmental review process requiring federal agencies to consider the effects of their actions on the environment. Under NEPA, all federal agencies must carry out their regulations, policies, and programs in accordance with NEPA's policies for environmental protection, including project compliance with Section 106 of the National Historic Preservation Act, as previously discussed. Any

potential future development that requires a federal approval would be subject to NEPA requirements.

c. The Secretary of the Interior Standards and Guidelines for Archaeology and Historic Preservation

The Secretary of the Interior Standards and Guidelines for Archaeology and Historic Preservation are not regulatory and do not set or interpret agency policy. They are intended to provide technical advice about archaeological and historic preservation activities and methods. Federal agency personnel responsible for cultural resource management pursuant to Section 110 of the National Historic Preservation Act, State Historic Preservation Offices responsible under the National Historic Preservation Act, local governments wishing to establish a comprehensive approach, and other individuals and organizations needing basic technical standards and guidelines for historic preservation activities are encouraged to use these standards.

d. Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) was passed in 1990 to provide for the protection of Native American graves. The act conveys to Native Americans of demonstrated lineal descent the human remains, including the funerary or religious items, that are held by federal agencies and federally supported museums, or that have been recovered from federal lands. NAGPRA makes the sale or purchase of Native American remains illegal, whether or not they were derived from federal or Native American lands.

4.4.2.2 State Regulations

a. California Register of Historical Resources

The California Office of Historic Preservation maintains the California Register of Historical Resources (CRHR). The CRHR is the authoritative guide to the state's significant historic and archeological resources. The program provides for the identification, evaluation, registration, and protection of California's historical resources. The CRHR encourages public recognition and protection of resources of architectural, historic, archaeological, and cultural significance; identifies historical resources for State and local planning purposes; determines eligibility for State historic preservation grant funding; and affords certain protection to these resources under CEQA.

The CRHR has also established context types to be used when evaluating the eligibility of a property or resource for listing. The four criteria are as follows:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
2. It is associated with the lives of persons important to local, California, or national history.
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values.

4. It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.

Similar to the NRHP, eligibility for the CRHR requires an establishment of physical integrity, including the four criteria previously described. California's list of special considerations is less stringent than the NRHP, providing allowances for relocated buildings, structures, or objects as reduced requirements for physical integrity. CEQA Guidelines Section 15064.5 and Public Resources Code (PRC) Section 21083.2(g) define the criteria for determining the significance of historical resources. The term "historical resources" refers to all prehistoric and historic resources, including archaeological sites, traditional cultural properties, and historic buildings, structures, sites, objects, landscapes, etc. Since resources that are not listed or determined eligible for the state or local registers may still be historically significant, their significance shall be determined if they are affected by a project. The significance of a historical resource under Criterion 4 rests on its ability to address important research questions. Most archaeological sites which qualify for the CRHR do so under Criterion 4 (i.e., research potential).

b. California Environmental Quality Act

For the purposes of CEQA, a significant historical resource is one that qualifies for the CRHR or is listed in a local historic register or deemed significant in an historical resources survey, as provided under Section 5024.1(g) of the PRC. A resource that is not listed in or is not determined to be eligible for listing in the CRHR, is not included in a local register or historic resources, or is not deemed significant in a historical resources survey may nonetheless be deemed significant by a CEQA lead agency.

As indicated above, the California criteria (CEQA Guidelines Section 15064.5) for the registration of significant architectural, archaeological, and historical resources in the CRHR are nearly identical to those for the NRHP. Furthermore, PRC Section 21083.2(g) defines the criteria for determining the significance of archaeological resources. These criteria include definitions for a "unique" resource, based on its:

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

c. California Public Resources Code

Sections 5097– 5097.6 of the PRC outline the requirements for cultural resource analysis prior to the commencement of any construction project on state lands. The state agency proposing the project may conduct the cultural resource analysis or they may contract with the State Department of Parks and Recreation. In addition, this section stipulates that the unauthorized disturbance or removal of archaeological, historical, or paleontological resources located on public lands is a misdemeanor. It

prohibits the knowing destruction of objects of antiquity without a permit (expressed permission) on public lands and provides for criminal sanctions. This section was amended in 1987 to require consultation with the California Native American Heritage Commission (NAHC) whenever Native American graves are found. Violations for the taking or possessing of remains or artifacts are felonies.

PRC Section 5097.9-991, regarding Native American heritage, outlines protections for Native American religion from public agencies and private parties using or occupying public property. Also protected by this code are Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines located on public property.

d. California Health and Safety Code

Section 7052 of the California Health and Safety Code (H&SC) makes the willful mutilation, disinterment, or removal of human remains a felony. H&SC Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the NAHC.

H&SC Section 8010-8030 constitutes the California Native American Graves Protection and Repatriation Act of 2001 (CalNAGPRA). CalNAGPRA, like the federal act, ensures that Native American human remains and cultural items are treated with respect and dignity during all phases of the archaeological evaluation process in accordance with CEQA and any applicable local regulations. The H&SC provides a process and requirements for the identification and repatriation of collections of human remains or cultural items to the appropriate tribes from any state agency or museum that receives state funding.

e. California Government Code Section 65040.2(g)

California Government Code Section 65040.2(g) provides guidelines for consulting with Native American tribes for the following: (1) the preservation of, or the mitigation of impacts to places, features, and objects described in PRC Sections 5097.9 and 5097.993; (2) procedures for identifying through the NAHC the appropriate California Native American tribes; (3) procedures for continuing to protect the confidentiality of information concerning the specific identity, location, character, and use of those places, features, and objects; and (4) procedures to facilitate voluntary landowner participation to preserve and protect the specific identity, location, character, and use of those places, features, and objects.

f. Native American Burials (PRC Section 5097 et seq.)

State law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and designates the NAHC to resolve disputes regarding the disposition of such remains. The Native American Historic Resource Protection Act (PRC Sections 5097.993-5097.994) makes it a misdemeanor punishable by up to a year in jail to deface or destroy an Indian historic or cultural site

that is listed or may be eligible for listing in the CRHR. In 2006, Assembly Bill (AB) 2641 (Coto) amended the PRC to provide for the protection of human remains when discovered, as well as conferral with descendants to make recommendations or preferences for treatment of human remains. A landowner, upon discovery of human remains, is required to ensure that the immediate vicinity, as described, is not damaged or disturbed, until specific conditions are met, including discussing and conferring, as defined, with the descendants regarding their preferences for treatment. The amended PRC, along with the California Native American Graves and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) ensures that Native American human remains and cultural items are treated with respect and dignity during all phases of the archaeological evaluation process in accordance with CEQA and any applicable local regulations, and that any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

4.4.2.3 Local Regulations

a. Historical Resources Regulations

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

Compliance with the Historical Resources Regulations begins with the determination of the need for a site-specific survey for a project. Pursuant to SDMC Section 143.0212(a), a historic property (built environment) survey can be required when obtaining a permit for development of any parcel containing a structure that is over 45 years old and appears to have integrity of setting, design, materials, workmanship, feeling, and association. SDMC Section 143.0212(b) requires that historical resource sensitivity maps be used to identify properties in the City that have a probability of containing historic or pre-historic archaeological sites. These maps are based on records of the California Historical Resources Information System (CHRIS) maintained by the SCIC at San Diego State University. If records show an archaeological site exists on or immediately adjacent to a subject property, the City would require a survey. In general, archaeological surveys are required when the proposed development is on a previously undeveloped parcel, if a known resource is recorded on the parcel or within a one-mile radius, or if a qualified consultant or knowledgeable City staff member recommends it. In both cases, the determination for the need to conduct a site-specific survey must be made in 10 business days for a construction permit or 30 days for a development permit pursuant to SDMC Section 143.0212(c).

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

b. Historical Resources Guidelines

The City's Historical Resources Guidelines, amended in April 2001, are designed to implement the City's Historical Resources Regulations. If any resources have been recorded on a property, those resources must be evaluated for significance/importance in accordance with the Historical Resources Guidelines. The Historical Resources Guidelines are incorporated in the City's Land Development Manual by reference. The guidelines establish a development review process to review projects in the City. This process is composed of two aspects: the implementation of the Historical Resources Regulations and the determination of impacts and mitigation under CEQA.

c. Historical Resources Register

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

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

d. General Plan Historic Preservation Element

The Historic Preservation Element of the General Plan provides guidance on archaeological and historic site preservation in San Diego, including the roles and responsibilities of the HRB, the status of cultural resource surveys, the Mills Act, conservation easements, and other public preservation

incentives and strategies. A discussion of criteria used by the HRB to designate landmarks is included, as is a list of recommended steps to strengthen historic preservation in San Diego. The Historic Preservation Element sets a series of goals for the City for the preservation of historic resources, and the first of these goals is to preserve significant historical resources. These goals are realized through implementation of policies that encourage the identification and preservation of historical resources.

General Plan Policies HP-A.1 through HP-A.5 are associated with the overall identification and preservation of historical resources. This includes policies to provide for comprehensive historic resource planning and integration of such plans within City land use plans. Historic Preservation policies HP-B.1 through HP-B.4 address the benefits of historical preservation planning and the need for incentivizing maintenance, restoration, and rehabilitation of designated historical resources. This is proposed to be completed through a historic preservation sponsorship program and through cultural heritage tourism. Recently adopted community plan updates may also include additional community-specific policies recommended during tribal consultation.

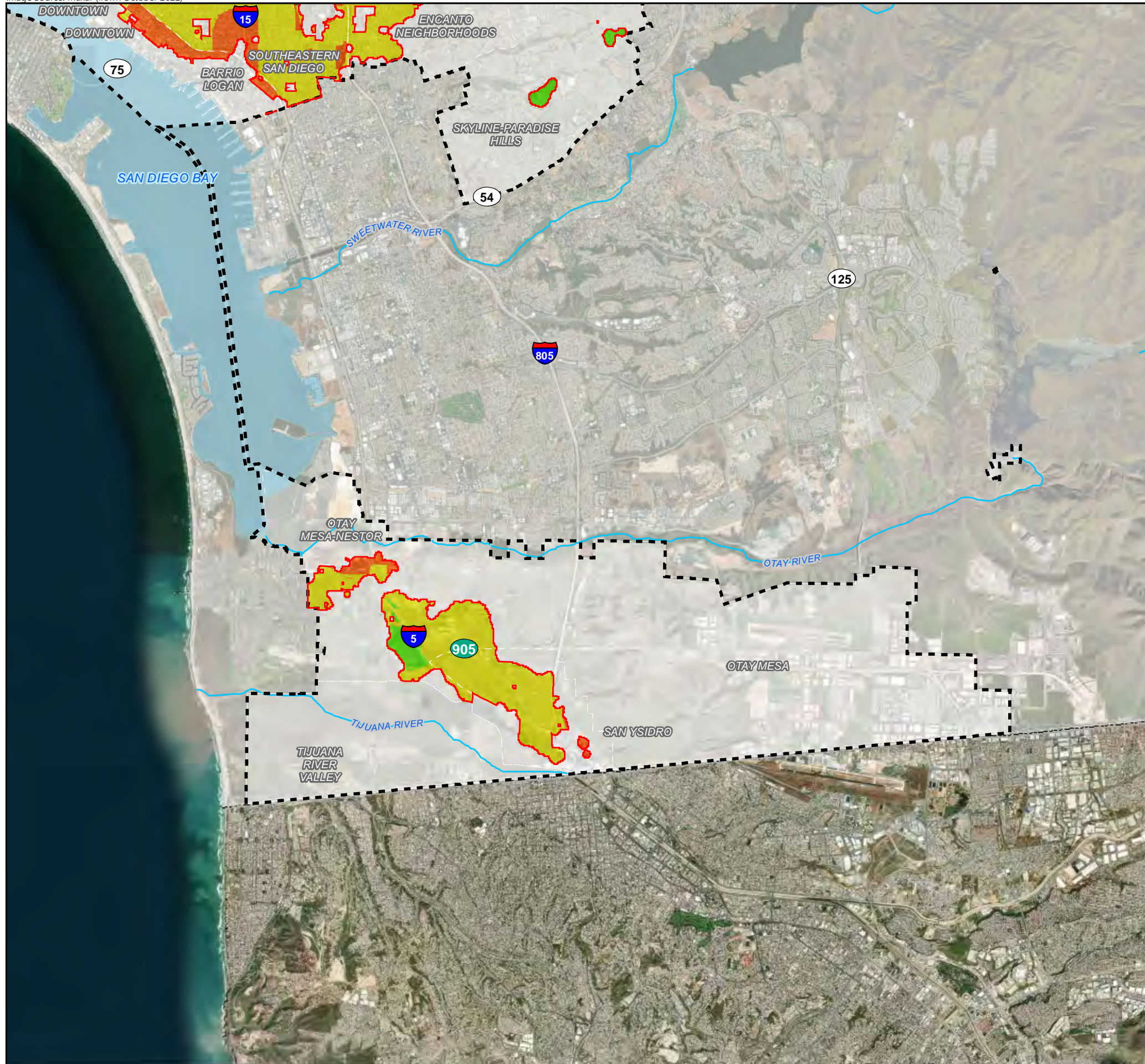
4.4.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to cultural resources are based on applicable criteria in the CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2022). The following issue questions are addressed in this section:

- 1) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?
- 2) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?
- 3) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

4.4.3.1 Cultural Resources Sensitivity Maps

As stated above, the Blueprint SD Initiatives' policy and land use framework would apply Citywide; however, it is anticipated that potential impacts associated with implementation of Blueprint SD Initiative are most likely to be concentrated within Climate Smart Village Areas. As detailed in the Blueprint SD Initiative Cultural Resources Analysis (see Appendix G), Cultural Resources Sensitivity Maps covering the Blueprint SD Initiative Climate Smart Village Areas, the University CPU area, and the Hillcrest FPA area were developed to identify the sensitivity of an area for containing cultural resources (Figures 4.4-1a through 4.4-1e, 4.4-2 and 4.4-3).








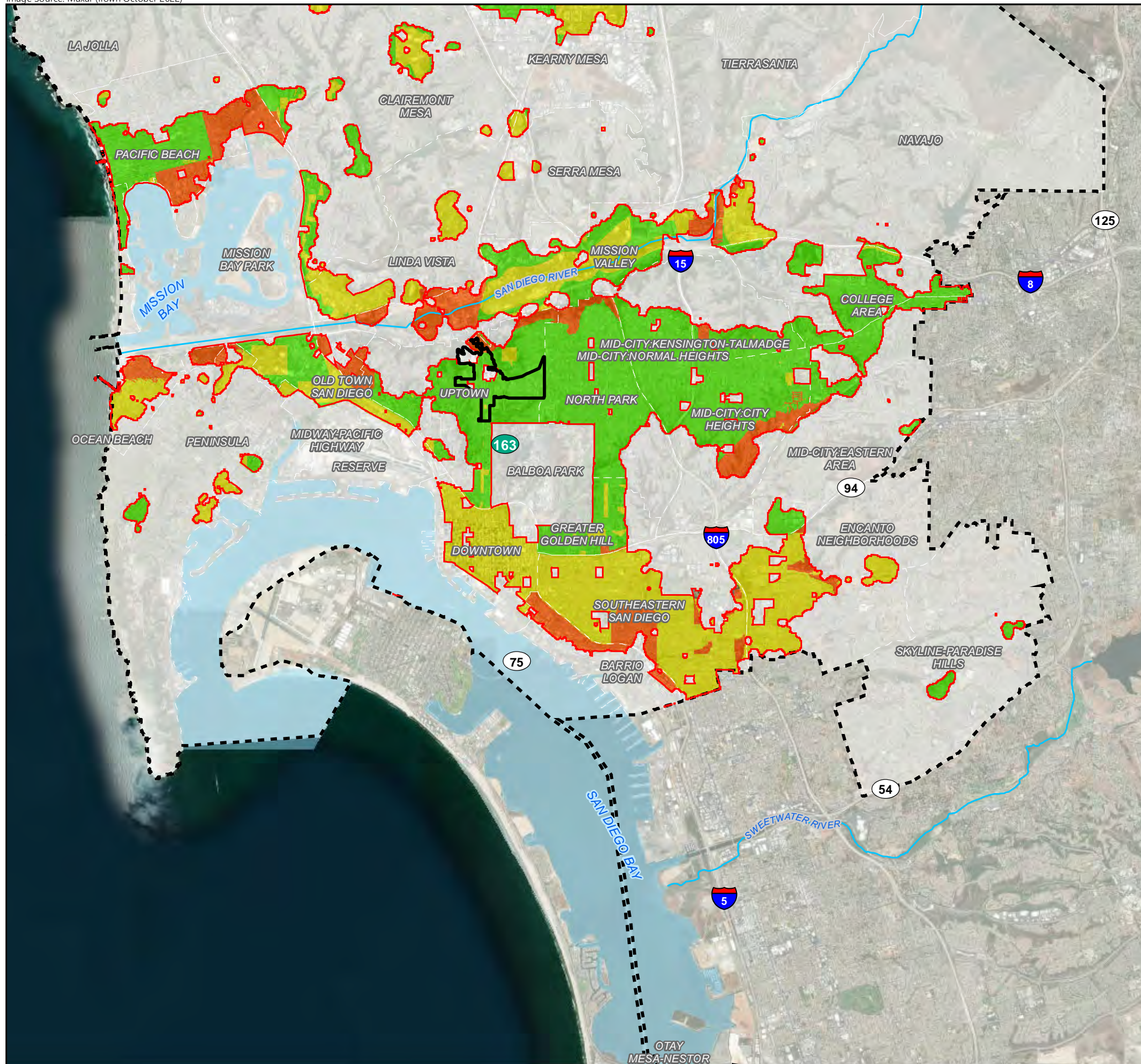
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
- Cultural Resource Sensitivity**
-  High
-  Moderate
-  Low



FIGURE 4.4-1a
Cultural Resource Sensitivity
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - South



- Hillcrest Focused Plan Amendment Area
- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- Cultural Resource Sensitivity**
- High
- Moderate
- Low

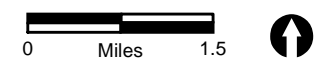
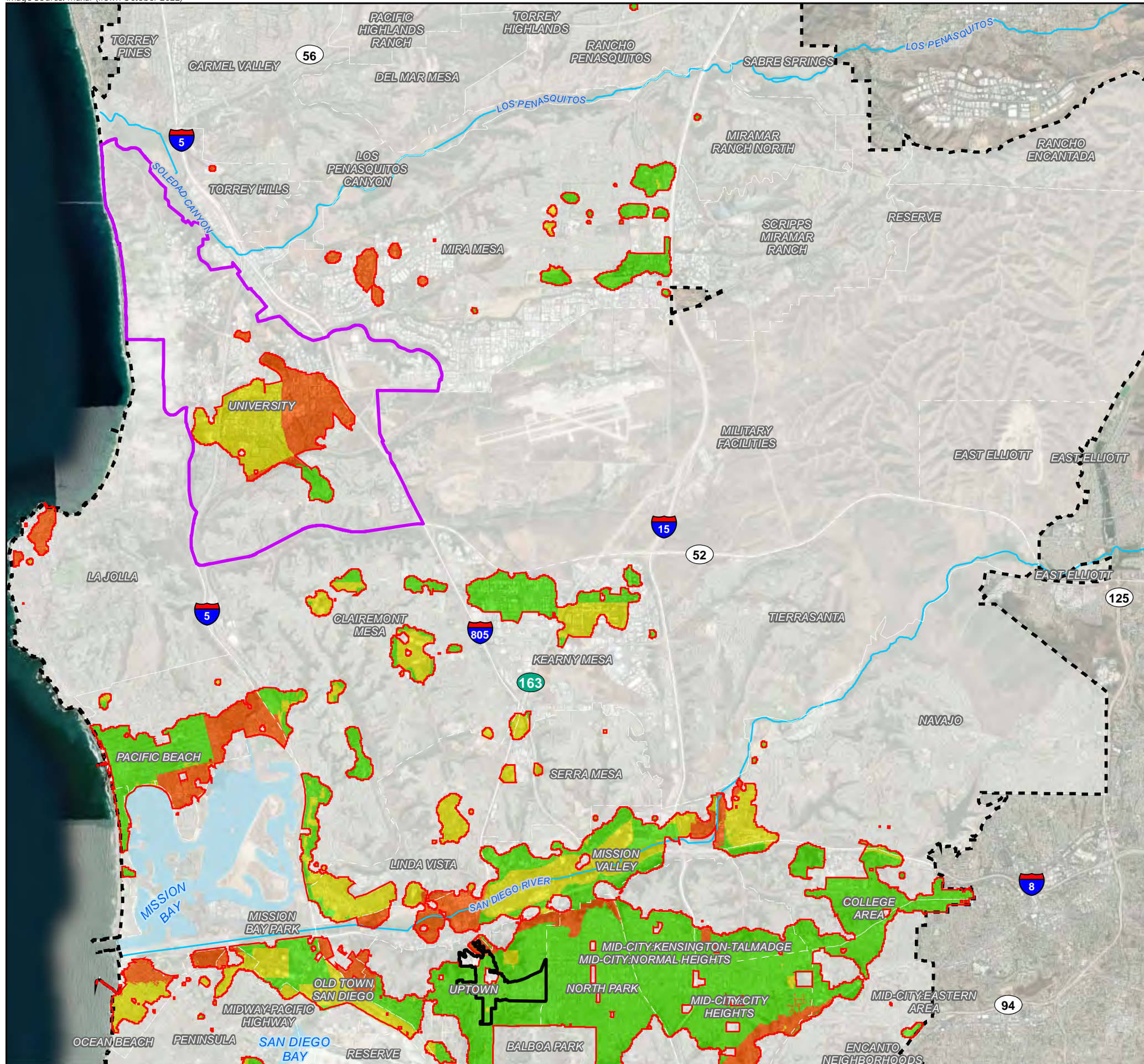


FIGURE 4.4-1b
Cultural Resource Sensitivity
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - South Central



- ▭ Hillcrest Focused Plan Amendment Area
 - ▭ University Community Plan Update Area
 - ▭ Blueprint SD Initiative Climate Smart Village Areas
 - - - San Diego City Limits
- Cultural Resource Sensitivity**
- High
 - Moderate
 - Low

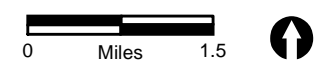
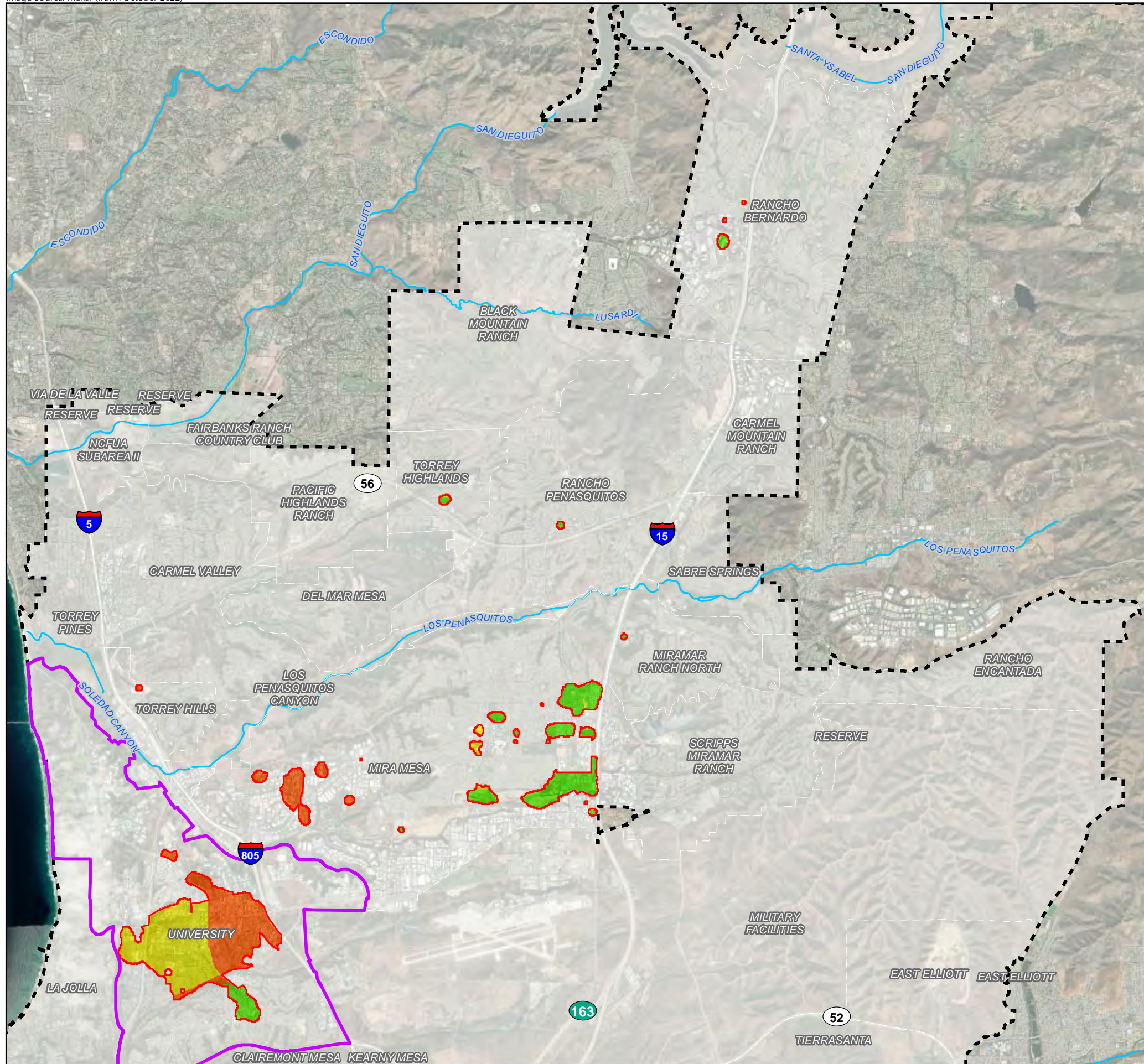


FIGURE 4.4-1c
Cultural Resource Sensitivity
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - North Central









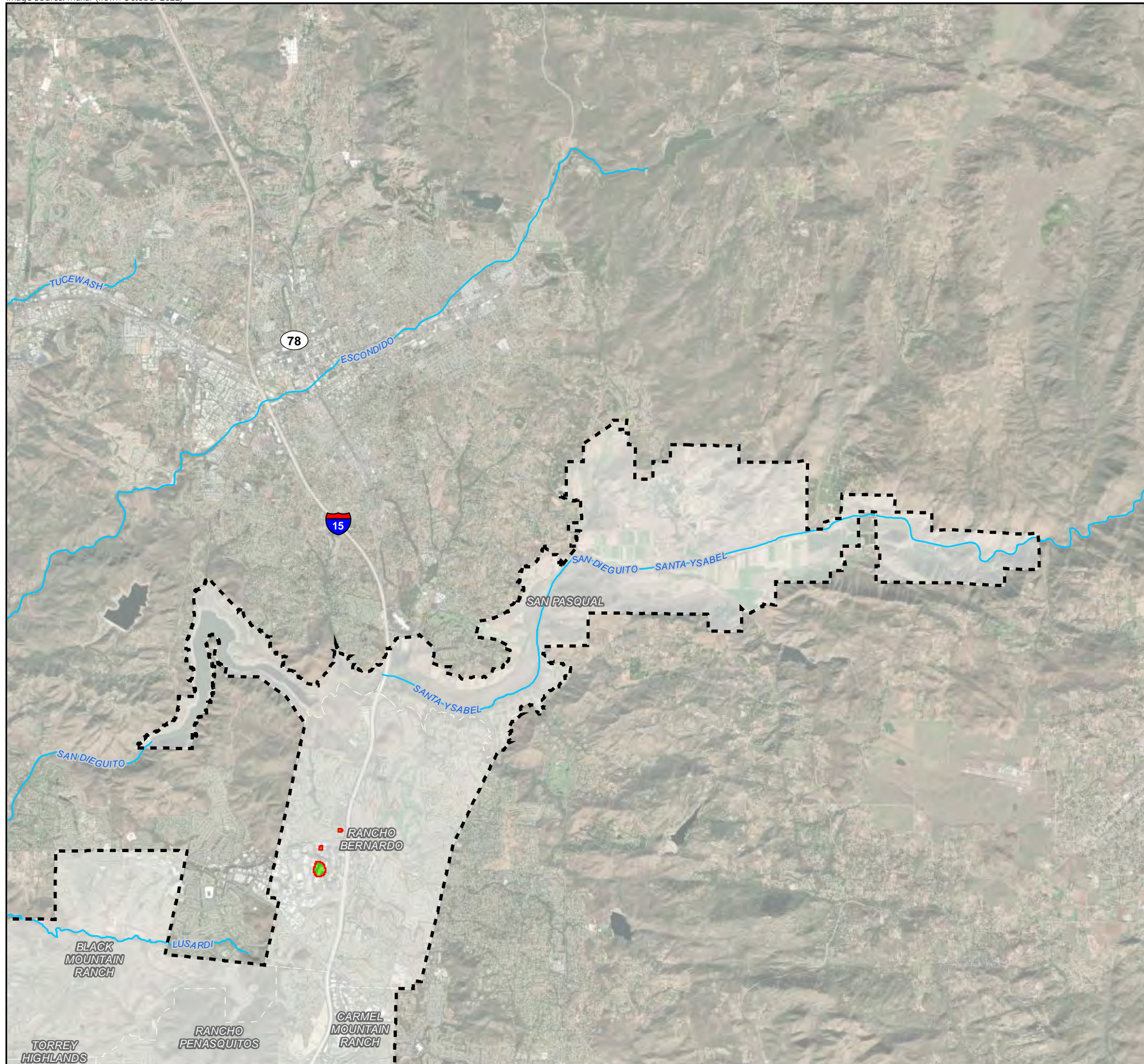
-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
- Cultural Resource Sensitivity**
-  High
-  Moderate
-  Low



FIGURE 4.4-1d
Cultural Resource Sensitivity
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - North



- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- Cultural Resource Sensitivity**
- Low



FIGURE 4.4-1e
Cultural Resource Sensitivity
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - Northeast

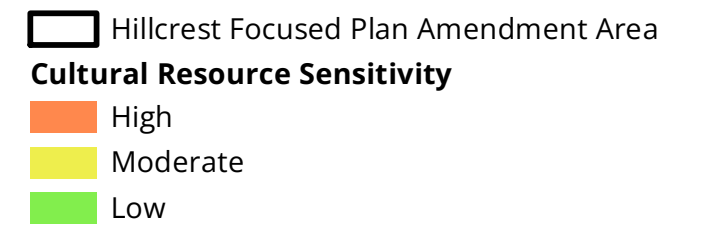
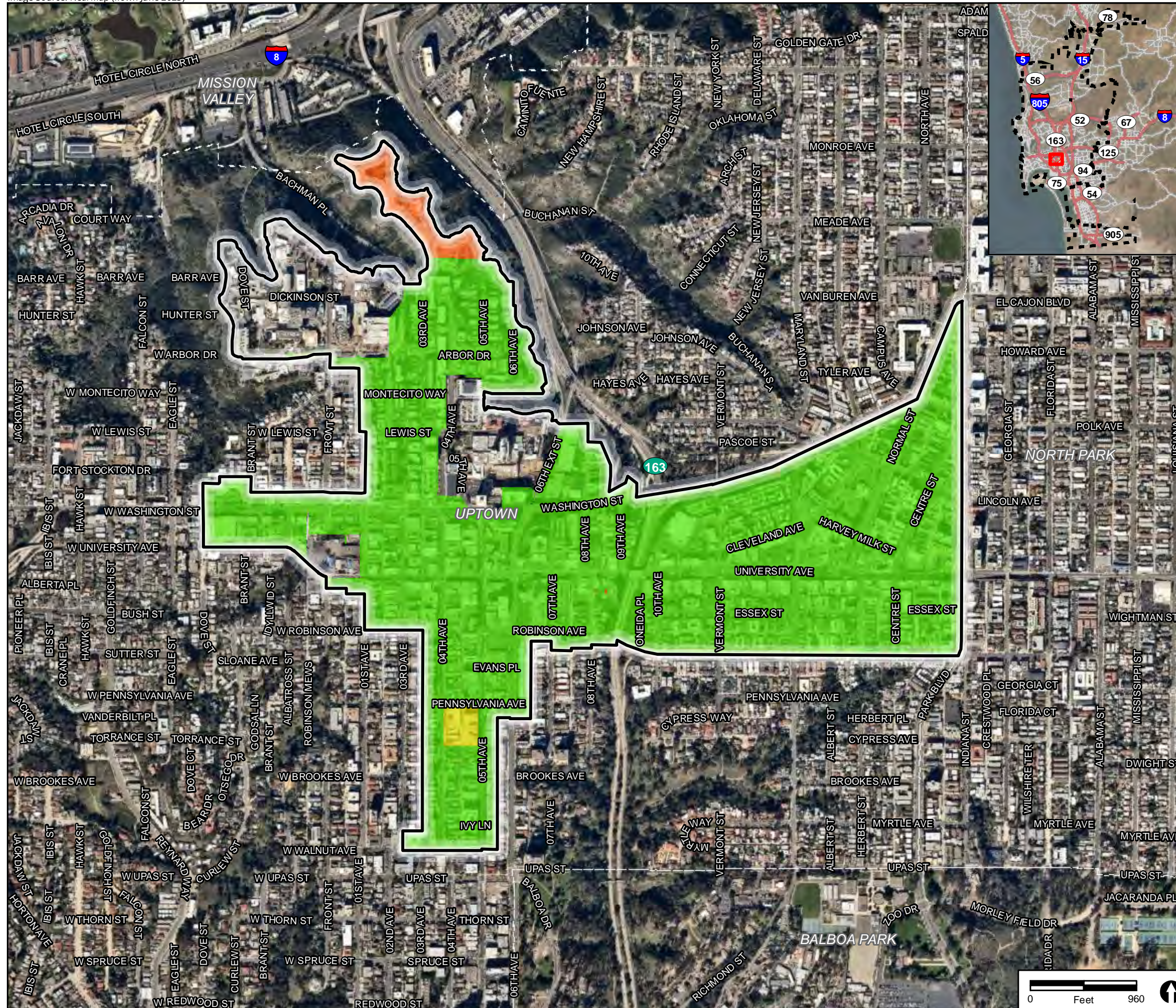
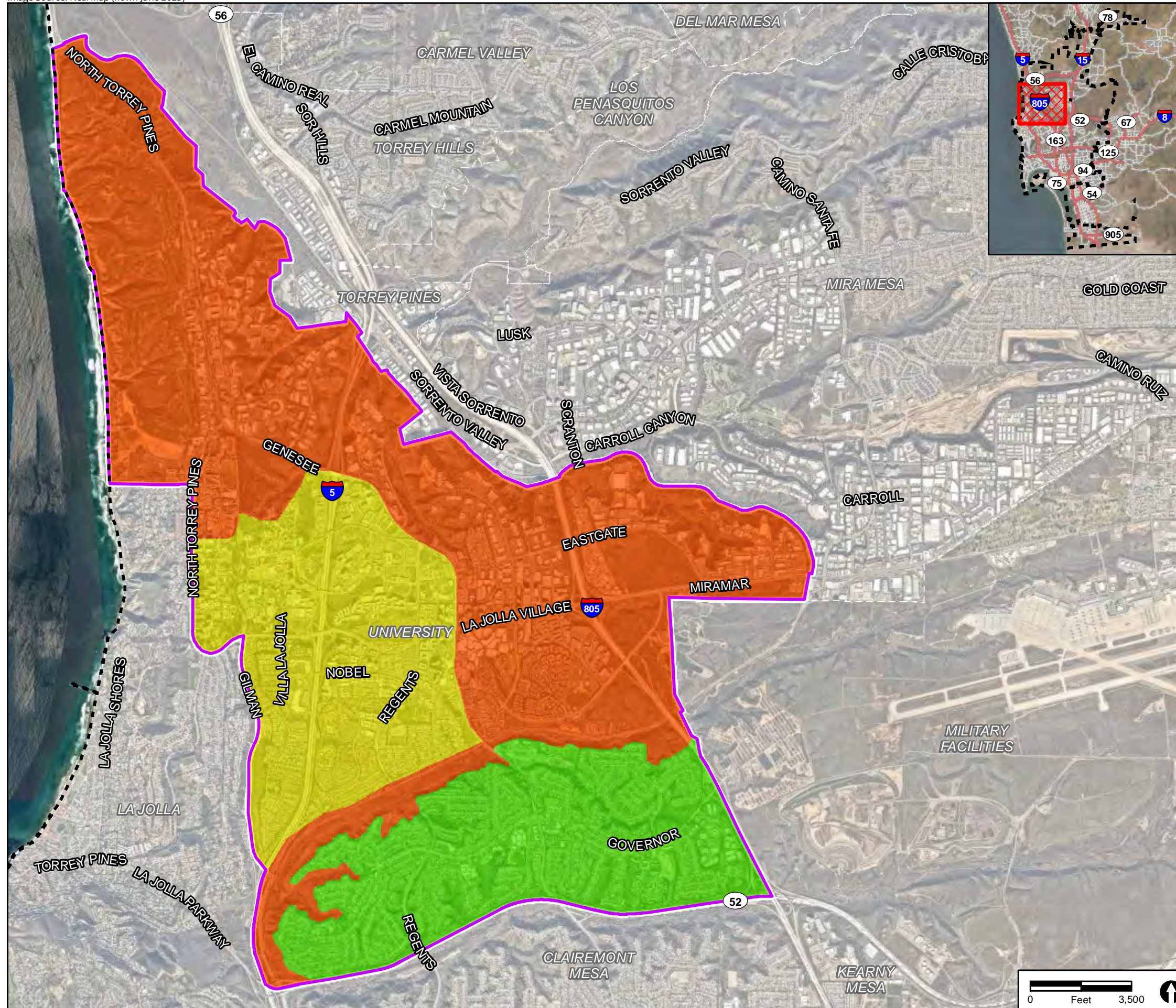


FIGURE 4.4-2
Cultural Resource Sensitivity
in Relation to Hillcrest Focused
Plan Amendment Area



- University Community Plan Update Area
- San Diego City Limits
- Cultural Resource Sensitivity**
 - High
 - Moderate
 - Low

FIGURE 4.4-3
Cultural Resource Sensitivity
in Relation to the
University Community Plan Update Area

The Cultural Resources Sensitivity Maps include low, moderate, or high ratings of cultural resource sensitivity and were developed based on April 2023 records of the CHRIS maintained by the SCIC at San Diego State University, archival research from the San Diego Museum of Man, and site-specific information in the City's files. Additionally, a search of the records held by the California Department of Parks and Recreation for the portion of the Torrey Pines State Natural Reserve located within the University CPU area was obtained on March 24, 2020.

A low sensitivity rating indicates areas where there is a high level of disturbance or development, and few or no previously recorded cultural resources are present based on records search results and due to the timing of development of the project site occurring after 1984 when CEQA would have been applied. Within these areas, the potential for additional resources to be identified would be low.

A moderate sensitivity rating indicates that some cultural resources have been recorded within the area or the area was developed before 1984 when CEQA review may not have been applied. Moderate sensitivity resources consist of diversity or density of feature and artifact types (e.g., a moderately dense lithic scatter).

Areas identified as high sensitivity are locations where significant cultural resources have been documented or would have the potential to be identified. High sensitivity resources include village and habitation sites and areas near fresh water sources. These resources may range from moderately complex to highly complex, with more defined living areas or specialized work space areas, and a large breadth of features and artifact assemblages. The potential for identification of additional resources in such areas would be high.

The sensitivity rating for these areas ranges from low, moderate, and high in Climate Smart Village Areas (see Figure 4.4-1a through 4.4-1e). The Hillcrest FPA area is mostly low sensitivity, with a small portion of high sensitivity in the north of the area, a moderate section to the south, and a small high sensitivity segment to the east (see Figure 4.4-2). The University CPU area consists of high sensitivity along the north, east and some southern portions of the CPU area, while the west was considered moderate sensitivity, and the south low sensitivity (see Figure 4.4-3).

4.4.4 Impact Analysis

Issue 1 Historic Structures, Objects, or Sites

Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

The Blueprint SD Initiatives' policy and land use framework would apply Citywide; however, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Climate Smart Village Areas, which are areas with a medium to high village propensity value of 7 through 14 and where the redesignation of land uses would be focused to increase development intensities that support higher density residential and mixed-use development, are located largely within existing developed areas. Project areas include both known historical resources and potentially historical resources.

Below ground historic objects or sites are considered archaeological resources and are addressed under Issue 2, below.

Within the Climate Smart Village Areas, Historic Context Statements have been prepared for areas with recently adopted Community Plan Updates. However, for community plan areas without a recent community plan update, the location and extent of historical resources has not been comprehensively documented. Historic Context Statements contained within recently updated community plans identify the historical themes and property types important to the development of each community and provide guidance on the identification of significant historical resources on a community basis. In addition, Historic Resource Reconnaissance Surveys completed within individual communities identify the location of potentially significant historic structures. Potential historic districts have been identified in some CPUs in communities with a high likelihood of containing significant historical resources.

Numerous known and potential historical resources have been documented throughout the City and are focused within the City's original neighborhoods such as Old Town, Uptown, Golden Hill, North Park, and the Mid-City communities. For example, the Old Town San Diego Community Plan Area Historic Resources Reconnaissance Survey: Historic Context & Survey Report reported 37 designated historic resources both within and outside of the Old Town San Diego State Historic Park District, one potential historic district, in addition to 21 potential individual resources eligible for local listing (Galvin Preservation Associates, Inc. 2018). The North Park Community Plan Area Historic Resources Survey (Historic Resources Group 2016) identified six potential historic districts, one multiple property listing, and 47 individual properties that appeared eligible for local designation, including residential (single-family and multi-family), commercial, civic and institutional, and infrastructural properties. The Golden Hill Historic Resources Survey identified one potential historic district, one multiple property listing, and 52 individual properties which appear eligible for local designation (Historic Resources Group 2016b). The Uptown Community Plan Area Historic Resources Survey Report identified 19 potential historic districts, 3 multiple property listings, and 2,266 potentially significant individual resources. In addition, City staff and members of the Uptown community identified four additional potential historic districts including Allen Terrace, Avalon Heights, Hillcrest, and San Diego Normal School/San Diego City Schools Education Complex.

As detailed in Section 4.4.1.5 above, the Historic Context Statement and Reconnaissance Survey prepared for the University CPU identified two historic designated sites in the University CPU area: the Torrey Pines Gliderport site within Torrey Pines City Park (HRB# 315), the Guy and Margaret Fleming House, and an archaeological and cultural resources site (HRB#1450). The Reconnaissance Survey also evaluated 78 residential communities for potential historical significance and identified five (5) residential master planned communities (Tier 1) which were found to warrant further evaluation to determine whether they are eligible for historic designation (Table 4.4-6). Tier 1 communities are required to be associated with a notable developer and/or architect and have one of more of the following characteristics:

- Community appeared to have architectural merit and visual cohesion;
- Integrity of the community was predominately intact;
- Won notable design, architecture, planning or construction award(s) and retain integrity for which the awards were given;

- Unique designs, planning methodologies, or construction methodologies were identified within the community; or
- Archival research suggested that additional research and survey had the potential to uncover additional information pertaining to the historical significance of the neighborhood.

Table 4.4-6 Tier 1 Master Planned Communities		
Map ID #	Master Planned Community	Reason (s) for Future Study
1A	University City West A	Palmer & Krisel-designed single-family homes within one tract
1B	University City West B	Palmer & Krisel-designed single-family homes within one tract
9	University Hyde Park	Palmer & Krisel-designed single-family homes within one tract
14	San Clemente Park Estates	Palmer & Krisel-designed single-family homes within one tract
56, 57, 58, 59, 60, 61, 62, 63, 64, and 65	La Jolla Colony	Master-planned community with varied housing typologies, incorporation of greenspaces, installation of pedestrian pathways, and recreational features such as community swimming pools

The Reconnaissance Survey found that the remaining 65 master-planned communities surveyed (Tier 2 and 3) were determined as unlikely to rise to the level of significance required for designation at the local, state, and national level even with additional study or survey work due to not meeting the factors listed above (Table 4.4-7). Based upon the methods and findings of the Reconnaissance Survey, the 65 master-planned communities identified as Tiers 2 and 3 do not appear to meet the criteria for listing on the local, state, or national registers.

Table 4.47 Tiers 2 and 3 Master Planned Residential Communities Proposed for Exemption from Review under SDMC Section 143.0212			
Map ID #	Master Planned Community Name	Tier	Reason(s) for Ineligibility
2	Pennant Village	2	Lacks visual cohesion, unknown architect
3	University Village	2	Heavily altered, unknown architect, lacks visual cohesion
4	University Hills	2	Lacks visual cohesion, heavily altered, no awards or accolades
5	Panorama Park	2	No awards or accolades, no architectural merit, heavily altered
6	Flair	2	Ubiquitous, single-family tract, unknown architect, heavily altered
7	University City Manor	3	Heavily altered tract housing with no notable developer
8	University City Village	2	Ubiquitous multi- and single-family tract, unknown architect
10	Fireside University City Homes	2	Unknown architect, lacks visual cohesion
11	Diamond Manor	3	Heavily altered tract housing with no notable developer
12	The Bluffs	2	Ubiquitous single-family tract, unknown architect, heavily altered
13	University Park North	2	Lacks visual cohesion, ubiquitous single-family housing tract, unknown architect
15	La Jolla Vista	3	Ubiquitous multi-family development and no notable developer
16	La Jolla Village Apartments	3	Ubiquitous multi-family development and unknown developer
17	Genesee Vista	3	Ubiquitous multi-family development and no notable developer

Table 4.47 Tiers 2 and 3 Master Planned Residential Communities Proposed for Exemption from Review under SDMC Section 143.0212			
Map ID #	Master Planned Community Name	Tier	Reason(s) for Ineligibility
18	La Jolla Mesa	3	Ubiquitous multi-family development and no notable developer
19	Woodlands North	2	Ubiquitous multi-family housing tract, no awards or accolades
20	Genesee Highlands	2	Ubiquitous multi-family housing tract, unknown architect, lacks visual cohesion
21	SouthPointe	2	Ubiquitous multi-family housing tract, unknown architect
22	Villa Toscana	3	Ubiquitous multi-family development and unknown developer
23	Woodlands La Jolla	2	Ubiquitous multi-family housing tract, no awards or accolades
24	La Jolla Village Tennis Club	3	Ubiquitous multi-family development and no notable developer
25	Eastgate Village	3	Ubiquitous multi-family development and no notable developer
26	La Jolla Terrace	3	Ubiquitous multi-family development and unknown developer
27	West Hills Homes	3	Heavily altered tract housing with no notable developer
28	Pacific Garden Apartments	3	Ubiquitous multi-family development and unknown developer
29	EastBluff	2	Ubiquitous multi-family housing tract, unknown architect
30	Playmor Terrace West	3	Ubiquitous multi-family development and no notable developer
31	Canyon Park Apartments	3	Ubiquitous multi-family development and unknown developer
32	Vista La Jolla	2	Ubiquitous single-family tract, unknown architect
33	Torrey Pines Village Apartments	3	Ubiquitous multi-family development and unknown developer
34	Playmor Terrace	3	Ubiquitous multi-family development and no notable developer
35	Topeka Vale	2	Unknown architect, lacks visual cohesion
36	Woodlands South	2	Ubiquitous multi-family housing tract, no awards or accolades
37	Woodlands West I and II	2	Ubiquitous multi-family housing tract, no awards or accolades
38	La Jolla Park Villas	3	Ubiquitous multi-family development and no notable developer
39	The Park	3	Ubiquitous multi-family development and unknown developer
40	Vista La Jolla Townhomes	2	Ubiquitous multi-family housing tract, unknown architect
41	Diguenos	3	Ubiquitous multi-family development and unknown developer
42	La Jolla Village Park	3	Ubiquitous multi-family development and no notable developer
43	The Pines	3	Ubiquitous multi-family development and no notable developer
44	Villa Mallorca	3	Ubiquitous multi-family development and no notable developer
45	La Jolla Terrace	3	Ubiquitous multi-family development and no notable developer
46	Canyon Ridge	2	Unknown architect, ubiquitous single-family housing tract
47	Boardwalk	2	Ubiquitous multi-family housing tract, no awards or accolades
48	La Jolla Gardens	3	Ubiquitous multi-family development and unknown developer
49	Cambridge	3	Ubiquitous multi-family development and no notable developer
50	La Jolla City Club	3	Ubiquitous multi-family development and no notable developer
51	Villa Europa	3	Ubiquitous multi-family development and no notable developer
52	La Jolla International Gardens	3	Ubiquitous multi-family development and no notable developer
53	Regency Villas	3	Ubiquitous multi-family development
54	University Towne Square	2	Ubiquitous multi-family development

Table 4.47 Tiers 2 and 3 Master Planned Residential Communities Proposed for Exemption from Review under SDMC Section 143.0212			
Map ID #	Master Planned Community Name	Tier	Reason(s) for Ineligibility
55	Star Village	3	Heavily altered tract housing with unknown developer
66	Villas at University Park	2	Ubiquitous multi-family housing tract, unknown architect
67	The Venetian	3	Ubiquitous multi-family development and unknown developer
68	La Jolla del Sol	3	Ubiquitous multi-family development and no notable developer
69	Villa Vicenza	3	Ubiquitous multi-family development and unknown developer
70	Cambridge Terrace	3	Ubiquitous multi-family development and unknown developer
71	La Florentine	3	Ubiquitous multi-family development and minimal visibility
72	Avanti	3	Ubiquitous multi-family development and minimal visibility
73	Capri	3	Ubiquitous multi-family development and minimal visibility
74	Casabella	3	Ubiquitous multi-family development and minimal visibility
75	Lucera	3	Ubiquitous multi-family development and minimal visibility
76	Devonshire Woods	3	Ubiquitous multi-family development and unknown developer
77	Pacific Regents	3	Single tower not a master plan and unknown developer
78	Park Place	3	Ubiquitous multi-family development and no notable developer

Land use changes anticipated as a result of implementation of the Blueprint SD Initiative, the University CPU, and the Hillcrest FPA could result in potential impacts to historical resources. The SDMC provides processes for the review of development applications for potential historical significance and the acceptance of nominations of potential historic resources from property owners or the general public for review and possible designation by the HRB for listing on the City's register. SDMC Section 143.0212 requires review of ministerial and discretionary permit applications for projects on parcels that contain buildings 45 years old or older to determine whether the project has the potential to significantly impact a historical resource that may be eligible for listing on the local register. When it is determined that a historical resource may exist and a project would result in a significant impact to that resource, a site-specific survey is required and any additional relevant information (such as staff reports, etc.) regarding the site may be forwarded to the City's HRB to consider designation and listing of the property. If designated, a Site Development Permit with deviation findings and project-specific mitigation would be required for any substantial modification or alteration of the resource.

As part of the University CPU, the Historical Resources Guidelines of the Land Development Manual are proposed to be amended to exempt the 65 residential master planned communities listed in Table 4.4-7 above and identified by the Reconnaissance Survey as Tier 2 and Tier 3 from SDMC Section 143.0212 and the review process for potential historical resources. The "Map ID #" listed in Column 1 in Table 4.4-6 and 4.4-7 corresponds to the map of University Community Plan Area Master-Planned Communities Developed provided in Figure 3-29. The Historical Resources Guidelines of the Land Development Manual provide for the exemption of areas from the requirement for a site specific survey for the identification of potential historical buildings and structures, as identified by the HRB. Areas exempted by the HRB are added to the Historical Resources Guidelines. The exemption of these Tier 2 and Tier 3 communities identified in the Reconnaissance Survey is unlikely to result in the loss of potential historical resources given the level

of analysis that has occurred as part of the Reconnaissance Survey and data which found that there was nothing to indicate that additional study or research would allow these types of communities to rise to the level of potential significance required to be a Tier 1 community. Additionally, the SDMC allows any member of the public to submit a nomination to designate a property as a historical resource, including properties exempted from review under SDMC Section 143.0212.

As part of the Hillcrest FPA, a new Community Plan Implementation Overlay Zone (CPIOZ)-Type A – Hillcrest Historic District, is proposed within the Hillcrest FPA area. The proposed CPIOZ-Type A includes Supplemental Development Regulations (SDRs) which supplement the City's Historical Resources Regulations and will only apply to development within the proposed Hillcrest Historic District. The City has begun processing of the Hillcrest Historic District, which involves meetings with the property owners and tenants as well as hearings before the Historical Resources Board and its Policy Subcommittee. The designation process is scheduled to conclude shortly after the scheduled adoption of the Hillcrest FPA. The district, which is commercial in nature, was developed at zero-foot front and side yard setbacks, resulting in a development pattern of storefronts set up against the sidewalk and unornamented utilitarian side and rear walls. As a result, character defining features are primarily limited to the front facade. The SDRs are designed to protect the significant historic character defining features – namely the storefronts and the 1-3 story pedestrian scale along the streetscape – while allowing for new development within the district. The proposed SDRs provide design regulations for contributing and non-contributing resources as identified in the Hillcrest Historic District nomination and by the HRB when designated (SDRs-C.1 and C.2), building heights within the CPIOZ area (SDR-C.3), and building setbacks (SDR-C.4). Future development within the CPIOZ-Type A – Hillcrest Historic District would be required to comply with the SDRs identified in the CPIOZ. Development that complies with these SDRs may be considered a minor alteration under the City's Historical Resources Regulations, and therefore meet the exemption criteria from a Site Development Permit.

Future development within the project areas would be reviewed for compliance with the City's Historical Resources Regulations and in the case of the Hillcrest Historic District, the CPIOZ-Type A – Hillcrest Historic District SDRs.

The General Plan Historic Preservation Element includes policies that guide the City's effort to identify and protect significant historical resources, including policies HP-B.1 through HP-B.4 which address the benefits of historical preservation planning and the need for incentivizing maintenance, restoration, and rehabilitation of designated historical resources. Individual community plans also contain policies addressing historical resources including historic structures and potentially historic neighborhoods. The University CPU includes Policy 6.3A which directs the City to consider eligible sites for listing on the City's Historical Resources Register and refer sites to the HRB for designation as appropriate; Policy 6.3B which directs the City to identify and evaluate properties within the University community for potential historic significance, and refer properties found to be potentially eligible to the HRB for designation, as appropriate; and Policy 6.3C which calls on the City to complete a Reconnaissance Survey of the un-surveyed portions of the community based upon the University Community Plan Area Historic Context Statement to assist in the identification of potential historic resources, including districts and individually eligible resources.

The Uptown Community Plan includes Policy HP-2.4 which calls for working with members of the community to identify and evaluate additional properties that possess historic significance of social or cultural reasons; Policy HP.2-11 which directs the City to consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within Uptown, and refer site to the Historical Resources Board for designation, as appropriate; and Policy HP-3.5 which directs the City to promote the maintenance, restoration, rehabilitation and continued private ownership and utilization of historical resources through existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed. The historic preservation policies of the General Plan and Community Plans are implemented through City initiatives, regulations, and guidelines, most significantly the Historical Resources Regulations of the Land Development Code and the Historical Resources Guidelines of the Land Development Manual, which all development is required to comply with.

While future development within the project areas would be reviewed for consistency with historic preservation policies in the General Plan and the applicable Community Plan and would also be required to comply with the SDMC which provides for the regulation and protection of designated and potential historical resources as described above, it is not possible to ensure the successful preservation of all historic built environment resources within the project areas. Future site-specific development and redevelopment that may result from the project could result in the alteration of a historical resource, notwithstanding application of the Historical Resources Regulations and any project-specific mitigation measures. Direct impacts of future site-specific projects may include substantial alteration, relocation, or demolition of historic buildings or structures. Indirect impacts may include the introduction of visual, audible, or atmospheric effects that are out of character with a historic property or alter its setting, when the setting contributes to the resource's significance. Thus, potential impacts to individual historical resources could occur where implementation of the project would result in increased development potential and would result in a significant impact to historic buildings, structures, or sites.

Issue 2 Archaeological Resources

Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Although there is very little undeveloped land or previously undisturbed soils within the project areas, future site-specific development and related construction activities at the project-level facilitated by the project could result in the alteration or destruction of prehistoric or historic archaeological resources, objects, or sites and could impact religious or sacred uses, or disturb human remains, particularly within proximity to areas where there are known, recorded archaeological resources. Direct impacts may include substantial alteration or demolition of archaeological sites from grading, excavation, or other ground-disturbing activities. Indirect impacts may include the potential for vandalism or destruction of an archaeological resource.

While cultural sensitivity varies across the City, there is a potential that cultural resources would be impacted as a result of future development anticipated under the Blueprint SD Initiative, the University CPU, and the Hillcrest FPA, especially within areas that have been categorized as

moderate or high sensitivity. Future site-specific development within areas with moderate and high sensitivity that could disturb native soils would have the potential to impact significant resources. High sensitivity areas include archaeological resources that have been determined significant by past test excavations or were assumed significant based on their site attributes.

As detailed in Figures 4.4-1a through 4.4-1e, high sensitivity areas within the Climate Smart Village Areas include areas mapped within the Encanto Neighborhoods, Mission Valley, and Old Town community planning areas; Tecolote and San Clemente canyons in the Clairemont Mesa community planning area, the canyon areas within the Mira Mesa, Pacific Highlands Ranch, and Carmel Valley community planning areas; and the base of these canyon areas leading into the Mission Valley and Los Chollas Valley areas from the Uptown and Golden Hill community planning areas. Within the southern portion of the City, due to the extensive use of the Otay Mesa and adjacent river valleys by prehistoric people, areas identified as high sensitivity include the Tijuana and Otay River valleys and areas within the Otay Mesa community planning area where hundreds of previously recorded sites have been documented and/or undeveloped land that has not been previously surveyed.

Moderate sensitivity areas within the Climate Smart Village Areas include Mission Valley, where the highly active depositional San Diego River valley is present, creating the potential for intact cultural resources to be buried, and the communities of Southeastern San Diego and Encanto Neighborhoods, where multiple high-potential water courses are present, and numerous previously recorded resources have been observed in a buried context during ground-disturbing construction activities throughout the area. In addition, the majority of the developed areas of the Otay Mesa-Nestor and San Ysidro community planning areas contain a moderate sensitivity ranking due to being situated within areas characterized by the floodplains for both the Tijuana and Otay rivers where buried cultural resources are possible. Low sensitivity areas within the Climate Smart Village Areas include areas within the City that have been excavated by mass or rough grading within the last approximately 40 years.

As detailed in Figure 4.4-3, portions of the University CPU area have been identified as having a high sensitivity for containing cultural resources. High sensitivity areas include Rose Canyon in the southern portion of the plan area. The records search results have identified a high concentration of archaeological sites in the northern and eastern portions of the University CPU area, including ethnohistoric and prehistoric village sites located adjacent to the University CPU area, and sites along the coast dating to the Early and Middle Holocene, or the high potential for sites.

An area in the center of the University CPU area, south and west of Genesee Avenue, west of Interstate (I-) 805, east of Gilman Drive, and north of Rose Canyon has been identified as having a moderate sensitivity for cultural resources. This area contains a moderate number of previously recorded cultural resources. The remaining portions of the University CPU area are identified as having a low sensitivity for cultural resources. Although numerous cultural resources studies have taken place within the low sensitivity areas, no significant cultural resources have been previously identified.

Figure 4.4-2 identifies the sensitivity levels of the Hillcrest FPA area. Most of the Hillcrest FPA area is identified as low sensitivity, due to the high amount of development that has occurred in the area. However, the northern portion of the FPA area, south of I-8, is classified as high sensitivity. This

section is mostly undeveloped and in proximity to the San Diego River; therefore, there is a high possibility of identifying significant cultural resources.

In order to minimize the potential to impact important historic and prehistoric archaeological objects or sites that may be buried within the project areas, the City implements the Historical Resources Regulations (SDMC Section 143.0212) when obtaining a permit for development, and the Cultural Resources Sensitivity Maps are reviewed to identify areas that have a likelihood of containing archaeological sites. The Cultural Resources Sensitivity Maps described in Section 4.4.3.1 above, and graphically represented in Figures 4.4-1 through 4.4-3 were developed as part of the project to ensure all project areas have a sensitivity rating that would be checked during a future project review. Upon submittal of future site-specific permit applications, the project area would be reviewed against the Cultural Resources Sensitivity Maps, specifically to determine whether the project has the potential to adversely impact an archaeological resource that may be eligible for individual listing in the local register (SDMC Section 143.0212(d)). This review is supplemented with a project-specific records search of the CHRIS data and NAHC Sacred Lands File by qualified staff, after which a site-specific archaeological survey may be required, when applicable, in accordance with the City's regulations and guidelines. Should the archaeological survey identify potentially significant archaeological resources, mitigation measures would be required to avoid or minimize adverse impacts to the resource consistent with the Historical Resources Guidelines. In the event site-specific surveys are required as part of the ministerial review process, adherence to the Historical Resources Regulations and Guidelines would ensure that appropriate measures are applied to the protection of historical resources consistent with City requirements. Such requirements may include archaeological and Native American monitoring, avoidance and preservation of resources, data recovery and repatriation or curation of artifacts, among other requirements detailed in the Historical Resources Guidelines.

While existing State and local regulations would provide for the regulation and protection of prehistoric and historic archaeological resources, sacred sites, and human remains, it is not possible to ensure the successful preservation of all archaeological resources where new development may occur. Thus, potential impacts to prehistoric and historic archaeological resources, and sacred sites would be significant.

Issue 3 Human Remains

Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Although there is little undeveloped land or previously undisturbed soils within the project areas, future development and related construction activities facilitated by the project could disturb human remains, particularly within proximity to areas where there are known, recorded archaeological resources. Future development within areas with moderate and high sensitivity that could disturb native soils could have the potential to encounter human remains.

As detailed above, the City implements the Historical Resources Regulations (SDMC Section 143.0212) during permit review which requires the City to review Cultural Resources Sensitivity Maps to identify properties that have a likelihood of containing archaeological sites. Sites with archaeological resource potential could also contain human remains. This review is

supplemented with a project-specific records search of the CHRIS data and NAHC Sacred Lands File by qualified staff, after which a site-specific archaeological survey may be required, when applicable, in accordance with the City's regulations and guidelines. Should the site have the potential for impacting human remains, measures would be recommended including archaeological and Native American monitoring during ground disturbance activities.

Additionally, Section 7050.5 of the California H&SC requires that in the event human remains are discovered during construction or excavation, all activities must be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the NAHC. The California H&SC provides a process and requirements for the identification and repatriation of collections of human remains or cultural items. Specifically, H&SC Section 8010-8030, otherwise known as CalNAGPRA, ensures that Native American human remains and cultural items are treated with respect and dignity during all phases of the archaeological evaluation process. CalNAGPRA applies repatriation policy found in 25 United States Code Section 3001-3013, also known as NAGPRA. The act conveys to Native Americans of demonstrated lineal descent the human remains, including the funerary or religious items, that are held by federal agencies and federally supported museums, or that have been recovered from federal lands. NAGPRA makes the sale or purchase of Native American remains illegal, whether or not they were derived from federal or Native American lands.

With required compliance with local, state, and federal regulations regarding the treatment of human remains, impacts to human remains would be less than significant.

Cumulative Impacts

The City's Historical Resources Regulations and Historical Resources Guidelines, combined with federal, state, and local regulations, provide a regulatory framework for ensuring project-level historical and archaeological resources are evaluated and mitigation measures or standard conditions are applied during project-level reviews. The City's process for evaluating discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan and applicable Community Plan. As future development within the City may contribute to incremental historical and archaeological resource impacts, and the degree of future impacts and the applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis, the cumulative impact on historical and archaeological resources would be considered significant.

Future development or redevelopment in the City and throughout the county would result in incremental impacts to the historical record in the San Diego region. Regardless of the efforts taken to avoid impacts to cultural resources, the more land that is converted to developed uses, the greater the potential for impacts to cultural resources. While the proposed project has the potential to impact historical and archaeological resources, many of the project areas are located within existing developed and urban locations that have been subject to some degree of ground disturbance. This characteristic of the project areas would limit the potential for significant, previously undiscovered resources to be encountered, but does not eliminate the possibility for further impacts. While individual projects can avoid or mitigate the direct loss of a specific resource,

the effects would be cumulatively considerable, and therefore could result in a cumulatively significant impact.

Adherence to local, state, and federal regulations regarding the treatment of human remains would ensure that potential cumulative impacts to human remains would be less than significant.

4.4.5 Significance of Impacts

4.4.5.1 Historic Structures, Objects or Sites

While the SDMC provides for the regulation and protection of designated and potential historical resources, ensuring mitigation is implemented to reduce impacts to the maximum extent practicable, at a program level of review it is not possible to ensure the successful preservation of all historic built environment resources, objects, and sites within the project areas. Thus, at a program level of review, potential impacts to historical resources would be considered significant.

4.4.5.2 Archaeological Resources

While existing regulations and the SDMC would provide for the regulation and protection of archaeological resources, it is impossible to ensure the successful preservation of all archaeological resources. Therefore, potential impacts to archaeological resources would be considered significant.

4.4.5.3 Human Remains

The California H&SC provides a process and requirements for the identification and repatriation of collections of human remains or cultural items. With implementation of local, state, and federal regulations, impacts to human remains would be less than significant.

4.4.6 Mitigation, Monitoring and Reporting

Mitigation measures are provided at the program level to serve as the basis for more specific refinement of future mitigation measures to be developed as specific projects are proposed. The following mitigation framework provides a program-level framework for reducing significant impacts related to cultural resources.

4.4.6.1 Historic Structures, Objects, or Sites

MM-HIST-1 Historic Resources

Future projects that could directly and/or indirectly affect a historical building, structure, or object as defined in the City's Historical Resources Regulations and Historical Resources Guidelines shall comply with the City's Historical Resources Guidelines and Historical Resources Regulations (SDMC Sections 143.0201–143.0280) and shall be required to implement avoidance, minimization, and mitigation measures in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines.

4.4.6.2 Archaeological Resources

MM-HIST-2 Archaeological and Tribal Cultural Resources

Prior to the issuance of any discretionary permit for a future development project that could directly and/or indirectly affect a cultural resource (i.e. archaeological and Tribal Cultural Resources), the City shall require the following steps be taken to determine (1) the potential presence and/or absence of cultural resources, and (2) the appropriate mitigation for any significant resources that may be impacted. For the purposes of CEQA review, a cultural resource is defined in CEQA Guidelines Section 15064.5. Tribal cultural resources are defined in PRC Section 21074.

Initial Determination

The City's Environmental Designee shall determine the potential presence and/or absence of cultural resources at the project site by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, the California Historical Resources Inventory System, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and may conduct a site visit. A review of the cultural resources sensitivity map (see Figure 4.4-1a through 4.4-1e) shall be done at the initial planning stage of a project to ensure that cultural resources are avoided and/or impacts are minimized to the extent feasible in accordance with the City's Historical Resources Guidelines. The sensitivity levels described below shall guide the appropriate steps necessary to address the potential resources. Sensitivity ratings may be adjusted based on the amount of disturbance that has occurred, which may have previously impacted cultural resources, as well as new data available to the City.

High Sensitivity: Indicates locations where significant cultural resources have been documented or would have the potential to be identified. High sensitivity resources include village and habitation sites and areas near fresh water sources. These resources may range from moderately complex to highly complex, with more defined living areas or specialized work space areas, and a large breadth of features and artifact assemblages. The potential for identification of additional resources in such areas would be high.

Moderate Sensitivity: Indicates that some cultural resources have been recorded within the area or the area was developed before 1984 when CEQA review may not have been applied. Moderate sensitivity resources consist of diversity or density of feature and artifact types (e.g., a moderately dense lithic scatter).

Low Sensitivity: Indicates areas where there is a high level of disturbance or development, and few or no previously recorded cultural resources are present based on records search results and due to the timing of development of the project site occurring after 1984 when CEQA would have been applied. Within these areas, the potential for additional resources to be identified would be low.

Phase I

Based on the results of the initial determination, if there is any evidence that the project area contains archaeological and/or Tribal Cultural Resources, a site-specific records search and/or survey may be required and shall be determined on a case-by-case basis by the City's Environmental Designee. If a cultural resources study is required, it shall be prepared consistent with the City's

Historical Resources Guidelines. All individuals conducting any phase of the cultural resources program shall meet the professional qualifications in accordance with the City's Historical Resources Guidelines. The cultural resources study shall include the background research conducted as part of the initial determination. This includes a record search at the SCIC at San Diego State University. A review of the Sacred Lands File maintained by the NAHC shall also be conducted at this time. The cultural resources study shall include a field survey and/or an evaluation of significance, as applicable if cultural resources are identified, based on the City's Historical Resources Guidelines. Native American participation shall be required for all field work.

Phase II

Once a cultural resource (as defined in the PRC) has been identified, a significance determination shall be made. If a project were to impact areas identified as low sensitivity, it is assumed that any significant cultural resources no longer hold integrity or are not present. If a project impacts these areas, no additional mitigation measures shall be required.

If a project were to impact areas identified as moderate sensitivity, a site-specific records search and/or survey may be required on a case-by-case basis. If cultural resources are identified in the records search and/or survey, a significance evaluation for the identified cultural resources shall be required. If no significant resources are found and site conditions are such that there is no potential for further discoveries, then no further action shall be required. Resources found to be non-significant as a result of a survey and/or assessment shall require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation site forms and inclusion of the results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation indicate there is still a potential for resources to be present in portions of the property, then mitigation monitoring shall be required. If the resource has not been evaluated for significance, a testing plan shall be required. If the resource is determined to be significant, a testing plan, data recovery plan, and mitigation monitoring shall be required.

If a project were to impact areas identified as high sensitivity, a survey and testing program may be required by the qualified archaeologist to further define resource boundaries subsurface presence or absence and determine the level of significance. A thorough discussion of testing methodologies including surface and subsurface investigations can be found in the City's Historical Resources Guidelines. The results from the testing program shall be evaluated against the Significance Thresholds found in the City's Historical Resources Guidelines. If significant cultural resources are identified within the area of potential effects, the site may be eligible for local designation.

Preferred mitigation for direct and/or indirect impacts to cultural resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. Mitigation measures such as, but not limited to, a Research Design and Archaeological Data Recovery Program (ADRP), construction monitoring, site designation, capping, granting of deeds, designation of open space, and avoidance and/or preservation shall be required and shall be determined by the City's Environmental Designee on a case-by-case basis.

Phase III

Archaeological Data Recovery Program

If a cultural resource is found to be significant and preservation is not an option, a Research Design and ARDP shall be required, which includes a Collections Management Plan for review and approval by the City's Environmental Designee. The ADRP shall be based on a written research design and is subject to the provisions as outlined in PRC Section 21083.2. The ADRP shall be reviewed and approved by the City's Environmental Designee prior to distribution of a draft CEQA document.

Local Designation of Resources

The final cultural resource evaluation report shall be submitted to Historical Resources Board (HRB) staff for designation. The final cultural resource evaluation report and supporting documentation will be used by HRB staff in consultation with qualified City staff to ensure that adequate information is available to demonstrate eligibility for designation under the applicable criteria.

Monitoring and Archaeological Resource Reports

Archaeological monitoring may be required during building demolition and/or construction grading when significant cultural resources are known or suspected to be present on a site but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development, dense vegetation, or if a data recovery did not reduce the impact to the resource. Monitoring shall be documented in a consultant site visit record.

Native American participation shall be required for all subsurface investigations, including geotechnical testing and other ground disturbing activities whenever a tribal cultural resource or any archaeological site. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of PRC Section 5097 shall be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the PRC (Section 5097.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions shall be outlined in the Mitigation Monitoring and Reporting Program included in a subsequent project-specific environmental document. The Most Likely Descendent shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources.

Archaeological Resource Reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the City's Historical Resources Guidelines. In the event that a cultural resource deposit is encountered during construction monitoring, a Collections Management Plan shall be required in accordance with the project's Mitigation Monitoring and Reporting Program. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by State (i.e., AB 2641 [Coto] and NAGPRA of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., federal NAGPRA United States Code 3001-3013) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation, as identified by the Native American Heritage Commission.

Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing and/or data recovery report submitted to the City for review and

approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations Part. Additional information regarding curation is provided in Section II of the Historical Resources Guidelines.

4.4.6.3 Human Remains

Impacts to human remains would be less than significant, no mitigation is required.

4.4.7 Significance after Mitigation

4.4.7.1 Historic Structures, Objects, or Sites

With implementation of MM-HIST-1, future development, redevelopment, and related activities facilitated by the Blueprint SD Initiative, the University CPU, and the Hillcrest FPA would be required to implement SDMC regulations for protection of designated and potential historical resources. Despite application of the City's Historic Resources Regulations with MM-HIST-1, it is not possible to ensure the successful preservation of all historic built environment resources within the project areas at a programmatic level. Thus, potential impacts to historical resources from the built environment would remain significant.

4.4.7.2 Archaeological Resources

With implementation of MM-HIST-2, future development, redevelopment, and related construction activities facilitated by the Blueprint SD Initiative, the University CPU, and the Hillcrest FPA would require compliance with the City's Historical Resources Regulations (SDMC Section 143.0212). City review of all permit applications for any parcel identified as sensitive on the Cultural Resources Sensitivity Maps would ensure application of MM-HIST-2 when appropriate. However, even with implementation of MM-HIST-2, the feasibility and efficacy of mitigation measures cannot be determined at this program level of analysis. Thus, potential impacts to prehistoric and historic archaeological resources would remain significant.

4.4.7.3 Human Remains

Impacts to human remains would be less than significant with the application of state and local regulations; therefore, no mitigation is required.

4.5 Energy

This section evaluates potential impacts related to energy conservation due to implementation of the key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”) which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code (LDC), and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the LDC, and associated discretionary actions.

The energy conservation analysis consists of a summary of the existing conditions in the project areas, the energy regulatory framework, a discussion of the project’s potential impacts on energy resources, and identification of applicable regulatory and/or policy requirements that may reduce energy consumption.

4.5.1 Existing Conditions

San Diego Gas and Electric (SDG&E) currently provides natural gas and electricity transmission and distribution infrastructure in San Diego County. SDG&E is regulated by the California Public Utilities Commission (CPUC), which is responsible for making sure that California utilities’ customers have safe and reliable utility service. The project’s energy needs would be supplied through the various combinations of energy resources available, and the analysis in this section takes into account the anticipated future SDG&E energy resource use patterns.

Senate Bill (SB) 1078 established the California Renewables Portfolio Standard (RPS) Program, which requires SDG&E and other statewide energy utility providers to achieve a 33 percent renewable energy mix by 2020. In 2018, SB 100 was signed into law, which increased the RPS to 60 percent by 2030 and requires all the state’s electricity to come from carbon-free resources by 2045 (CPUC 2024). Table 4.5-1 summarizes the SDG&E power mix as of 2021. As shown, SDG&E used biomass and biowaste, solar, and wind sources, and obtained approximately 44.5 percent of its energy from renewable resources in 2021 (SDG&E 2021).

Table 4.5-1 SDG&E 2021 Power Mix	
Energy Source	Power Mix (%)
Renewables	44.5
<i>Biomass and Biowaste</i>	0.9
<i>Solar</i>	28.5
<i>Wind</i>	15.2
Large Hydroelectric	1.8
Natural Gas	29.6
Nuclear	0.2
Unspecified Power ¹	23.9
Total	100
SOURCE: SDG&E 2021 ¹ Unspecified power is electricity that has been purchased through open market transactions and is not traceable to a specific generation source.	

4.5.2 Regulatory Setting

4.5.2.1 Federal Regulations

a. Federal Energy Policy and Conservation Act and Amendments

The Energy Policy and Conservation Act was enacted in 1975. It established a number of federal programs that play a key role in reducing energy use, most notably the Corporate Average Fuel Economy (CAFE) standards and the Energy Conservation Program for Consumer Products. The Energy Conservation Program for Consumer Products sets energy efficiency standards for certain types of appliances, including air conditioners, refrigerators, water heaters, clothes washers, and dishwashers.

b. Corporate Average Fuel Economy Standards

The CAFE standards determine the fuel efficiency of certain vehicle classes in the U.S. The first phase of the program applied to passenger cars, new light-duty trucks, and medium-duty passenger cars with model years 2012 through 2016 and required these vehicles to achieve a standard equivalent to 35.5 miles per gallon (mpg). The second phase of the program applies to passenger cars, new light-duty trucks, and medium-duty passenger cars with model years 2017 through 2025 and increases the standards to 54.5 mpg.

Separate standards were also established for medium- and heavy-duty vehicles. The first phase applied to model years 2014 through 2018 and the second phase applies to model years 2018 through 2027.

c. Energy Independence and Security Act of 2007

The Energy Independence and Security Act was enacted in 2007 and contains four key titles to promote energy efficiency and renewable energy generation. Titles 1 and 2 increase the federal CAFE standards, promote renewable energy use in vehicles, and create incentive programs for hybrid vehicles. Title 3 strengthens energy efficiency standards for various appliances and light bulbs, including requiring the phasing out of outdated and inefficient incandescent light bulbs. Title 4 promotes energy efficiency in buildings by establishing several educational and incentive programs.

4.5.2.2 State Regulations

a. California Energy Efficiency Action Plan

In September 2008, the CPUC adopted the Long Term Energy Efficiency Strategic Plan, which established the first integrated framework of goals and strategies for saving energy, covering government, utility, and private sector actions. Assembly Bill (AB) 758 subsequently established a requirement for regular updates to the plan in 2010, and SB 350 identified a plan goal in 2015 of achieving a doubling of statewide energy efficiency savings in electricity and natural gas final end uses of retail customers by January 1, 2030 (relative to the 2015 base year). Since 2008, the plan has been implemented through focused action plans such as the Zero Net Energy Commercial Building Action Plan in June 2011, the Research and Technology Action Plan in August 2013, the Lighting Action Plan in November 2013, the Codes and Standards Action Plan in March 2014, and the New Residential Zero Net Energy Action Plan in June 2015.

The first comprehensive update to the plan, the 2019 California Energy Efficiency Action Plan, was adopted in November 2019 (California Energy Commission [CEC] 2019). In response to new direction from the state legislature, the focus of the new plan has been expanded. Rather than being focused on traditional end-use energy efficiency, the new plan also includes measures aimed at building decarbonization.

b. Sustainable Communities Strategy

SB 375, the 2008 Sustainable Communities and Climate Protection Act, provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities to help California meet the greenhouse gas (GHG) reduction goals established in AB 32. SB 375 requires regional transportation plans developed by metropolitan planning organizations to incorporate a Sustainable Communities Strategy in their plans. The goal of the Sustainable Communities Strategy is to reduce regional vehicle miles traveled (VMT) through land use planning and consequent transportation patterns. SB 375 also includes provisions for streamlined California Environmental Quality Act (CEQA) review for some infill projects, such as transit-oriented development.

c. SB 1078 (Renewables Portfolio Standard Program)

The RPS program promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by Executive Orders (EOs) S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California's 33 percent RPS goal. In September 2015, the California Legislature passed SB 350, which increases California's renewable energy mix goal to 50 percent by year 2030. In 2018, SB 100 was signed into law, which increased the RPS to 60 percent by 2030 and requires all the state's electricity to come from carbon-free resources by 2045 (CPUC 2024).

d. California Code of Regulations, Title 24 – California Building Code

The California Code of Regulations (CCR) Title 24, is referred to as the California Building Code (CBC). It consists of a compilation of several distinct standards and codes related to building construction including, but not limited to, plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility. Of particular relevance to energy conservation are the CBC's energy efficiency and green building standards as outlined below.

Title 24, Part 6 – Energy Efficiency Standards

Title 24, Part 6 of the CCR is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California Energy Code [Energy Code]). This code, originally enacted in 1978 in response to legislative mandates, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated approximately every three years to incorporate and consider new energy efficiency technologies and methodologies as they become available, and incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum standards.

The current version of the Energy Code, known as Title 24 or the 2022 Energy Code, became effective on January 1, 2023. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. The Energy Code is conceptually divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards—the energy budgets—that vary by climate zone (of which there are 16 in California) and building type; thus, the Energy Code is tailored to local conditions and provides flexibility in how energy efficiency in buildings can be achieved. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that provide a recipe or a checklist compliance approach.

Title 24, Part 11 – California Green Building Standards Code

Title 24, Part 11 of the CCR is the California Green Building Standards Code (CALGreen). Beginning in 2011, CALGreen instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned

buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may adopt CALGreen with amendments for stricter requirements.

The mandatory standards require the following:

- 20 percent reduction in indoor water use relative to specified baseline levels;
- 50 percent construction/demolition waste diverted from landfills;
- Inspections of energy systems to ensure optimal working efficiency;
- Low pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards;
- Dedicated circuitry to facilitate installation of electric vehicle charging stations in newly constructed attached garages for single-family and duplex dwellings; and
- Installation of electric vehicle charging stations for at least three percent of the parking spaces for all new multi-family developments with 17 or more units.

e. California Energy Plan

The CEC is responsible for preparing the California Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the fewest environmental and energy costs. To further this policy, the plan identifies a number of strategies, including providing assistance to public agencies and fleet operators.

4.5.2.3 Local Regulations

a. San Diego Association of Governments 2009 San Diego Regional Energy Strategy

The Regional Energy Strategy establishes goals for the San Diego region to be more energy efficient, increase the use of renewable energy sources, and enhance the region's energy infrastructure in order to meet the growing energy demand. The Regional Energy Strategy serves as an energy policy guide to support decision-making by the San Diego Association of Governments and its member agencies as the region strives to meet the energy needs of a growing population, housing stock, and workforce while maintaining and enhancing regional quality of life and economic stability.

b. SDG&E Long-Term Procurement Plan

As required by the CPUC, utility companies such as SDG&E must prepare Long-Term Procurement Plans (LTPPs) to ensure that adequate energy supplies are available to maintain a reserve margin of 15 percent above the estimated energy demand. These plans outline future energy needs and how

those needs can be met. In December 2006, SDG&E filed its LTPP with the CPUC, which included a 10-year energy resource plan that details its expected portfolio of energy resources over the period of 2007 through 2016. The projections included in the current LTPP were based on the CEC's California Energy Demand 2008-2018 Forecast, dated November 2007. The 2016-2026 CEC California Energy Demand projections are now lower than what was anticipated in 2007.

c. City of San Diego General Plan

The General Plan's Conservation Element includes policies that address energy conservation throughout the City and in the project areas. These policies address sustainable development, sustainable building design, waste diversion, renewable energy use, and energy efficiency, generation, and conservation, among other topics. Policies in the Conservation Element, including proposed updated polices, include, but are not limited to, the following:

- CE-A.5: Employ sustainable or "green" building techniques for the construction and operation of buildings.
- CE-A.8: Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than constructing new buildings.
- CE-I.4: Maintain and promote water conservation and waste diversion programs to conserve energy.
- CE-I.5: Support the installation of photovoltaic panels, and other forms of renewable energy production.
- CE-I.8: Improve fuel-efficiency to reduce consumption of fossil fuels.
- CE-I.9: Implement local and regional transportation policies that improve mobility and increase energy efficiency and conservation.
- CE-I.10: Use renewable energy sources to generate energy to the extent feasible.
- CE-I.11: Collaborate with others to develop incentives to increase the use of renewable energy sources or reduce use of non-renewable energy sources.

d. Uptown Community Plan

The Uptown Community Plan contains the following energy policies specific to the Uptown Community Planning area, including the Hillcrest FPA area. These exiting and proposed updated policies include, but are not limited to, the following:

- UD-4.56: Incorporate building features that allow natural ventilation, maximize daylight, reduce water consumption, and minimize solar heat gain.
- UD-4.57: Incorporate features that provide shade, passive cooling, and reduce daytime heat gain.

- UD-4.61: Incorporate elements to use renewable energy such as small low-impact wind turbines or photo-voltaic panels on flat roofs that are discretely located to limit any visibility from the street or glare to adjacent properties.
- CE-1.3: Employ sustainable building techniques for the construction and operation of buildings, which could include solar photovoltaic and energy storage installations, electric vehicle charging stations, plumbing for future solar water heating, or other measures.
- CE-1.4: Provide and/or retrofit street lighting and outdoor lighting that is energy efficient, to contribute to meeting the City's energy efficiency goals outlined in the Climate Action Plan (CAP).

e. University Community Plan Update

The University CPU contains the following energy policies specific to the CPU area. These policies include, but are not limited to, the following:

- 5.14A: Support a sustainable and efficient land use pattern and mobility system that reduces automobile trips and greenhouse gas emissions and promotes safe pedestrian and bicycle transportation and mass transit.
- 5.14B: Encourage sustainable design that reduces greenhouse gas emissions and dependency on non-renewable energy sources, makes efficient use of resources, and incorporates sustainable landscaping, water use, and storm-water management.
- 5.14C: Utilize sustainable design that reduces emissions, pollution, and dependency on non-renewable energy sources, makes efficient use of local resources, and incorporates sustainable landscaping, water use, and storm-water management.
- 5.15A: Reduce energy consumption by requiring energy efficiency in building design and landscaping and by planning for a self-contained community and energy-efficient transportation.
- 5.15B: Maximize opportunities for active and passive heating and cooling through site design by means of appropriate building orientation, solar access and landscaping.
- 5.15C: Include compensating measures as part of proposed development if there will be impacts to solar energy systems off-site.
- 5.15D: Incorporate measures to increase energy-efficient forms of transportation for commercial and industrial developments. Supply bicycle racks, showers, priority parking for carpools, bus stops with support facilities, charging stations for electric vehicles, and other incentives.

f. Climate Action Plan

The City's 2022 CAP builds on the 2015 CAP and establishes a citywide goal of net zero GHG emissions by 2035, committing the City to an accelerated trajectory for GHG reductions and making the City more sustainable and healthier for residents. The primary purposes of the CAP are to

provide a roadmap for the City to achieve GHG reductions, conform the City's climate change efforts to California laws and regulations, promote climate equity, implement climate change actions from the General Plan, and provide CEQA tiering for the GHG emissions of new development.

In August 2022, the City Council adopted an update to the CAP which included amendments to the LDC to adopt the CAP Consistency Regulations. The CAP Consistency Regulations apply to the following ministerial and discretionary projects: 1) residential development that results in three or more total dwelling units on all premises in the development; 2) non-residential development that adds more than 1,000 square feet and results in 5,000 square feet or more of total gross floor area, excluding unoccupied spaces such as mechanical equipment and storage areas; and 3) parking facilities as a primary use. The CAP also meets the criteria for a qualified GHG emissions reduction plan for use in cumulative impact analysis for development projects under CEQA Guidelines Section 15183.5. The CAP Consistency Regulations contain measures that are required to be implemented on a project-by-project basis to ensure that the specified GHG emissions targets identified in the CAP are achieved. Implementation of these measures would further ensure that new development is consistent with the CAP's assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Projects for new development that are consistent with the CAP, as determined through compliance with the CAP and the CAP Consistency Regulations, may rely on the CAP for the cumulative impacts analysis of GHG emissions.

4.5.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to energy are based on applicable criteria in CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2022). The following issue questions are addressed in this section:

- 1) Would the project result in a potentially significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?
- 2) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

4.5.4 Impact Analysis

Issue 1 Energy Resources

Would the project result in a potentially significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

a. Construction-Related Energy Consumption

Energy resources would be consumed during construction of future development associated with the project. Energy use would occur in two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment

to conduct construction activities. At this program level of analysis, it is too speculative to quantify the construction-related energy consumption of future development, either in total or by fuel type. Although the exact details of the projects that could be implemented in accordance with the project are not known at this time, there are no known conditions in the Blueprint SD Initiative project area, including the Climate Smart Village Areas, in the Hillcrest FPA area, or in the University CPU area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, development implemented in accordance with the project would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects. Impacts would be less than significant.

b. Transportation Energy Use

Implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would facilitate development of higher density and intensity of land uses around transit and employment centers within the Hillcrest FPA and University CPU areas, and would focus increases in development intensities within the Climate Smart Village Areas, which are areas that have good access to homes, jobs and mixed-use destinations and which encourage walking/rolling, biking and transit usage compared to driving. Development in these areas would support the City's CAP and associated energy reduction goals, primarily through reductions in vehicle trips. Implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would increase opportunities for homes and jobs near transit to—among other objectives—encourage a mode shift from single occupancy vehicles to active transportation and transit use. The Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would support a more energy-efficient land use and transportation system. Nonetheless, future development would use transportation energy associated with both construction and project operations. Trips by individuals traveling to and from future development are anticipated to occur in passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas and could potentially be fueled by electricity.

The Blueprint SD Initiative, the Hillcrest FPA, and the University CPU provide a land use and policy framework that encourages the development of higher-density residential and mixed-use development in areas that would have the greatest VMT efficiency and thus the lowest energy expenditures. Therefore, long-term implementation of the project would not create a land use pattern that would result in a wasteful, inefficient, or unnecessary use of energy. Impacts would be less than significant.

c. Operational Energy Use

Future development facilitated by the implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would support higher densities and intensities within appropriate locations in the Hillcrest FPA, University CPU, and Climate Smart Village Areas. Higher density development is more energy efficient than lower density, single-family residential development because multi-family units are generally smaller than single-family units, resulting in less energy (electricity and natural gas) consumption. By concentrating planned residential densities in appropriate locations with access to transit, future growth would be both VMT and energy efficient.

While future growth would require energy use, it would not represent a wasteful or inefficient use of energy.

As new development is constructed, new or renovated buildings would use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high heating demand. Future projects facilitated by the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would be required to meet the mandatory energy requirements of CALGreen and the Energy Code (Title 24, Part 6 of the CCR) in effect at the time of issuance of a building permit. Adherence to the mandatory energy requirements would reduce future operational impacts in regard to energy resources. Future development would also be required to comply with the CEC Building Electrification policy, which requires new residential and commercial buildings to eliminate the use of natural gas, increase energy efficiency, increase distributed energy generation and storage, and increase electric vehicle charging stations. There are no features of the project that would result in the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

Issue 2 Conflicts with Plans or Policies

Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Future development implemented under the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU, at a minimum, would be required to meet the mandatory energy requirements of CALGreen (Title 24, Part 11 of the CCR) and the Energy Code (Title 24, Part 6 of the CCR) in effect at the time of development and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water heating systems, and lighting. Additionally, rebate and incentive programs that promote the installation and use of energy-efficient plug-in appliances and lighting would be available as incentives for future development. Adherence to mandatory energy requirements and regulations would help to meet targeted energy goals. As noted above, future development would also be required to comply with the Building Electrification policy as part of the CEC's amendments to the state building code, which take a significant step toward removing natural gas in new construction. The implementation of this policy would also support the goals of the CAP regarding renewable energy and energy efficiency. Additionally, the Blueprint SD Initiative, Hillcrest FPA, and University CPU include robust policy frameworks that support the development of a sustainable and efficient land use pattern and mobility system, encourage sustainable design that is energy efficient, and promote renewable energy use (see Sections 4.5.2.3 c, d and e above). Adherence to the existing regulatory and policy framework would ensure the project would not conflict with any state or local plan for renewable energy or energy efficiency. Refer to Section 4.7 of this PEIR for a discussion of the project's consistency with the City's CAP. Therefore, impacts would be less than significant.

Cumulative Impacts

Future development resulting from implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU could contribute to cumulative impacts related to energy. However, all future

development facilitated by the project would be subject to existing building and energy code regulations in place at the time of development. Other regulations that affect energy consumption described in Section 4.5.2 would continue to be implemented over time. As the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would support a more energy-efficient land use pattern that promotes transit use, it would not contribute to a cumulative impact related to energy. Thus, cumulative impacts would be less than significant.

4.5.5 Significance of Impacts

4.5.5.1 Energy Resources

Construction of development facilitated by the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would not result in the use of excessive amounts of fuel or other forms of energy and impacts would be less than significant.

Long-term implementation of the project would not create a land use pattern that would result in a wasteful, inefficient, or unnecessary use of energy as it would place development in areas with good access to transit and would encourage alternative transportation use. Impacts would be less than significant.

Development facilitated by the implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during operations as new development would be required to meet the mandatory energy requirements of CALGreen and the Energy Code. Impacts would be less than significant.

4.5.5.2 Conflicts with Plans or Policies

Future projects would be subject to existing building and energy code regulations in place at the time they are implemented. Additionally, the Blueprint SD Initiative, Hillcrest FPA, and University CPU include robust policy frameworks which support the development of a sustainable and efficient land use pattern and mobility system, encourage sustainable design that is energy efficient, and promote renewable energy use. Development facilitated by the implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would not conflict with any state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

4.5.6 Mitigation, Monitoring and Reporting

4.5.6.1 Energy Resources

Impacts would be less than significant; therefore, no mitigation is necessary.

4.5.6.2 Conflicts with Plans or Policies

Impacts would be less than significant; therefore, no mitigation is necessary.

4.6 Geology and Soils

This section analyzes the potential for significant impacts as it relates to geology and soils that could result from implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code (LDC), and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the LDC, and associated discretionary actions.

The geologic conditions and analysis in this section are based on the City’s Seismic Safety Study (City of San Diego 2008), relevant geological maps published by the State of California, and the U.S. Geologic Survey. The information in this section is also based on the Desktop Geotechnical and Geologic Hazard Evaluation for the University Community Plan Update prepared by The Bodhi Group, Inc. (Appendix E) and the Uptown Community Plan Update Program Environmental Impact Report (PEIR; State Clearinghouse Number 2016061023) Geotechnical Report prepared by GEOCON Inc., dated June 10, 2015, which is hereby incorporated by reference.

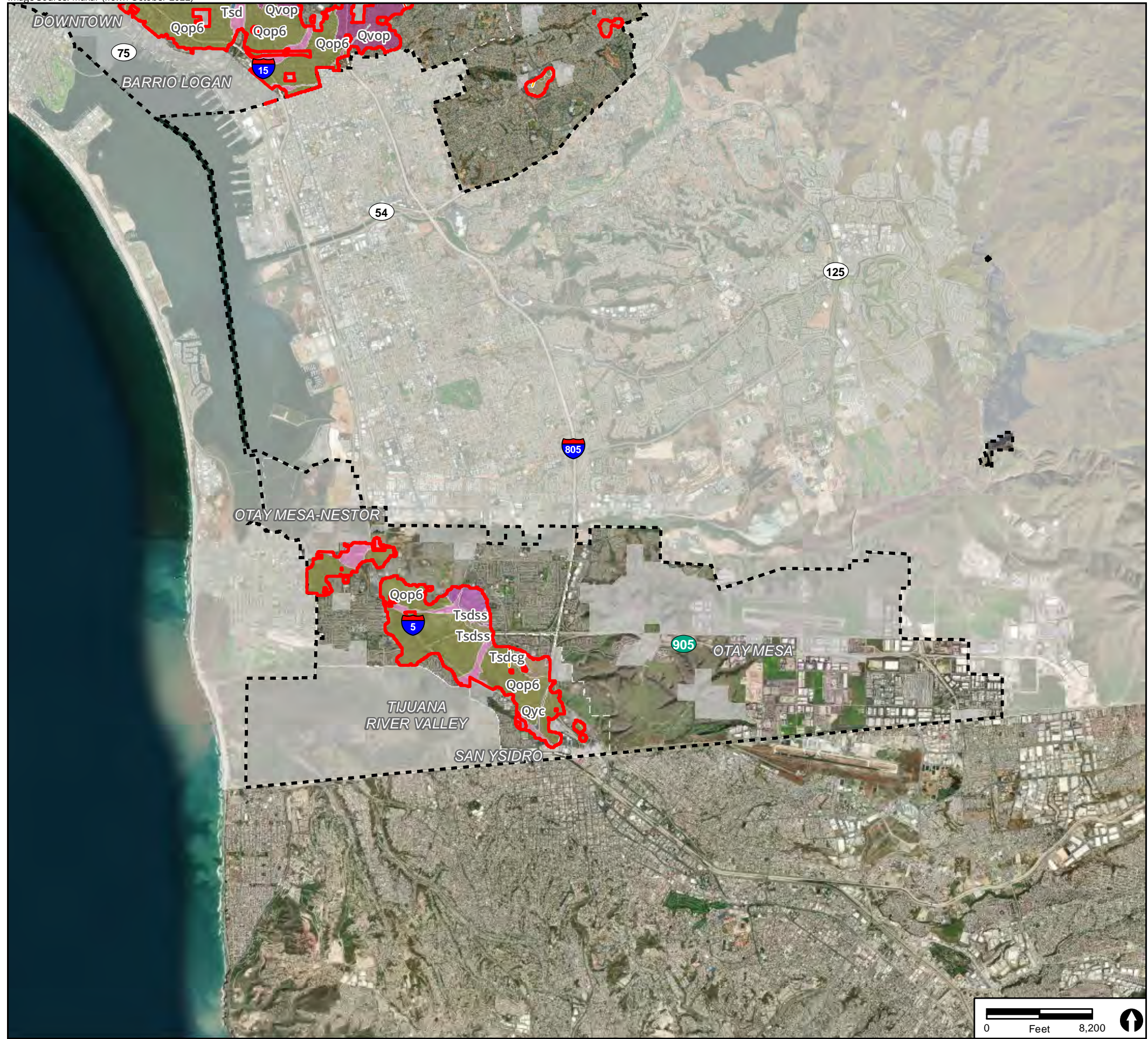
4.6.1 Existing Conditions

4.6.1.1 Geologic Conditions

a. Blueprint SD Initiative

San Diego is located within the western (coastal) portion of the Peninsular Ranges Geomorphic Province of California. The Peninsular Ranges encompass an area that roughly extends from the Transverse Ranges and the Los Angeles Basin, south to the United States–Mexico border, and beyond another approximately 800 miles to the tip of Baja California, Mexico. The geomorphic province varies in width from approximately 30 to 100 miles, most of which is characterized by northwest-trending mountain ranges separated by subparallel fault zones. In general, the Peninsular Ranges are underlain by Jurassic-age metavolcanic and metasedimentary rocks and by Cretaceous-age igneous rocks of the southern California batholith. Geologic cover over the basement rocks in the westernmost portion of the province in San Diego County generally consists of Upper Cretaceous-, Tertiary-, and Quaternary-age sedimentary rocks (City of San Diego 2007).

The Blueprint SD Initiatives policy and land use framework would apply citywide; however, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The distribution of geologic units in relation to the Climate Smart Village Areas is shown on Figures 4.6-1a through 4.6-1e.



Blueprint SD Initiative Climate Smart Village Areas
 San Diego City Limits
 Exclusion Area

Fault Zone
— Fault — Concealed Zone
— Inferred Fault

Geology
 Qls | Landslide deposits, undivided
 Qop6 | Old paralic deposits, Unit 6
 Qvop | Very old paralic deposits, undivided
 Qya | Young alluvial flood-plain deposits
 Qyc | Young colluvial deposits
 Tmv | Mission Valley Formation, marine and nonmarine sandstone
 To | Otay Formation, arkosic sandstone
 Tsd | San Diego Formation, undivided
 Tsdcg | San Diego Formation, pebble and cobble conglomerate
 Tsdss | San Diego Formation, fossiliferous marine sandstone
 af | Artificial fill

FIGURE 4.6-1a
Regional Geology in Relation to Blueprint SD Initiative Climate Smart Village Areas - South

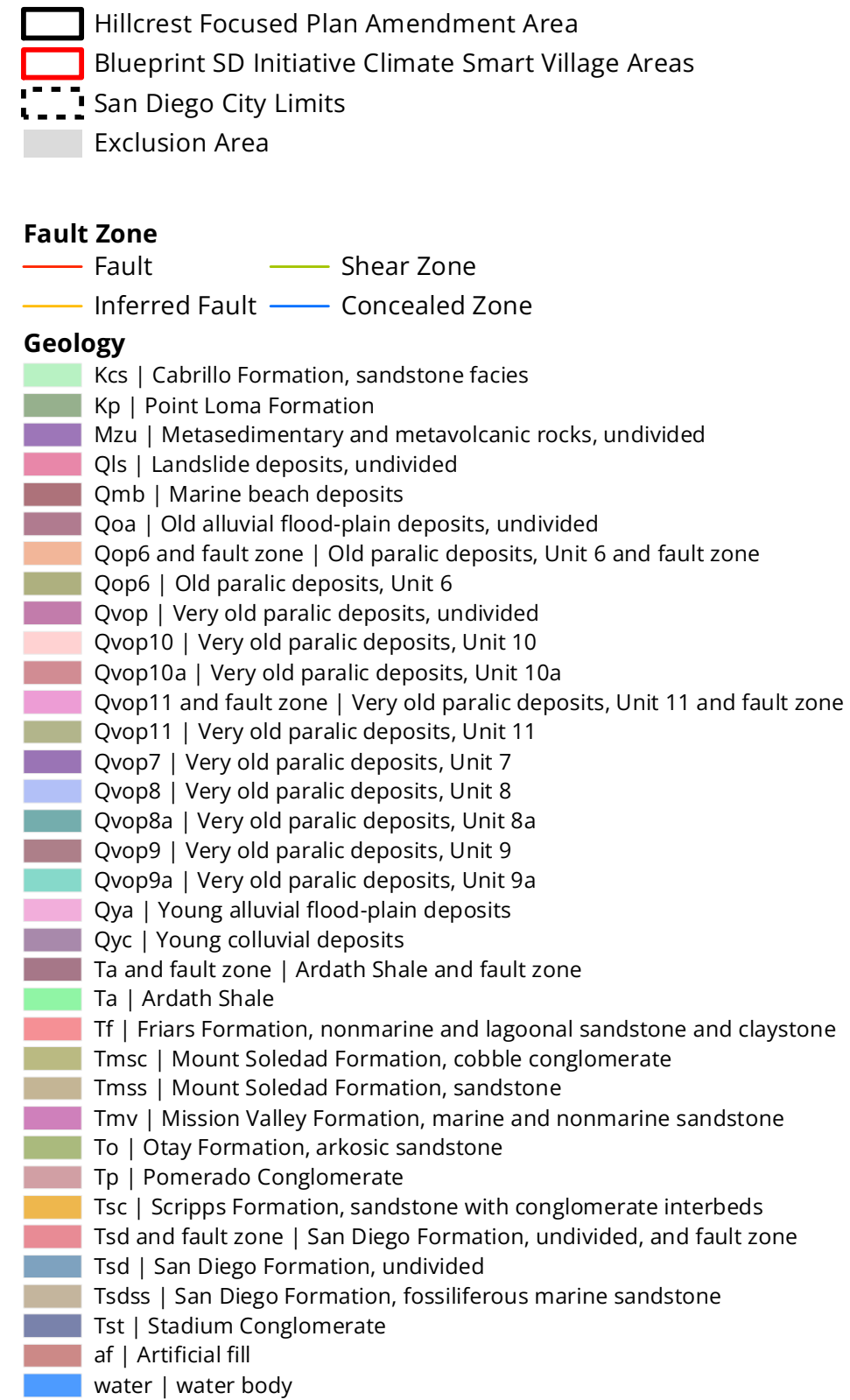
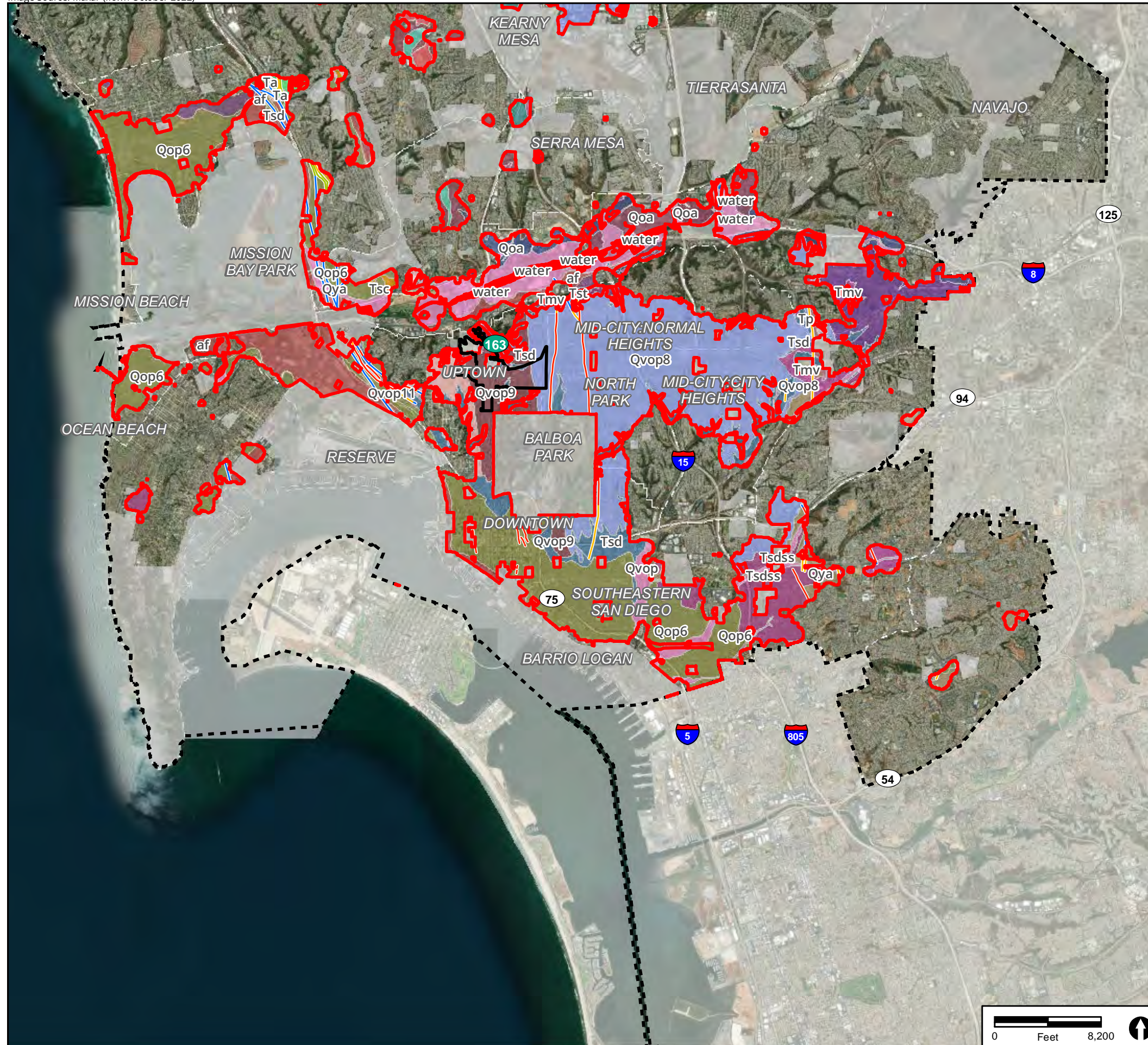
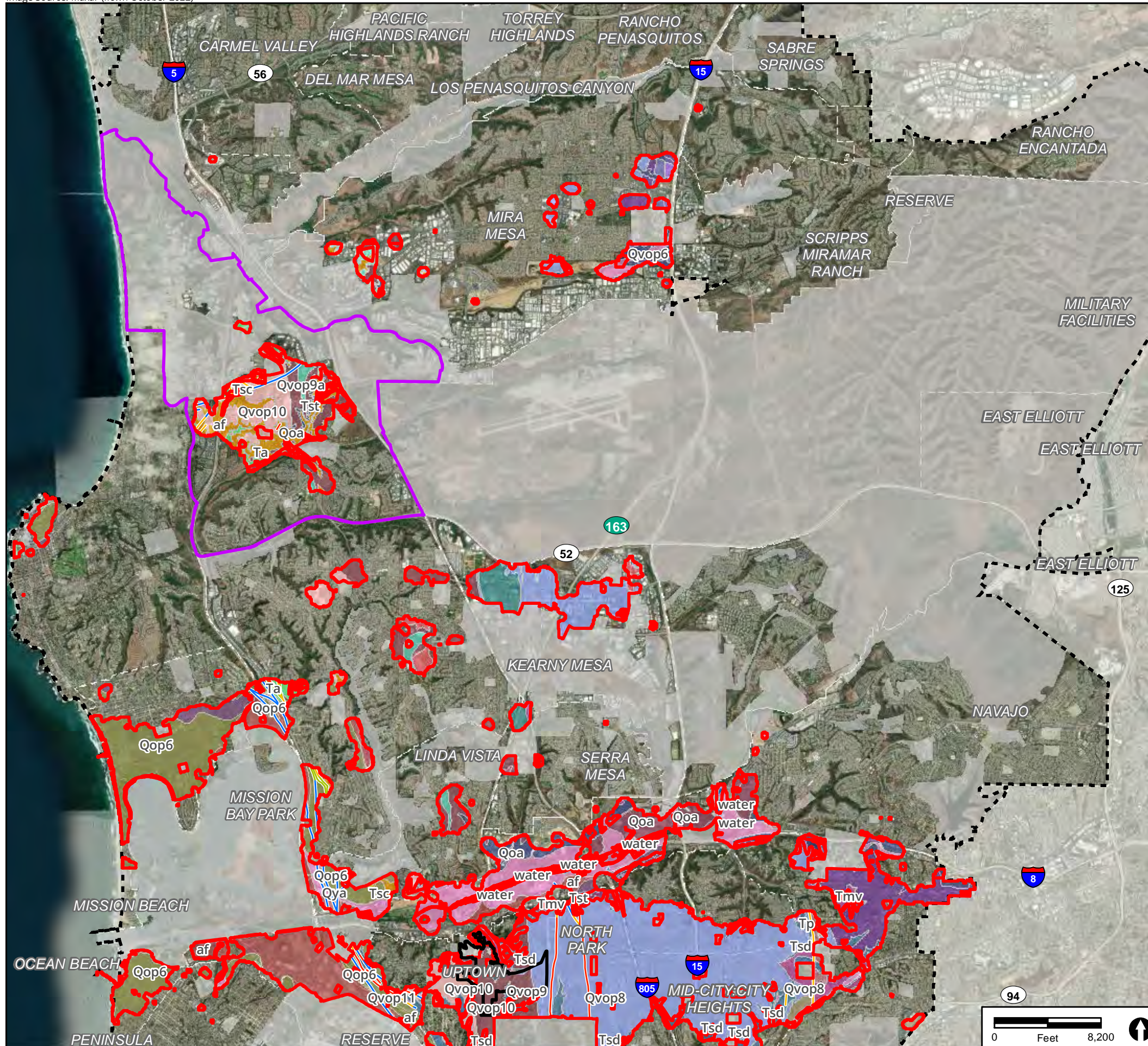
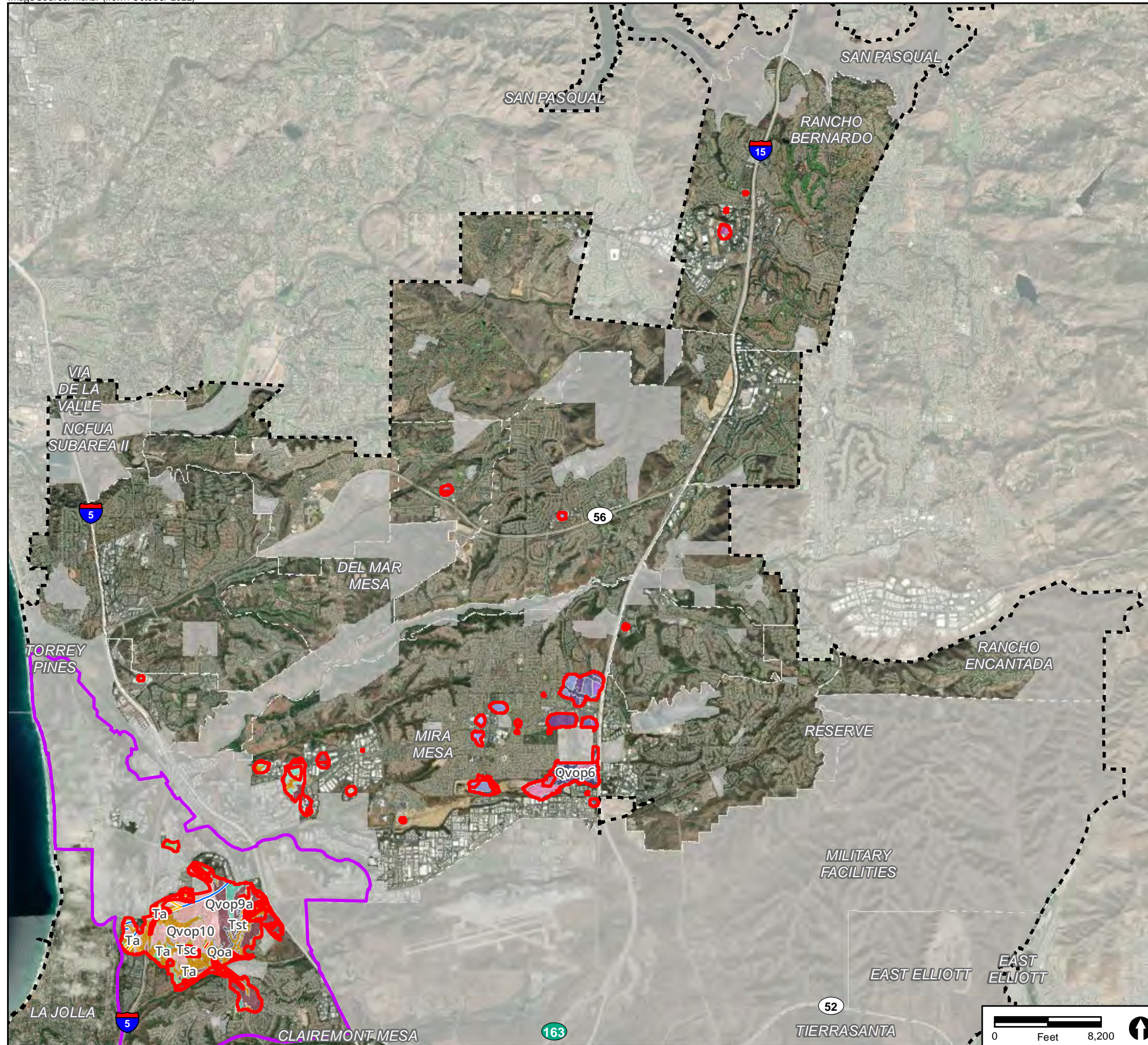


FIGURE 4.6-1b
Regional Geology in Relation to Blueprint SD Initiative
Climate Smart Village Areas - South Central



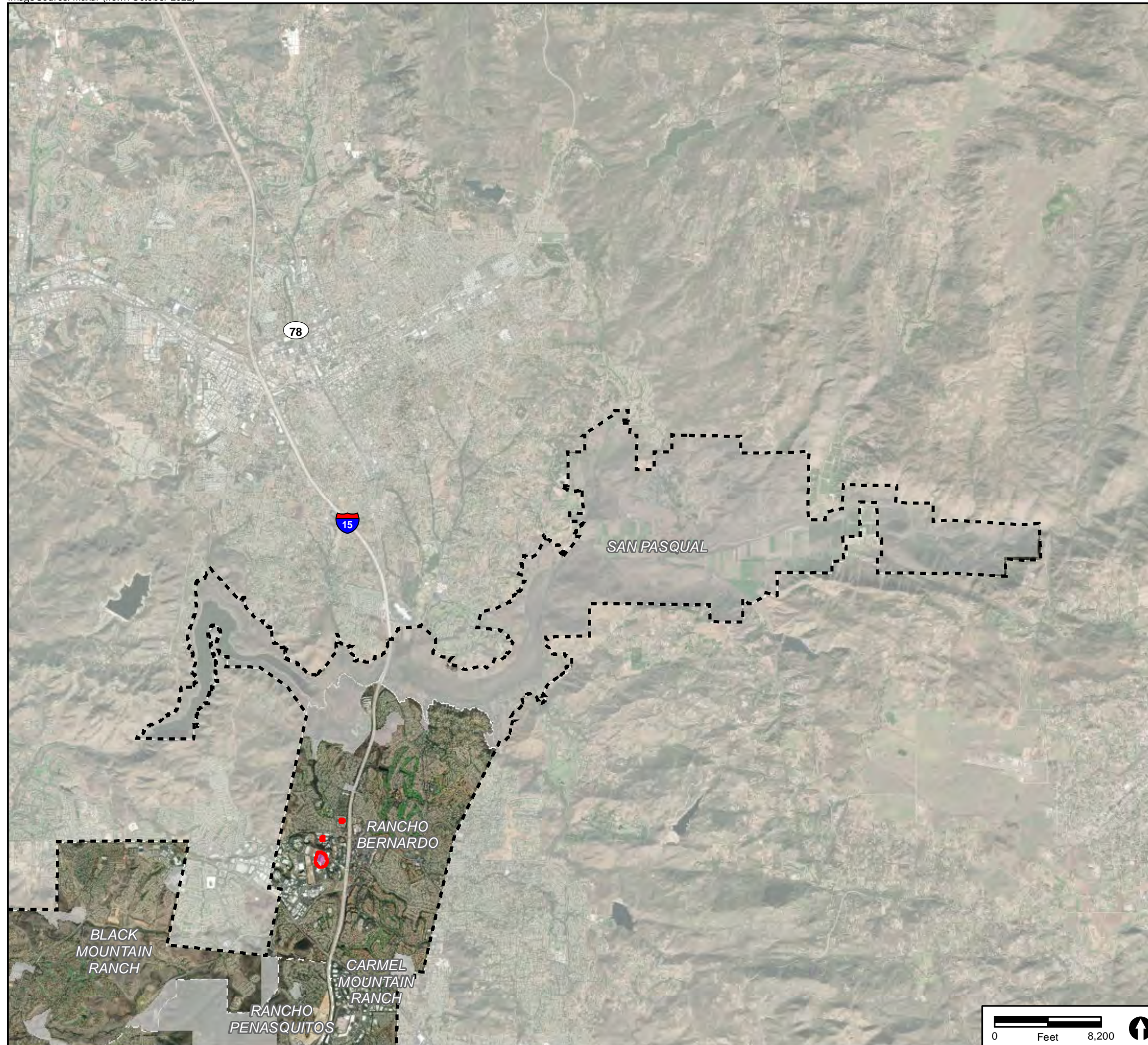
- Hillcrest Focused Plan Amendment Area
 - University Community Plan Update Area
 - Blueprint SD Initiative Climate Smart Village Areas
 - San Diego City Limits
 - Exclusion Area
-
- Fault Zone**
- Fault
 - Inferred Fault
 - Shear Zone
 - Concealed Zone
-
- Geology**
- Kcs | Cabrillo Formation, sandstone facies
 - Kd | Diorite, undivided
 - Kp | Point Loma Formation
 - Mzu | Metasedimentary and metavolcanic rocks, undivided
 - Qls | Landslide deposits, undivided
 - Qmb | Marine beach deposits
 - Qoa | Old alluvial flood-plain deposits, undivided
 - Qop6 and fault zone | Old paralic deposits, Unit 6 and fault zone
 - Qop6 | Old paralic deposits, Unit 6
 - Qop7 | Old paralic deposits, Unit 7
 - Qvop | Very old paralic deposits, undivided
 - Qvop10 and fault zone | Very old paralic deposits, Unit 10 and fault zone
 - Qvop10 | Very old paralic deposits, Unit 10
 - Qvop10a | Very old paralic deposits, Unit 10a
 - Qvop11 and fault zone | Very old paralic deposits, Unit 11 and fault zone
 - Qvop11 | Very old paralic deposits, Unit 11
 - Qvop5 | Very old paralic deposits, Unit 5
 - Qvop6 | Very old paralic deposits, Unit 6
 - Qvop7 | Very old paralic deposits, Unit 7
 - Qvop8 | Very old paralic deposits, Unit 8
 - Qvop8a | Very old paralic deposits, Unit 8a
 - Qvop9 | Very old paralic deposits, Unit 9
 - Qvop9a | Very old paralic deposits, Unit 9a
 - Qya | Young alluvial flood-plain deposits
 - Qyc | Young colluvial deposits
 - Ta and fault zone | Ardath Shale and fault zone
 - Ta | Ardath Shale
 - Tf | Friars Formation, nonmarine and lagoonal sandstone and claystone
 - Tmsc | Mount Soledad Formation, cobble conglomerate
 - Tmss | Mount Soledad Formation, sandstone
 - Tmv | Mission Valley Formation, marine and nonmarine sandstone
 - Tp | Pomerado Conglomerate
 - Tsc and fault zone | Scripps Formation and fault zone
 - Tsc | Scripps Formation, sandstone with conglomerate interbeds
 - Tscu | Scripps Formation, tongue in Carroll Canyon
 - Tsd and fault zone | San Diego Formation, undivided, and fault zone
 - Tsd | San Diego Formation, undivided
 - Tsdss | San Diego Formation, fossiliferous marine sandstone
 - Tst | Stadium Conglomerate
 - Tt | Torrey Sandstone
 - af | Artificial fill
 - water | water body

FIGURE 4.6-1c
Regional Geology in Relation to Blueprint SD Initiative
Climate Smart Village Areas - North Central



- University Community Plan Update Area
 - Blueprint SD Initiative Climate Smart Village Areas
 - San Diego City Limits
 - Exclusion Area
-
- Fault Zone**
- Fault
 - Inferred Fault
 - Shear Zone
 - Concealed Zone
- Geology**
- Kd | Diorite, undivided
 - Mzu | Metasedimentary and metavolcanic rocks, undivided
 - Qls | Landslide deposits
 - Qls | Landslide deposits, undivided
 - Qls? | Landslide deposits, queried
 - Qoa | Old alluvial flood-plain deposits, undivided
 - Qop6 | Old paralic deposits, Unit 6
 - Qvop10 and fault zone | Very old paralic deposits, Unit 10 and fault zone
 - Qvop10 | Very old paralic deposits, Unit 10
 - Qvop5 | Very old paralic deposits, Unit 5
 - Qvop6 | Very old paralic deposits, Unit 6
 - Qvop7 | Very old paralic deposits, Unit 7
 - Qvop8 | Very old paralic deposits, Unit 8
 - Qvop8a | Very old paralic deposits, Unit 8a
 - Qvop9 | Very old paralic deposits, Unit 9
 - Qvop9a | Very old paralic deposits, Unit 9a
 - Qya | Young alluvial flood-plain deposits
 - Ta | Ardath Shale
 - Tf | Friars Formation, nonmarine and lagoonal sandstone and claystone
 - Tmv | Mission Valley Formation, marine and nonmarine sandstone
 - Tsc and fault zone | Scripps Formation and fault zone
 - Tsc | Scripps Formation, sandstone with conglomerate interbeds
 - Tscu | Scripps Formation, tongue in Carroll Canyon
 - Tst | Stadium Conglomerate
 - Tst | Stadium Conglomerate, cobble with coarse-grained sandstone matrix
 - Tt | Torrey Sandstone
 - af | Artificial fill

FIGURE 4.6-1d
Regional Geology in Relation to Blueprint SD Initiative Climate Smart Village Areas - North



- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- Exclusion Area

Geology

- Qls | Landslide deposits
- Qls? | Landslide deposits, queried
- Qoa | Old alluvial flood-plain deposits, undivided
- Tmv | Mission Valley Formation, marine and nonmarine sandstone
- Tst | Stadium Conglomerate, cobble with coarse-grained sandstone matrix



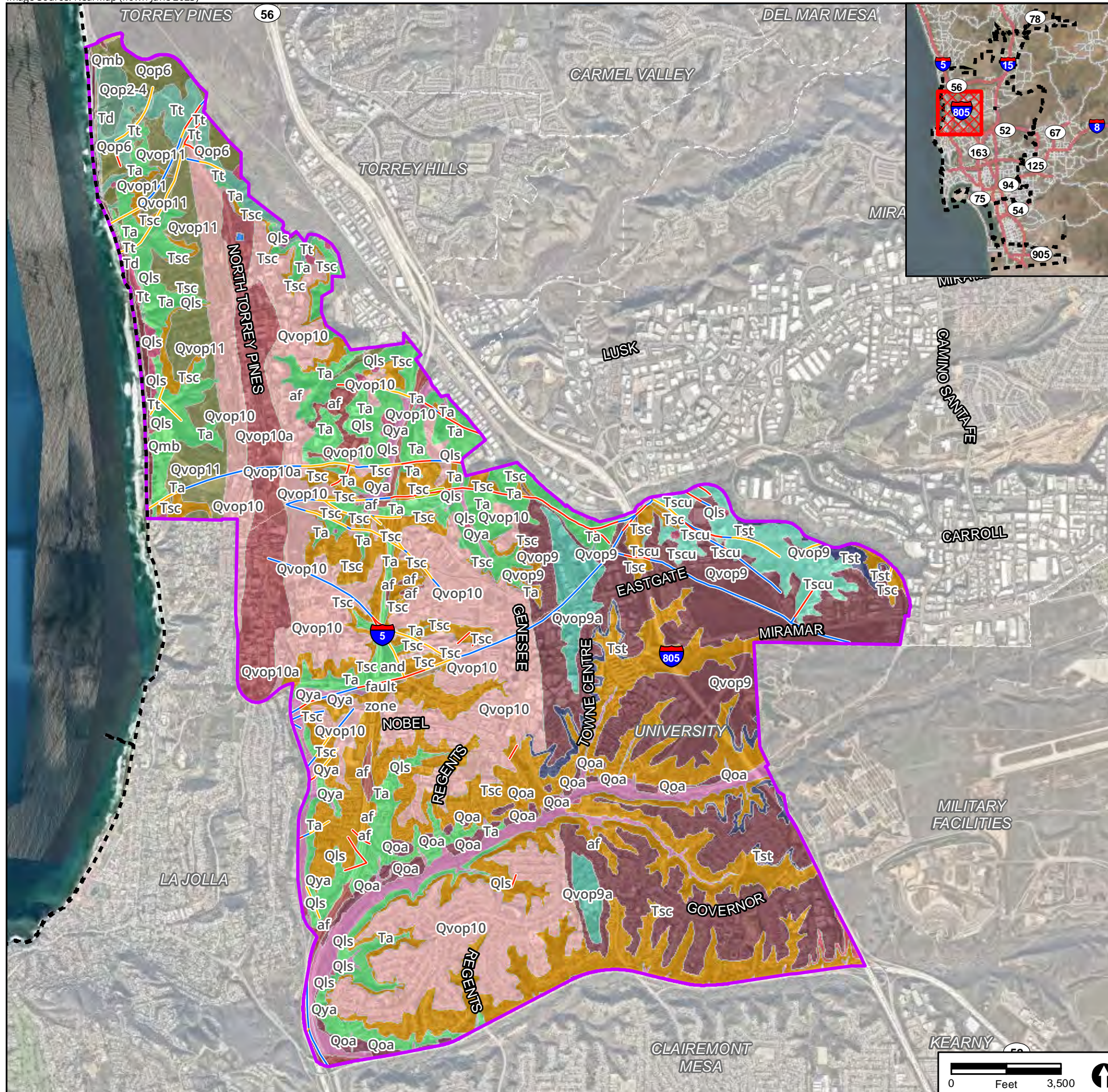
FIGURE 4.6-1e
Regional Geology in Relation to Blueprint SD Initiative
Climate Smart Village Areas - Northeast

A description of the geologic formations in the City can be found in the Geologic Map of the San Diego 30' x 60' Quadrangle, California (Kennedy and Tan 2008).

b. University Community Plan Update

As detailed in the Desktop Geotechnical and Geologic Hazard Evaluation prepared by The Bodhi Group, Inc. (see Appendix E), the University CPU area consists of artificial fill (both documented and undocumented), young alluvium, estuarine deposits, landslide deposits, Old paralic deposits, very old paralic deposits, and formational materials of the Scripps Formation, Ardath Shale, Torrey Sandstone, and Del Mar Formation. The distribution of geologic units is shown on Figure 4.6-2 and descriptions of the geologic formations within the University CPU area are detailed below:

- Af – Artificial fill (late Holocene). Although there are no mapped limits of artificial fill, manmade fill underlies large portions of the University CPU area. Most areas underlain by fill are associated with construction of buildings or infrastructure. Many fills were constructed in the 1950s and 1960s when compaction standards were not as stringent as current standards. These fills may be subject to settlement under new buildings or additional fill loads. Fills placed in 1980 or more recently are likely compacted to current standards and less likely to settle under new loads.
- Qya – Young alluvial deposits (Holocene and late Pleistocene). Young alluvial deposits are characterized as poorly consolidated, poorly sorted, permeable canyon deposits of sandy, silty, or clay-bearing alluvium. These deposits occur in the bottoms of the major canyons in the University CPU area: Rose Canyon, San Clemente Canyon, and Sorrento Valley. Young alluvial deposits may settle under structural or additional fill loads. Compacted fill overlying settlement prone young alluvial deposits may settle under new building or additional fill loads.
- Qpe – Modern surficial deposits (late Holocene). Unconsolidated estuarine deposits composed of fine-grained sand and clay. The estuarine deposits are found along the base of the slopes on the west side of Sorrento Valley.
- Qls – Landslide deposits (late Pleistocene to Holocene). Landslide deposits are mapped in the slopes and tributaries to Rose Canyon and San Clemente Canyon, the slopes and tributary canyons bordering the west side of Sorrento Valley, and along the coastal bluffs. The landslides appear related to weak, slide-prone formations (Scripps Formation, Ardath Shale, and Delmar Formation) and faulted areas in combination with steep natural slopes.
- Qop 2-4 – Old paralic deposits, Units 2-4 undivided (late to middle Pleistocene). The old paralic deposits are moderately permeable, reddish-brown, interfingering strandline, beach, estuarine, and colluvial deposits composed of siltstone, sandstone, and conglomerate. The paralic deposits are difficult to separate into individual units as they merge and interfinger with one another. The deposits are poorly to moderately consolidated. The Unit 2-4 deposits are located in the northern most portion of the University CPU area.



- University Community Plan Update Area
 - San Diego City Limits
 - Fault
 - Inferred Fault
 - Shear Zone
 - Concealed Zone
- Geology**
- Qls | Landslide deposits, undivided
 - Qmb | Marine beach deposits
 - Qoa | Old alluvial flood-plain deposits, undivided
 - Qop2-4 | Old paralic deposits, Units 2-4, undivided
 - Qop6 | Old paralic deposits, Unit 6
 - Qpe | Paralic estuarine deposits
 - Qvop10 and fault zone | Very old paralic deposits, Unit 10 and fault zone
 - Qvop10 | Very old paralic deposits, Unit 10
 - Qvop10a | Very old paralic deposits, Unit 10a
 - Qvop11 | Very old paralic deposits, Unit 11
 - Qvop9 | Very old paralic deposits, Unit 9
 - Qvop9a | Very old paralic deposits, Unit 9a
 - Qya | Young alluvial flood-plain deposits
 - Ta | Ardash Shale
 - Td | Delmar Formation, sandy claystone interbedded with sandstone
 - Tf | Friars Formation, nonmarine and lagoonal sandstone and claystone
 - Tsc and fault zone | Scripps Formation and fault zone
 - Tsc | Scripps Formation, sandstone with conglomerate interbeds
 - Tscu | Scripps Formation, tongue in Carroll Canyon
 - Tst | Stadium Conglomerate
 - Tt | Torrey Sandstone
 - af | Artificial fill
 - water | water body

FIGURE 4.6-2
Regional Geology in Relation to
University Community Plan Update Area

- Qop 6 – Old paralic deposits, Unit 6 (late to middle Pleistocene). Old paralic deposits underlie portions of the northern portion of the University CPU area, along the base of the slopes bordering the western side of Sorrento Valley. The Old paralic deposits consist of poorly sorted, moderately permeable, reddish brown, interfingering strandline, beach, estuarine and colluvial deposits. The deposits are predominately siltstone, claystone, sandstone, and conglomerate. The Old paralic Unit 6 deposits are poorly to moderately consolidated.
- Qvop 11 – Very old paralic deposits, Unit 11 (middle to early Pleistocene). The very old paralic deposits, Unit 11, are found on the western most portion of the mesa areas and were deposited on the Clairemont Terrace (elevation 300-312 feet). The very old paralic deposits, Unit 11, consist of poorly sorted, moderately permeable, reddish-brown, interfingering strandline, beach estuarine and colluvial deposits composed of siltstone, sandstone, and conglomerate. The Unit 11 deposits are moderately to well consolidated and locally strongly cemented. All of the very old paralic deposits (Units 11-9) are exposed on the top of the mesa in the University CPU area. They are differentiated by subtle changes in lithology and basal elevation (progressively higher elevation marine-cut terraces upon which the sediments were deposited) and age (oldest units to the east becoming younger to the west). The very old paralic deposits are well consolidated and are usually suitable for light structural or thin fill loads. They are locally cemented and may create difficult excavation conditions for utility trenches or basements. An expansive highly plastic clay residual soil often forms on these deposits on the mesa tops.
- Qvop10 – Very old paralic deposits, Unit 10 (middle to early Pleistocene). The very old paralic deposits, Unit 10, underlie the western central portion of the mesa and were deposited on the Tecolote Terrace (elevation 338–344 feet). The very old paralic deposits, Unit 10, consist of poorly sorted, moderately permeable, reddish-brown, interfingering strandline, beach estuarine and colluvial deposits composed of siltstone, sandstone, and conglomerate. The Unit 10 deposits are moderately to well consolidated and locally well cemented.
- Qvop10a – Very old paralic deposits, Unit 10a (middle to early Pleistocene). Unit 10a very old paralic deposits consist of poorly sorted, moderately permeable, dark reddish-brown, dune and back beach “beach ridge” deposits composed of cross-bedded sandstone. The deposits are locally moderately to strongly cemented and are resistant to weathering, which has caused the deposits to form long, elongated ridges.
- Qvop9 – Very old paralic deposits, Unit 9 (middle to early Pleistocene) The very old paralic deposits, Unit 9, underlie the western central portion of the mesa and were deposited on the Linda Vista Terrace (elevation 384–391 feet). The very old paralic deposits, Unit 9, consist of poorly sorted, moderately permeable, reddish-brown, interfingering strandline, beach estuarine, and colluvial deposits composed of siltstone, sandstone, and conglomerate. The Unit 9 deposits are moderately to well consolidated and locally strongly cemented.
- Qvop9a – Very old paralic deposits, Unit 9a (middle to early Pleistocene). The very old paralic deposits, Unit 9a, underlie a subtle ridge in the middle of the mesa. They were deposited on the Linda Vista Terrace (elevation 384-391 feet). The Unit 9a deposits consist of poorly sorted, moderately permeable, reddish-brown, dune and back beach (beach ridge) deposits.

The sediments are composed of cross-bedded sandstone. The Unit 9a deposits are typically, moderately to highly consolidated and locally strongly cemented.

- Tsc – Scripps Formation (middle Eocene). This formation consists of yellowish-gray, medium-grained, sandstone with lenses of cobble conglomerate and claystone. The Scripps Formation underlies the entire University CPU area and is exposed in the slopes of all the canyons, Sorrento Valley, and coastal bluffs. The Scripps Formation is well consolidated and locally strongly cemented (concretion beds) and can typically support high structural and fill loads. Bedding is highly variable and can create potential slope instability where adverse structure and local claystone beds combine.
- Ta – Ardath Shale (middle Eocene). The Ardath Shale is exposed in most canyon slopes in all portions of the University CPU area. The formation is composed of highly fractured silty claystone and intercalated fine sandstone. Where fresh, the formation is well consolidated and locally strongly cemented. Where weathered, the formation desiccates into weak, sheared and remolded clay that is expansive and is unstable in slopes. Clay seams, shears, and faults in the unweathered formation can create unstable conditions in slopes where the local structure is adverse.
- Tt – Torrey Sandstone (middle Eocene). Torrey Sandstone is a white to light-brown, medium to coarse grained, moderately well indurated, massive to broadly cross-bedded sandstone underlying the northern portion of the University CPU area. The formation is named for the exposures in Torrey Pines State Park. The Torrey Sandstone is very well consolidated and can typically support fill and structural loads.
- Td – Delmar Formation (middle Eocene). The Delmar Formation is composed of interbedded lenses of sandstone and claystone. The Delmar Formation, where fresh, is well consolidated, and locally moderately to strongly cemented. Where weathered, especially in slopes, the claystone becomes fractured and weak creating unstable conditions. The Delmar Formation is only present at the base of the coastal bluffs in the northernmost portion of the University CPU area.

c. Hillcrest Focused Plan Amendment

As detailed in the Uptown CPU PEIR's Geotechnical Report, the Uptown Community Planning area, including the Hillcrest FPA area, is underlain by four surficial soil deposits and three geologic formations. The surficial soils include artificial fill (unmapped), topsoil/colluvium, alluvium (unmapped), and very old terrace deposits (formerly Lindavista Formation). The geologic formations include the San Diego Formation, Pomerado Conglomerate, and Mission Valley Formation. The distribution of geologic units in relation to the Hillcrest FPA area is shown on Figure 4.6-1b and Figure 4.6-1c.

4.6.1.2 Faults and Seismicity

Southern California is one of the most seismically active regions in the United States, with numerous active faults and a history of destructive earthquakes. Portions of the City are located above active

strands of the Rose Canyon Fault. Other active faults in the region include the San Andreas, San Jacinto, Elsinore, Coronado Bank, San Clemente, and San Diego Trough faults. The location of the City in close proximity to large earthquake faults increases the potential of earthquake damage to structures and potentially endangers the safety of the City's inhabitants. Damage to structures and improvements caused by a major earthquake will depend on the distance to the epicenter, the magnitude of the event, the underlying soil, and the quality of construction. The severity of an earthquake can be expressed in terms of both intensity and magnitude.

An active fault is defined by the State Mining and Geology Board as one that has experienced surface displacement within the Holocene epoch, i.e., during the last 11,000 years. The City's Seismic Safety Study documents the City's known and suspected geologic hazards and faults. The 2008 updated Seismic Safety Study maps potential hazards and rates them by relative risk, on a scale from nominal to high. Regional faults and mapped geologic hazards based on the City's Seismic Safety Study in relation to the Blueprint SD Initiative Climate Smart Village Areas, the Hillcrest FPA area, and the University CPU area are shown in Figures 4.6-3a through 4.6-3e and Figure 4.6-4. As detailed in Table 4.6-1, approximately 1,498 acres of the Blueprint SD Initiative Climate Smart Village Areas are located in the Downtown special fault zone. Approximately 47 acres of the Blueprint SD Initiative Climate Smart Village Areas are located in an Alquist-Priolo earthquake fault zone. While no active fault zones are mapped within the University CPU or Hillcrest FPA area, these areas would be subject to potential ground shaking caused by activity along faults.

a. Ground Shaking

Ground shaking during an earthquake can vary depending on the overall magnitude, distance to the fault, focus of earthquake energy, and the type of geologic material underlying the area. The composition of underlying soils, even those relatively distant from faults, can intensify ground shaking. Areas that are underlain by bedrock tend to experience less ground shaking than those underlain by unconsolidated sediments such as artificial fill or unconsolidated alluvial fill. For example, the Rose Canyon Fault can produce a magnitude 7.2 earthquake; and portions of the Elsinore and San Jacinto fault zones, located east of the City have the capacity to produce earthquakes at maximum magnitudes from 6.4 to 7.2.

The San Diego region is located within the western (coastal) portion of the Peninsular Ranges Geomorphic Province of California. Structurally, the Peninsular Ranges are traversed by several major active faults. The Elsinore, San Jacinto, and the San Andreas faults are major active fault zones located northeast of the City. The Rose Canyon, San Diego Trough, Coronado Banks, and San Clemente faults are major active faults located within or west-southwest of the City. Major tectonic activity associated with these and other faults within this regional tectonic framework is generally right-lateral strike-slip movement. These faults, as well as other faults in the region, have the potential for generating strong ground motions in the project area.

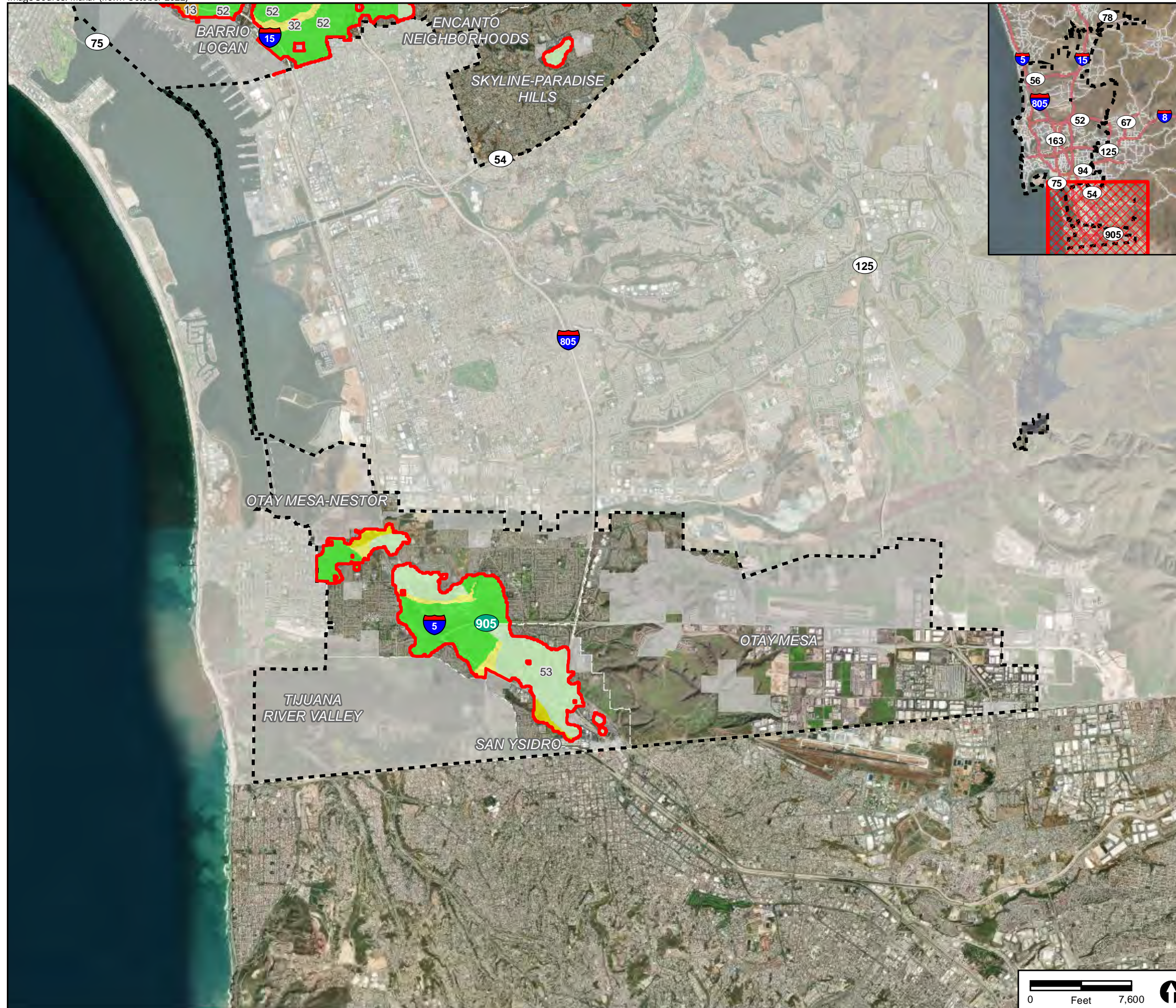
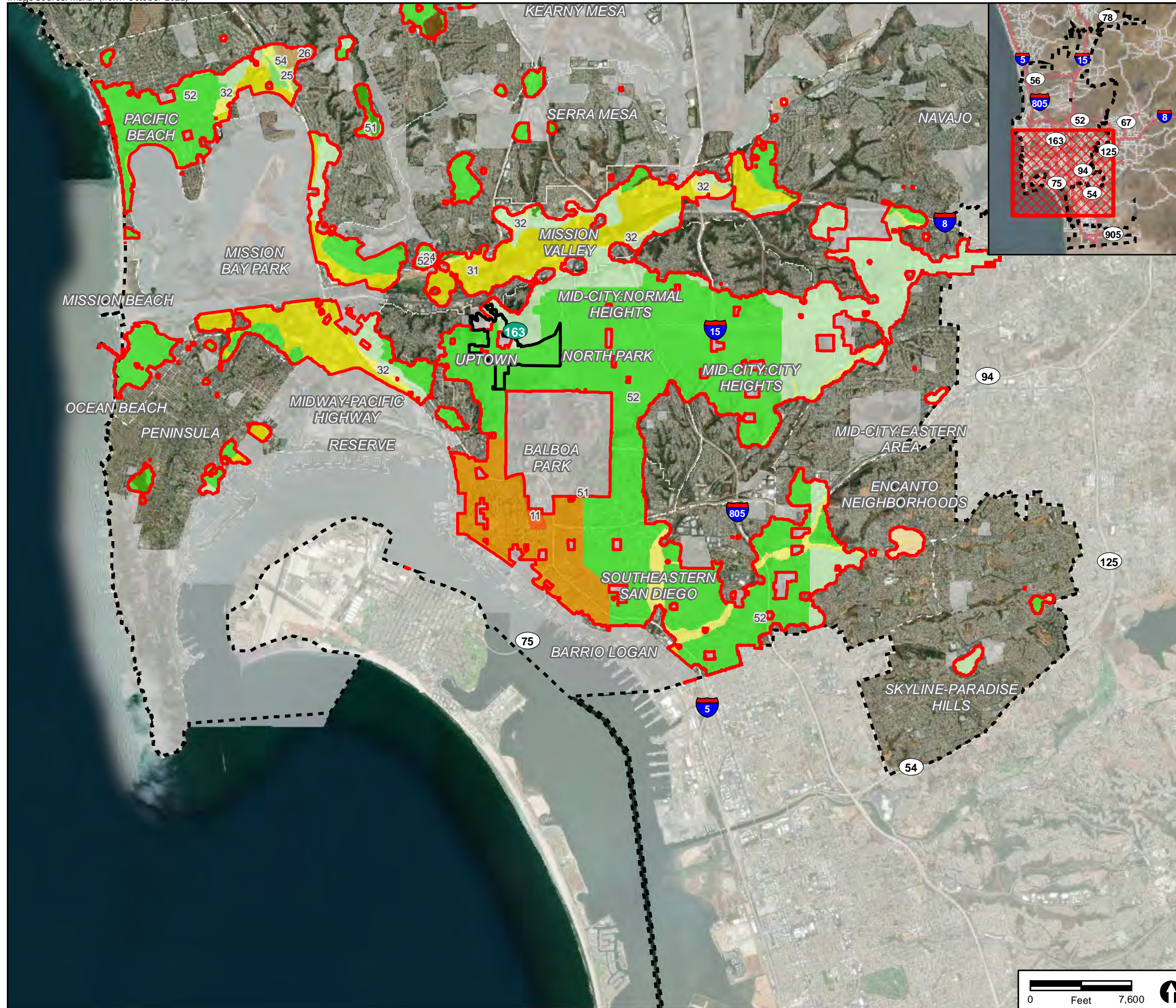
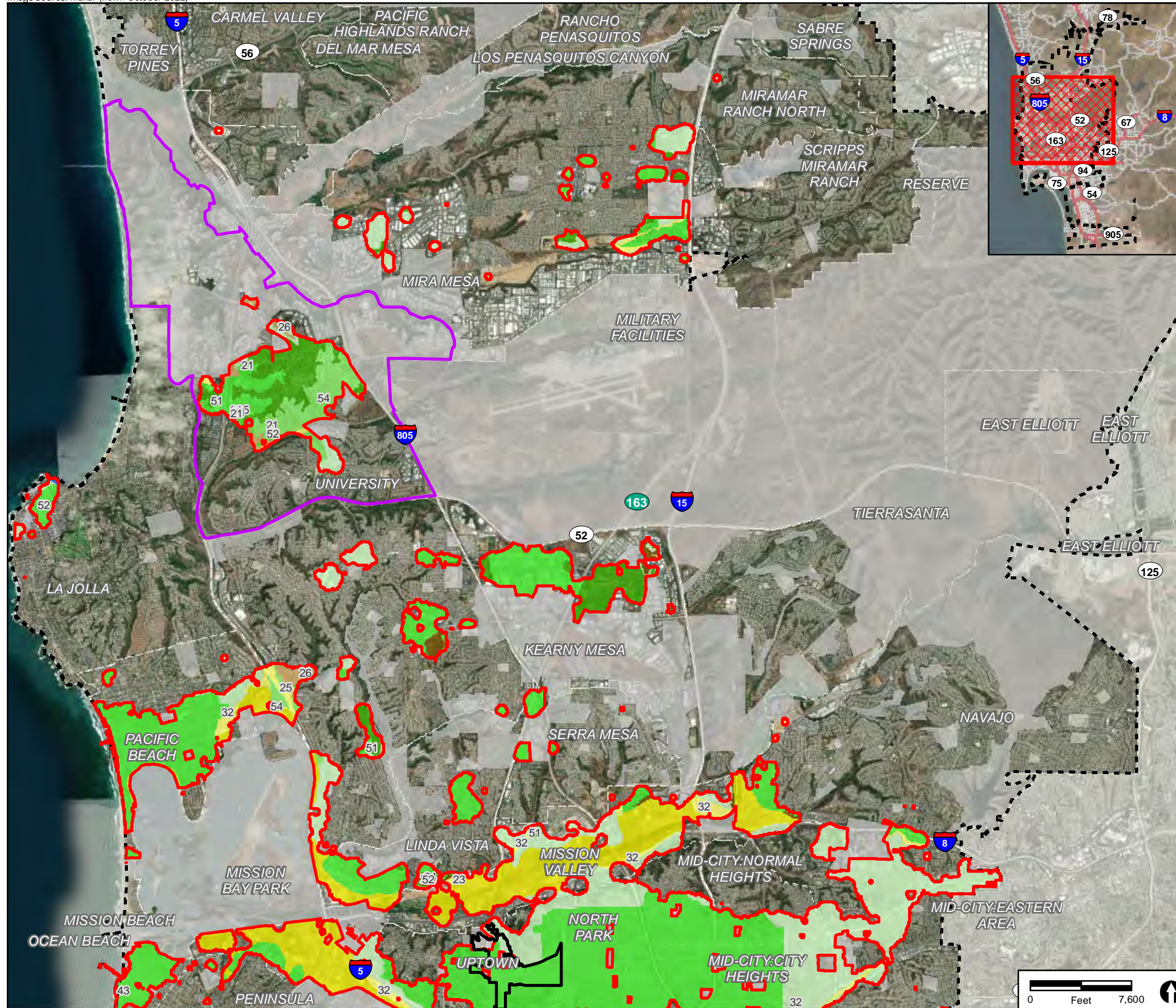


FIGURE 4.6-3a
Geologic Hazards in Relation to
Blueprint SD Initiative
Climate Smart Village Areas - South



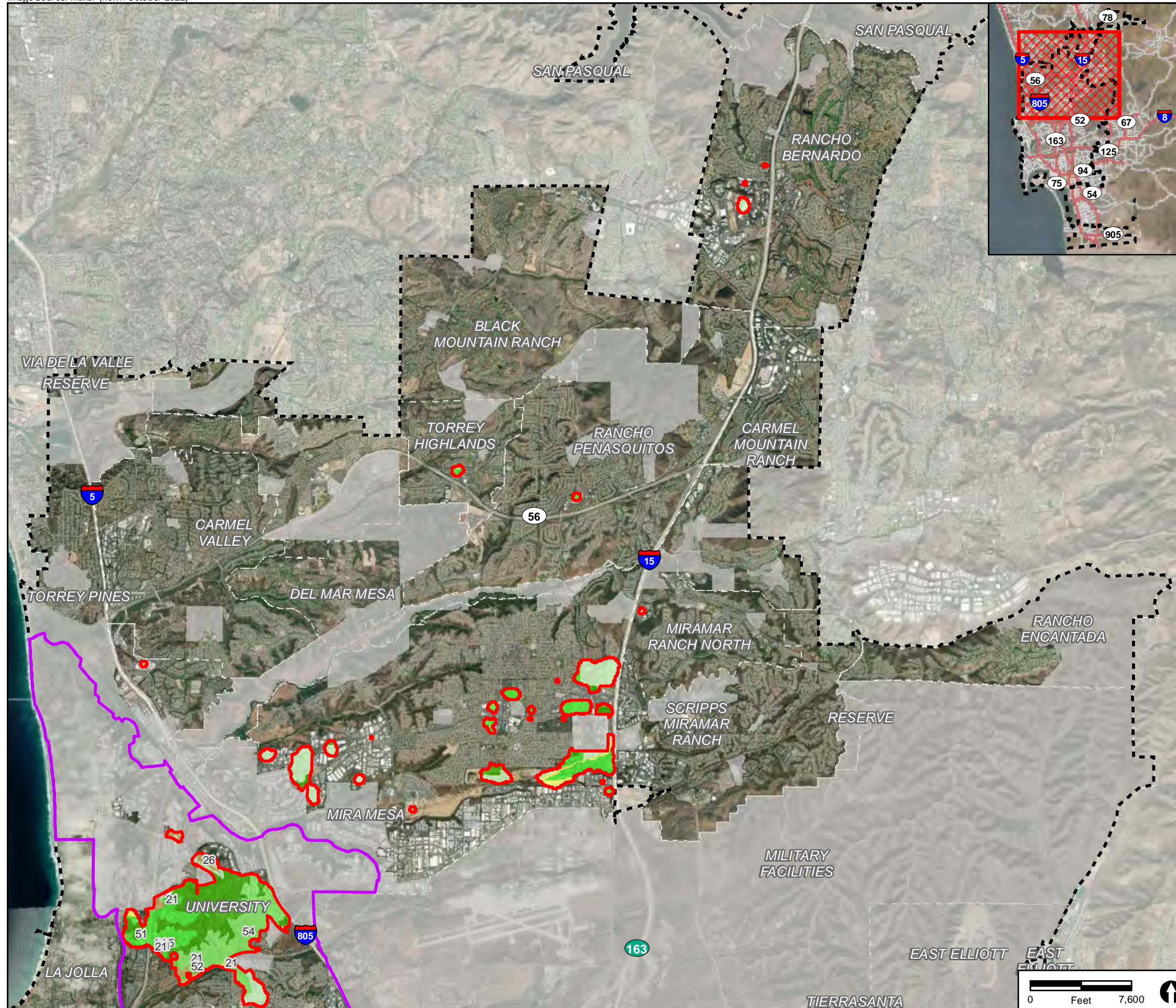
- Blueprint SD Initiative Climate Smart Village Areas
 - Hillcrest Focused Plan Amendment Area
 - San Diego City Limits
 - Exclusion Area
- Geologic Hazards**
- Fault Zones*
- 11 | Active, Alquist-Priolo Earthquake Fault Zone
 - 13 | Downtown Special Fault Zone
- Slide Prone Formation*
- 23 | Friars-neutral or favorable geologic structure
 - 24 | Friars- unfavorable geologic structure
 - 25 | Ardath- neutral or favorable geologic structure
 - 26 | Ardath- unfavorable geologic structure
 - 27 | Otay, Sweetwater and others
- Liquefaction*
- 31 | High Potential-shallow groundwater major drainages, hydraulic fills
 - 32 | Low Potential-fluctuating groundwater minor drainages, hydraulic fills
- Coastal Bluffs*
- 43 | Generally unstable; Unfavorable jointing, local high erosion
 - 44 | Moderately stable. Mostly stable formations, local high erosion
 - 47 | Generally stable. Favorable geologic structures, minor or no erosion, no landslides
 - 48 | Generally stable. Broad beach areas, developed harbor
- All Other Conditions*
- 51 | Level mesas-underlain by terrace deposits and bedrock, nominal risk
 - 52 | Other level areas; gently sloping to steep terrain, favorable geologic structure low risk
 - 53 | Level or sloping terrain, unfavorable geologic structure, low to moderate risk
 - 54 | Steeply sloping terrain, unfavorable or fault controlled geologic structure, moderate risk

FIGURE 4.6-3b
Geologic Hazards in Relation to
Blueprint SD Initiative
Climate Smart Village Areas - South Central



- Blueprint SD Initiative Climate Smart Village Areas
 - Hillcrest Focused Plan Amendment Area
 - University Community Plan Update Area
 - San Diego City Limits
 - Exclusion Area
- Geologic Hazards**
- Landslides*
- 21 | Confirmed, known, or highly suspected
- Slide Prone Formation*
- 23 | Friars-neutral or favorable geologic structure
 - 24 | Friars- unfavorable geologic structure
 - 25 | Ardath- neutral or favorable geologic structure
 - 26 | Ardath- unfavorable geologic structure
- Liquefaction*
- 31 | High Potential-shallow groundwater major drainages, hydraulic fills
 - 32 | Low Potential-fluctuating groundwater minor drainages, hydraulic fills
- Coastal Bluffs*
- 43 | Generally unstable; Unfavorable jointing, local high erosion
 - 44 | Moderately stable. Mostly stable formations, local high erosion
 - 47 | Generally stable. Favorable geologic structures, minor or no erosion, no landslides
 - 48 | Generally stable. Broad beach areas, developed harbor
- All Other Conditions*
- 51 | Level mesas-underlain by terrace deposits and bedrock, nominal risk
 - 52 | Other level areas; gently sloping to steep terrain, favorable geologic structure low risk
 - 53 | Level or sloping terrain, unfavorable geologic structure, low to moderate risk
 - 54 | Steeply sloping terrain, unfavorable or fault controlled geologic structure, moderate risk

FIGURE 4.6-3c
Geologic Hazards in Relation to
Blueprint SD Initiative
Climate Smart Village Areas - North Central



- Blueprint SD Initiative Climate Smart Village Areas
 - University Community Plan Update Area
 - San Diego City Limits
 - Exclusion Area
- Geologic Hazards**
- Landslides*
- 21 | Confirmed, known, or highly suspected
- Slide Prone Formation*
- 24 | Friars- unfavorable geologic structure
 - 25 | Ardath- neutral or favorable geologic structure
 - 26 | Ardath- unfavorable geologic structure
 - 27 | Otay, Sweetwater and others
- Liquefaction*
- 32 | Low Potential-fluctuating groundwater minor drainages, hydraulic fills
- Coastal Bluffs*
- 43 | Generally unstable; Unfavorable jointing, local high erosion
- All Other Conditions*
- 51 | Level mesas-underlain by terrace deposits and bedrock, nominal risk
 - 52 | Other level areas; gently sloping to steep terrain, favorable geologic structure low risk
 - 53 | Level or sloping terrain, unfavorable geologic structure, low to moderate risk
 - 54 | Steeply sloping terrain, unfavorable or fault controlled geologic structure, moderate risk

FIGURE 4.6-3d
Geologic Hazards in Relation to
Blueprint SD Initiative
Climate Smart Village Areas - North

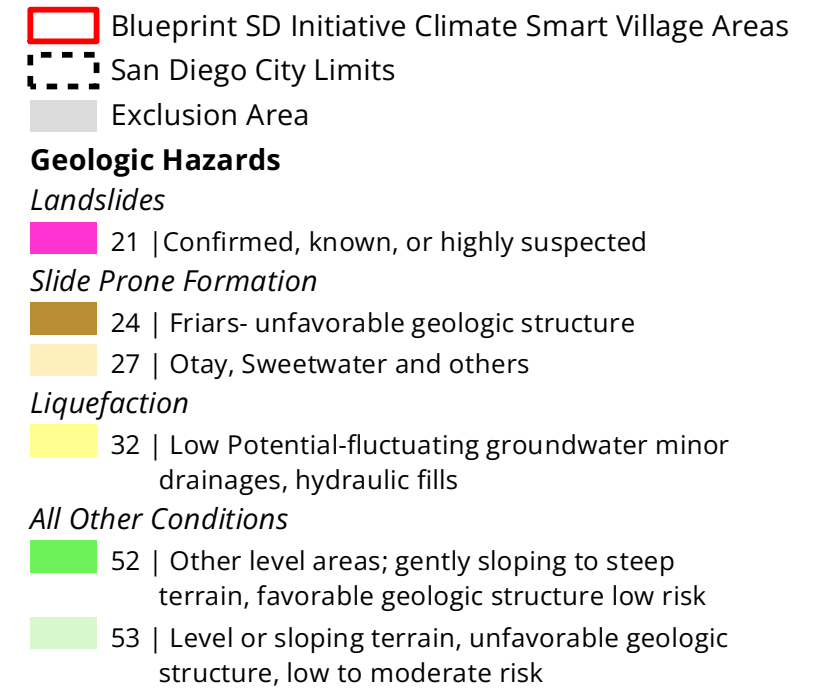
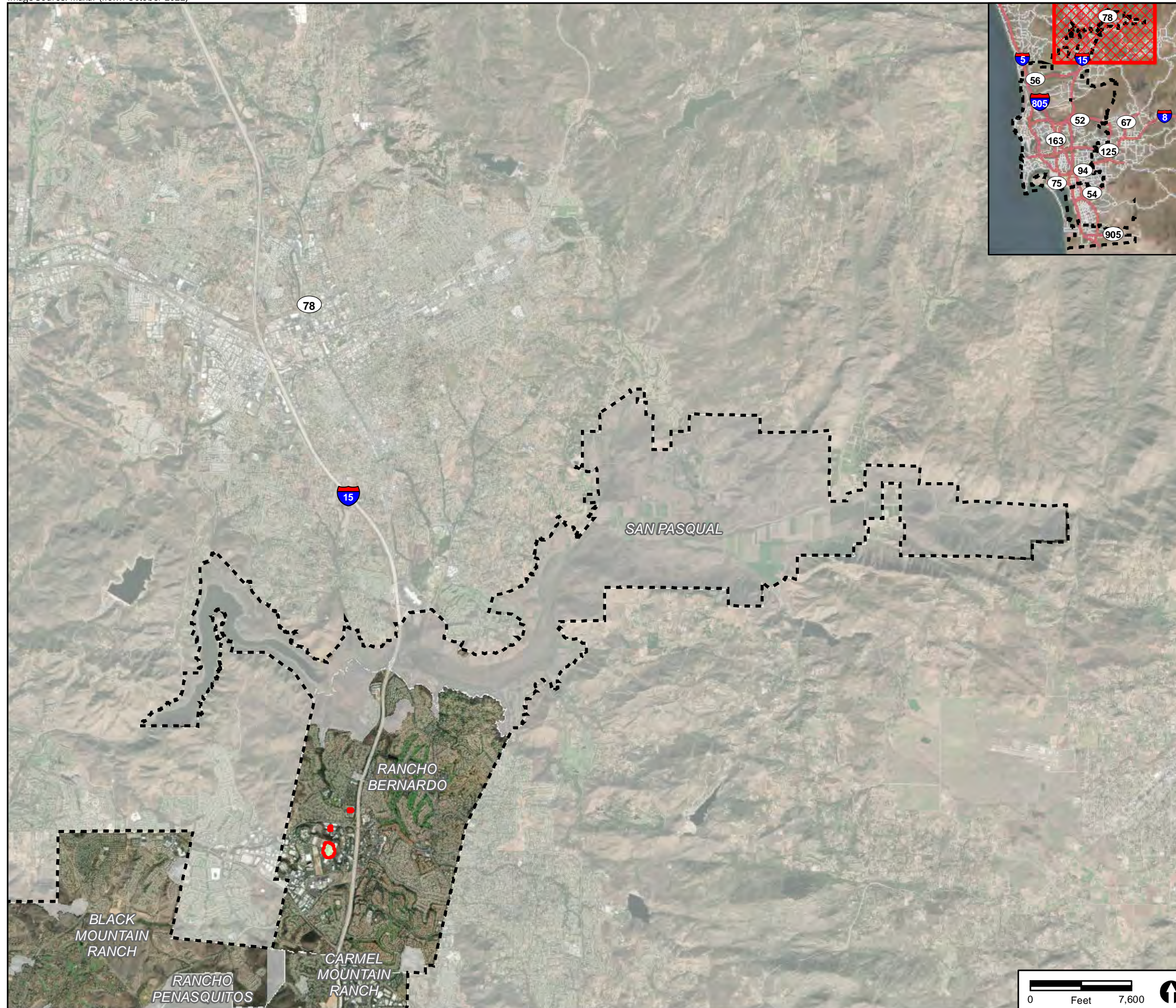
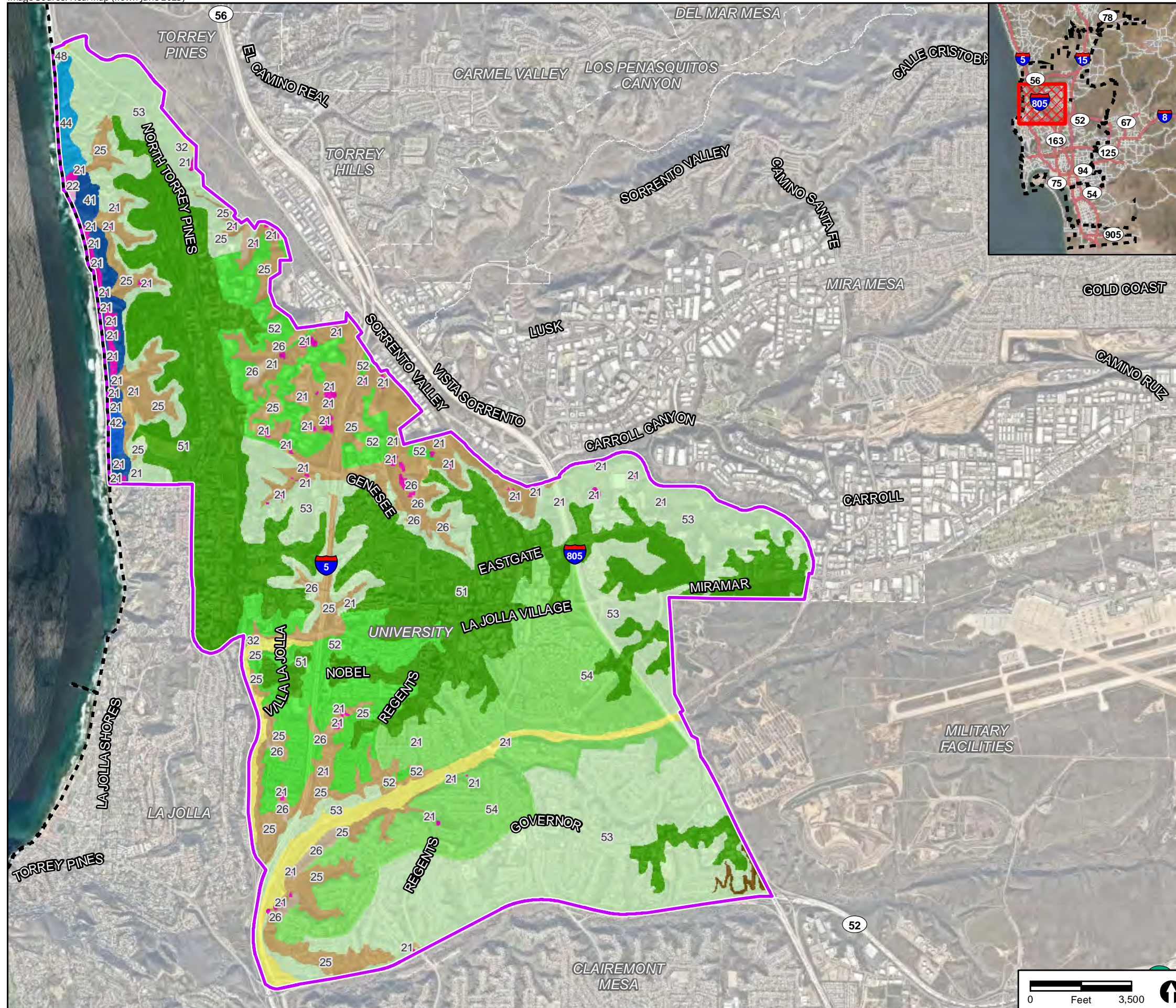


FIGURE 4.6-3e
Geologic Hazards in Relation to
Blueprint SD Initiative
Climate Smart Village Areas - Northeast



- University Community Plan Update Area
- San Diego City Limits
- Geologic Hazards**
- Landslides**
- 21 | Confirmed, known, or highly suspected
- 22 | Possible or conjectured
- Slide Prone Formation**
- 23 | Friars-neutral or favorable geologic structure
- 25 | Ardath- neutral or favorable geologic structure
- 26 | Ardath- unfavorable geologic structure
- Liquefaction**
- 31 | High Potential-shallow groundwater major drainages, hydraulic fills
- 32 | Low Potential-fluctuating groundwater minor drainages, hydraulic fills
- Coastal Bluffs**
- 41 | Generally unstable; Numerous landslides, high steep bluffs, severe erosion, unfavorable geologic structure
- 42 | Generally unstable; Unfavorable bedding plans, high erosion
- 44 | Moderately stable. Mostly stable formations, local high erosion
- 48 | Generally stable. Broad beach areas, developed harbor
- All Other Conditions**
- 51 | Level mesas-underlain by terrace deposits and bedrock, nominal risk
- 52 | Other level areas; gently sloping to steep terrain, favorable geologic structure low risk
- 53 | Level or sloping terrain, unfavorable geologic structure, low to moderate risk
- 54 | Steeply sloping terrain, unfavorable or fault controlled geologic structure, moderate risk

FIGURE 4.6-4
Geologic Hazards in Relation to
University Community Plan Update Area

Table 4.6-1 City Seismic Safety Study Data in Relation to the Project Areas			
	Climate Smart Village Areas (acres)	Hillcrest FPA Area (acres)	University CPU Area (acres)
51 ALL OTHER CONDITIONS: Level mesas-underlain by terrace deposits and bedrock, nominal risk	1,085		2,280
52 ALL OTHER CONDITIONS: other level areas; gently sloping to steep terrain, favorable geologic structure low risk	12,193	314	784
53 ALL OTHER CONDITIONS: Level or sloping terrain, unfavorable geologic structure, low to moderate risk	5,293	66	2,692
54 ALL OTHER CONDITIONS: Steeply sloping terrain, unfavorable or fault controlled geologic structure, moderate risk	584		1,187
41 COASTAL BLUFFS-Generally unstable; numerous landslides, high steep bluffs, severe erosion, unfavorable geologic structure			115
42 COASTAL BLUFFS-Generally unstable; Unfavorable bedding plans, high erosion			20
43 COASTAL BLUFFS-Generally unstable; Unfavorable jointing, local high erosion	14		
44 COASTAL BLUFFS-Moderately stable. Mostly stable formations, local high erosion	5		56
47 COASTAL BLUFFS-Generally stable. Favorable geologic structures, minor or no erosion, no landslides			
48 COASTAL BLUFFS-Generally stable. Broad beach areas, developed harbor	11		4
11 FAULT ZONES-Active, Alquist-Priolo Earthquake Fault Zone	47		
13 FAULT ZONES-Downtown Special Fault Zone	1,498		
21 LANDSLIDES-Confirmed, known, or highly suspected	7		91
22 LANDSLIDES-possible or conjectured			4
31 LIQUEFACTION-High Potential-shallow groundwater major drainages, hydraulic fills	2,815		6
32 LIQUEFACTION-Low Potential-fluctuating groundwater minor drainages, hydraulic fills	940		247
23 SLIDE PRONE FORMATION: Friars-neutral or favorable geologic structure	123		17
24 SLIDE PRONE FORMATION: Friars-unfavorable geologic structure	12		
25 SLIDE PRONE FORMATION: Ardath-neutral or favorable geologic structure	162		1,109
26 SLIDE PRONE FORMATION: Ardath-unfavorable geologic structure	3		64
27 SLIDE PRONE FORMATION: Otay, Sweetwater, and others	125		
TOTAL	24,919*	380	8,676
*Totals may vary due to independent rounding. SOURCE: City of San Diego 2008 NOTE: Totals for each project area include overlapping acreages where the Climate Smart Village Areas are located in the University CPU area and Hillcrest FPA area.			

The Blueprint SD Initiative, University CPU, and Hillcrest FPA areas are subject to ground shaking hazards caused by earthquakes on regional active faults. As detailed in the desktop Geotechnical Investigation for the University CPU area, the University CPU area is located in a zone where the horizontal peak ground acceleration having a 10 percent probability of exceedance in 50 years is 0.247g (where g represents the acceleration of gravity). Although much less probable, a large earthquake on the Rose Canyon fault zone could create twice the accelerations and cause widespread damage in the University CPU area.

As part of the Uptown CPU PEIR's Geotechnical Report, it was determined that the Uptown Community Planning area could be subject to moderate to severe ground shaking in the event of an earthquake, resulting in potential peak ground acceleration up to 0.56g, depending on the specific fault and distance from the site. Additionally, the Uptown CPU PEIR reported that the Uptown Community Planning area is in a zone where the horizontal peak ground acceleration having a 10 percent probability of exceedance in a 50-year period ranges from 0.24g to 0.27g depending on the source of the data.

b. Surface Fault Rupture

Surface fault rupture is the result of movement on an active fault reaching the surface. Southern California is considered one of the most seismically active regions in the United States, with numerous active faults and a history of destructive earthquakes. Several earthquake fault zones, as well as numerous smaller faults, exist in the City and in southern California.

The San Jacinto Fault is the largest of the active faults in the San Diego region. The fault extends 125 miles from the Imperial Valley to San Bernardino. The Elsinore Fault represents a serious earthquake hazard for most of the populated areas of the San Diego region. This fault is approximately 135 miles long and is located approximately 40 miles north and east from Downtown San Diego. The Rose Canyon fault zone is an active offshore/onshore fault located partially offshore as part of the Newport/Inglewood fault zone and parallels the San Diego north county coastline within approximately two to six miles until coming ashore near La Jolla Shores. In addition, the La Nacion fault zone runs parallel to the Rose Canyon fault zone and San Diego Bay, approximately five miles inland from the bay (City of San Diego 2007).

As part of the Uptown CPU PEIR's Geotechnical Report, it was determined that the Uptown Community Planning area is located on the eastern margin of the Rose Canyon Fault Zone. These faults are considered to have a potential for surface rupture unless site-specific studies demonstrate otherwise.

c. Liquefaction, Seismically Induced Settlement, and Lateral Spread

Liquefaction is a phenomenon whereby unconsolidated and/or near-saturated soils lose cohesion as a result of severe vibratory motion. The relatively rapid loss of soil shear strength during strong earthquake shaking results in a temporary, fluid-like behavior of the soil. Soil liquefaction causes ground failure that can damage roads, pipelines, underground cables, and buildings with shallow foundations. Research and historical data indicate that loose granular soils and non-plastic silts that are saturated by a relatively shallow groundwater table are susceptible to liquefaction.

Liquefaction-induced ground failure can involve a complex interaction among seismic, geologic, soil, topographic, and groundwater factors. Failures can include ground fissures, sand boils, ground settlement, and loss of bearing strength; buoyancy effects; ground oscillation; flow failure; and complex lateral spread landslides. The three key factors that indicate whether an area is potentially susceptible to liquefaction are the capacity for severe ground shaking, shallow groundwater, and low-density granular deposits (mainly finer grained sands). It is in these areas, where alluvium is sufficiently loose and groundwater is sufficiently shallow, that strong earthquake shaking could cause sediments to lose bearing capacity, severe settlement of surface facilities could occur, and, in some cases, uplift of buried structures (e.g., large pipelines) could occur.

Among the potential hazards related to liquefaction are seismically induced settlement and lateral spread. Seismically induced settlement is caused by the reduction of shear strength due to loss of grain-to-grain contact during liquefaction and may result in dynamic settlement on the order of several inches to several feet. Lateral spreading of the ground surface during an earthquake usually takes place along weak shear zones that have formed within a liquefiable soil layer. Lateral spreading has generally been observed to take place in the direction of a free-face (i.e., retaining wall, slope, channel, etc.) but has also been observed to a lesser extent on ground surfaces with gentle slopes. For sites located in proximity to a free-face, the amount of lateral ground displacement is strongly correlated with the distance of the site from the free-face. Other factors such as earthquake magnitude, distance from the earthquake epicenter, thickness of the liquefiable layers, and the fines content and particle sizes of the liquefiable layers will also affect the amount of settlement or lateral ground displacement.

As shown in Figures 4.6-3a through 4.6-3e, Figure 4.6-4, and reported in Table 4.6-1, portions of the Blueprint SD Initiative Climate Smart Village Areas and the University CPU area have high liquefaction potential. As shown in Figure 4.6-3b, the Hillcrest FPA area is located within an area with favorable geologic structure and low geologic risk. No liquefaction risk is identified in the Hillcrest FPA area.

Liquefaction prone soil in the University CPU area is confined to existing canyon bottoms and Sorrento Valley which are not likely to undergo lateral spreading. Liquefiable soil is located in the bottoms of San Clemente Canyon, Rose Canyon, and Sorrento Valley.

As part of the Uptown CPU PEIR's Geotechnical Report, it was determined that the potential for liquefaction and seismically induced settlement occurring for the mesa top areas is very low due to the very dense cemented condition of the geologic formations and lack of groundwater.

4.6.1.3 Slope Instability

Slopes steeper than 2:1 (horizontal:vertical) are susceptible to landslides or slope failure. Slope failure is dependent on topography and underlying geologic materials, as well as factors such as rainfall, excavation, or seismic activities that can precipitate slope instability. Earthquake motions can induce significant horizontal and vertical dynamic stresses along potential failure surfaces within a slope. Based on a review of the City's Seismic Safety Study, approximately 1,717 acres of land within the Blueprint SD Initiative Climate Smart Village Areas and the University CPU area contain

slide prone formations and risk of landslides as reported in Table 4.6-1. No slide prone formations are mapped within the Hillcrest FPA area based on a review of the City's Seismic Safety Study.

Slopes with potentially unstable characteristics in the University CPU area are associated with San Clemente Canyon and Rose Canyon, including their tributaries, slopes, and tributary canyons to the west side of Sorrento Valley, and the coastal bluffs adjacent to the Torrey Pines Municipal Golf Course and Torrey Pines State Park. The unstable slopes and existing landslides are associated with the Scripps Formations, Ardath Shale, and faulted areas within the University CPU area (see Figure 4.6-4). The mesa areas are underlain by very old paralic deposits which have high shear strengths and provide the stable cap that creates the mesa on which most of the community was developed. The combination of steep natural slopes, building and fill loads, and infiltration of irrigation and storm water can create conditions that result in landslides in an urban development (City of San Diego 2008). Man-made slopes resulting from grading associated with commercial and residential development are presumed to have been engineered in accordance with City requirements. The coastal bluffs located on the eastern edge of the University CPU area exhibit slope stability conditions that range from moderately stable to unstable with numerous ancient and active landslides.

According to the City's Seismic Safety Study (City of San Diego 2008), the slopes in the University CPU area are underlain by landslides, Scripps Formations and Ardath Shale with neutral, adverse, and favorable structure (Geologic Hazard Category 21, 22, 25, 26, and 54). Since there are landslides on slopes with neutral and favorable geologic structure, all slopes underlain by the Scripps Formation, and Ardath Shale should be considered potentially unstable. The tops of the slopes are mapped as being at low to moderate risk for landsliding (Hazard Category 53 and 54). The slopes should be considered potentially unstable. Buildings or infrastructure older than 1985 within 50 feet of the tops of natural slopes may have been designed without consideration of slope stability (this area is in general agreement with Hazard Category 53; City of San Diego 2008). Additions of new building loads in these locations may not meet current City standards for slope stability.

As part of the Uptown CPU PEIR's Geotechnical Report, it was determined that the majority of the Uptown Community Planning area is mapped as Geologic Hazard Category 52, characterized as low risk with favorable geologic structure. Other smaller hazard categories are mapped within the CPU area with low to moderate risk. No large landslides are mapped in the Uptown Community Planning area; however, small surficial instability could be present on steep slopes. Areas of known and potential, non-conforming slopes (i.e., slopes steeper than 2:1 horizontal to vertical), are generally along Interstates 5 and 8, in Reynard Canyon, Maple Canyon, Arroyo Drive, and Washington Street.

4.6.1.4 Soil Erosion, Expansive Soils, and Settlement or Subsidence

Expansive soils are characterized by significant volume changes (shrink or swell) due to variations in moisture content. Expansion of the soil may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors. Soils with a relatively high fines content (clays dominantly) are generally considered expansive or potentially expansive. These soils may be found in areas underlain by the Friars Formation and in areas underlain by young colluvial or undocumented fill soils.

The University CPU area is almost fully developed with landscaping, buildings, and paving. Areas not developed contain dedicated open space areas that are well covered with natural vegetation. Most of the community is located on a mesa where gradients are very low. As a result, the potential for soil erosion is very low.

As detailed in Appendix E, expansion of the soil may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors. Soils with a relatively high fines content (clays dominantly) are generally considered expansive or potentially expansive. Very old paralic deposits, typically on mesa tops, typically have a thick clayey weathering profile that can be expansive. Previous grading activities have mixed the natural soils with the granular formational materials and will affect the potential for expansive soil greatly. Expansive and corrosive soil may impact all the University CPU area.

Subsidence typically occurs when extraction of fluids (water or oil) causes the reservoir rock to consolidate. Water extraction is minimal in the University CPU area and the geologic materials are well consolidated. Subsidence is not a hazard in the University CPU area. Settlement of unconsolidated soil (fill or alluvium) may occur locally where new loads are imposed on previously uncompacted fill, compacted fill on unconsolidated material such as weathered very old paralic deposits or alluvium, or unconsolidated alluvium.

The permeability of soil within 10 feet of the current ground surface can affect the design of storm water infiltration devices. The soil permeability in the University CPU area is highly variable. Well consolidated and frequently cemented very old paralic deposits that are impermeable may be encountered at very shallow depths. As a result, the use of typical shallow infiltration systems may be problematic in some locations. Cemented very old paralic deposits often create difficult excavation conditions which may increase grading or excavation costs.

As part of the Uptown CPU PEIR's Geotechnical Report (Appendix E), it was determined that highly expansive Normal Heights Mudstone is mapped in the northeastern portion of the Uptown Community Planning area. Mudstone can be highly expansive and within the Uptown Community Planning area could range from a few feet thick to approximately 10 feet thick, or greater, in localized areas. The presence of highly expansive materials, especially if near finish proposed grade, is potentially damaging to foundations surface improvements such as sidewalks and pavements.

4.6.1.5 Paleontological Resources

Paleontological resources, also referred to as fossils, are the remains and/or traces of prehistoric plant and animal life exclusive of human remains or artifacts. Fossil remains such as bones, teeth, shells, and wood are found in the geologic deposits, or formations, in which they were originally buried. Paleontological resources represent limited, non-renewable, and sensitive scientific and educational resources.

The potential for fossil remains at a location can be predicted through previous correlations that have been established between the fossil occurrence and the geologic formations within which they

are buried. Geologic formations possess a specific paleontological resource potential wherever the formation occurs based on discoveries made elsewhere in that particular formation.

The City is underlain by numerous distinct geologic units (i.e., formations) that record portions of the past 450 million years of Earth's history. Over this period of time, the relationship between land and sea has fluctuated drastically, such that today there are ancient marine rocks preserved up to elevations about 900 feet above sea level. In general, time periods late in geologic history are better represented than periods further back in time because the younger rocks are less likely to have been eroded away or metamorphosed. This is the case in San Diego County where a general overview of the geologic setting provides a basis for reasonably predicting the location of paleontological resources. In the City, the geologic record is mostly complete for parts of the past 75 million years, represented by the Cretaceous Period, the Eocene, Oligocene, and Pliocene Epochs of the Tertiary Period, and the Pleistocene Epoch of the Quaternary Period.

a. Paleontological Resources Sensitivity

The City's California Environmental Quality Act (CEQA) Significance Determination Thresholds (City of San Diego 2022) and General Grading Guidelines for Paleontological Resources in the Land Development Manual establish a Paleontological Monitoring Determination Matrix provided in Table 4.6-2, which identifies geological deposits, formations, and rock units in the City and describes the potential fossil localities and sensitivity ratings associated with each formation. The paleontological resources sensitivity ratings are defined as:

- **High Sensitivity.** High sensitivity is assigned to geologic formations known to contain paleontological localities with rare, well-preserved, critical fossil materials for stratigraphic or paleoenvironmental interpretation, and fossils providing important information about the paleobiology and evolutionary history (phylogeny) of animal and plant groups. Generally speaking, highly sensitive formations produce vertebrate fossil remains or are considered to have the potential to produce such remains.
- **Moderate Sensitivity.** Moderate sensitivity is assigned to geologic formations known to contain paleontological localities with poorly preserved, common elsewhere, or stratigraphically unimportant fossil material. The moderate sensitivity category is also applied to geologic formations judged to have a strong, but unproven potential for producing important fossil remains.
- **Low Sensitivity.** Low sensitivity is assigned to geologic formations that, based on their relative youthful age and/or high-energy depositional history, are judged unlikely to produce important fossil remains. Typically, low sensitivity formations produce invertebrate fossil remains in low abundance.
- **Zero Sensitivity.** Zero sensitivity is assigned to geologic formations that are entirely igneous in origin and therefore have no potential for producing fossil remains, or to artificial fill materials that lose the stratigraphic/geologic context of any contained organic remains (e.g., fossils).

Table 4.6-2 Paleontological Monitoring Determination Matrix		
Geological Deposit/Formation/ Rock Unit	Potential Fossil Localities	Sensitivity Rating ¹
Alluvium (Qsw, Qal, or Qls)	All communities where this unit occurs	Low
Ardath Shale (Ta)	All communities where this unit occurs	High
Bay Point/Marine Terrace (Qbp) ²	All communities where this unit occurs	High
Cabrillo Formation (Kcs)	All communities where this unit occurs	Moderate
Delmar Formation (Td)	All communities where this unit occurs	High
Friars Formation (Tf)	All communities where this unit occurs	High
Granite/Plutonic (Kg)	All communities where this unit occurs	Zero
Lindavista Formation (Qln, Qlb) ²	A. Mira Mesa/Tierrasanta B. All other areas	A. High B. Moderate
Lusardi Formation (Kl)	A. Black Mountain Ranch/Lusardi Canyon Poway/Rancho Santa Fe B. All other areas	A. High B. Moderate
Mission Valley Formation (Tmv)	All communities where this unit occurs	High
Mt. Soledad Formation (Tm, Tmss, Tmssc)	A. Rose Canyon B. All other areas	A. High B. Moderate
Otay Formation (To)	All communities where this unit occurs	High
Point Loma Formation (Kp)	All communities where this unit occurs	High
Pomerado Conglomerate (Tp)	A. Scripps Ranch/Tierrasanta B. All other areas	High
River/Stream Terrace Deposits (Qt)	A. Southeastern/Chollas Valley/Fairbanks Ranch/ Skyline/Paradise Hills/Otay Mesa, Nestor/San Ysidro B. All other areas	A. Moderate B. Low
San Diego Formation (Qsd)	All communities where this unit occurs	High
Santiago Peak Volcanics (Jsp) A. Metasedimentary B. Metavolcanic	A. Black Mountain Ranch/La Jolla Valley, Fairbanks Ranch/Mira Mesa/ Peñasquitos B. All other areas	A. Moderate B. Zero
Scripps Formation (Tsd)	All communities where this unit occurs	High
Stadium Conglomerate (Tst)	All communities where this unit occurs	High
Sweetwater Formation	All communities where this unit occurs	High
Torrey Sandstone (Tf)	A. Black Mountain Ranch/Carmel Valley B. All other areas	A. High B. Low
¹Sensitivity Rating Grading Thresholds for Required Monitoring		
High = > 1,000 cubic yards and 10 feet+ deep		
Moderate = > 2,000 cubic yards and 10 feet+ deep		
Zero – Low = Monitoring not required		
² Baypoint – Broadly correlative with Qop 1-8 of Kennedy and Tan (2008) new mapping nomenclature.		
³ Lindavista – Broadly correlative with Qvop 1-13 of Kennedy and Tan (2008) new mapping nomenclature.		
NOTES:		
<ul style="list-style-type: none"> Monitoring is always required when grading on a fossil recovery site or near a fossil recovery site in the same geologic deposit/formation/rock unit as the project site as indicated on the Kennedy Maps. Monitoring may be required for shallow grading (i.e., <10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface. Monitoring is not required when grading documented or undocumented artificial fill. 		
SOURCE: City of San Diego CEQA Significance Determination Thresholds (2022)		

Significant impacts to paleontological resources are most often mitigated by the implementation of a monitoring program carried out under the supervision of a qualified paleontologist including preconstruction meetings as well as on-site inspections of active excavations.

4.6.2 Regulatory Setting

4.6.2.1 State Regulations

a. Earthquake Fault Zoning Act (Alquist-Priolo Act)

The State of California Alquist-Priolo Earthquake Fault Zoning Act (1972) was established to mitigate the hazard of surface faulting to structures for human occupancy. Pursuant to the act, the State Geologist has established regulatory zones (known as earthquake fault zones) around surface traces of active faults. These have been mapped for affected cities, including the City. Application for a development permit for any project within a delineated earthquake fault zone shall be accompanied by a geologic report, prepared by a geologist registered in the state of California, that is directed to the problem of potential surface fault displacement through a project site.

b. California Building Code

The California Building Code (CBC), also known as the California Building Standards Code, is included in Title 24 of the California Code of Regulations (CCR). The CBC incorporates the International Building Code, a model building code adopted across the United States. Through the CBC, the state provides a minimum standard for building design and construction. The CBC contains specific requirements for seismic safety, foundations, retaining walls, and site demolition. The CBC also includes provisions for grading, including drainage and erosion control. The CBC has been amended and adopted by reference in Chapter 14, Article 5 of the San Diego Municipal Code (SDMC), which is the building regulations for the City. The CBC provides minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC has provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground shaking with specified probability of occurring at a site.

c. California Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (Public Resources Code Sections 2690-2699.6), passed in 1990, addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. Under this act, seismic hazard zones are to be mapped by the State Geologist to assist local governments in land use planning. The act states that it is a necessity to identify and map seismic hazards so that cities and counties can adequately prepare the safety element of their general plan as well as encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety. According to Public Resources Code Section 2697(a), cities and counties shall require a geotechnical report defining and delineating any

seismic hazard related to a project, prior to the approval of any project located in a seismic hazard zone.

d. California Public Resources Code Section 5097.5

Public Resources Code Section 5097.5 states that a person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

4.6.2.2 Local Regulations

a. City of San Diego Seismic Safety Study

The City's Seismic Safety Study Geologic Hazards and Faults maps document the known and suspected geologic hazards and faults in the region. The maps show potential hazards and rates them by relative risk, on a scale from nominal to high. The Seismic Safety Study is intended as a tool to determine the level of geotechnical review to be required by the City for planning, development, or building permits. These are generalized maps, and site-specific geologic/geotechnical investigations may be necessary for proposed development or construction. The SDMC Section 145.1803 describes when a geotechnical investigation is required, and City's Development Services Department Information Bulletin 515 (City of San Diego 2016) describes the minimum submittal requirements for geotechnical and geological reports that may be required for development permits, subdivision approvals, or grading permits.

b. San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The 2023 San Diego County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP; City of San Diego 2023) was prepared to comply with the Disaster Mitigation Act of 2000 to increase disaster planning funding. It is intended to educate the public, help serve as a decision-making tool, supplement and enhance local policies regarding disaster planning, and improve multi-jurisdiction coordination.

The MJHMP identifies coastal storms/erosion/tsunamis, dam failure, earthquakes, and landslides among the top hazards in the City due to the potential loss of life, injuries, and damage to property, as well as the significance in the disruption of services. The MJHMP: City of San Diego Annex includes six goals for the City, including the following related to geologic and seismic hazards:

- Goal 1.** Promote public understanding, support, and demand for hazard mitigation.
- Goal 2.** Improve hazard mitigation coordination and communication with federal, state, local, and tribal governments.

- Goal 3.** Reduce the possibility of damage and losses to existing assets, particularly people, critical facilities/infrastructure, and State-owned facilities, due to wildfire/structure fire, coastal storms/erosion/tsunami, landslide, hazardous materials, and other manmade hazards.
- Goal 4.** Reduce the possibility of damage and losses to existing assets, particularly people, critical facilities/infrastructure, and State-owned facilities, due to severe weather (e.g., El Niño storms, thunderstorms, lightning, tsunami, and extreme heat and drought).
- Goal 5.** Reduce the possibility of damage and losses to existing assets, particularly people, critical facilities/infrastructure and State-owned facilities, due to earthquake and dam failure.

c. City of San Diego Municipal Code

The City's LDC sets forth the regulations that apply to the development of land in the City, and comprises Chapters 11, 12, 13, 14, and 15 of the SDMC. Per SDMC Section 129.0602, grading permits are required for any grading within open space easements or City-owned open space; any grading required for the restoration of unauthorized grading; any grading within the Special Flood Hazard Area; any grading in accordance with a Grading Permit required as a condition of a development permit to assure compliance with the development permit conditions; any grading that includes (1) excavation or fill that results in a slope with a gradient of 25 percent or greater (four horizontal feet to one vertical foot) and for which the depth or height at any point is more than five feet measured vertically at the face of the slope from the top of the slope to the bottom of the slope, (2) excavation or fill for which the depth or height at any point from the lowest grade to the highest grade at any time during the proposed grading is more than five feet measured vertically, (3) grading that creates manufactured slopes at a gradient exceeding that specified in SDMC Section 142.0133, (4) grading for which the graded area is more than one acre, (5) grading that adversely affects the existing drainage pattern by altering the drainage pattern, concentrating runoff, increasing the quantity of runoff, or increasing the velocity of runoff to adjacent properties, (6) placing fill material that contains more than five percent, by volume, of broken concrete, asphalt, masonry, or construction debris, (7) placing fill material that has any piece larger than 12 inches in any direction, or (8) grading that includes blasting or other use of explosives; and any grading work on a property that contains a historical resource as described in SDMC Section 143.0210.

City of San Diego Grading Regulations

The City's Grading Regulations (SDMC Section 142.0101, et seq.) provides the City's grading regulations. The purpose of the Grading Regulations is to address slope stability, protection of property, erosion control, water quality, landform preservation, paleontological resources preservation, and to protect the public health, safety, and welfare of persons, property, and the environment. To reduce slide danger and erosion hazards, a grading permit must be obtained for all projects involving the process of moving soil and rock from one location to another. The Grading Regulations are designed in part to assure that development in earthquake- or landslide-prone

areas does not threaten human life or property. Specific grading regulations relevant to the project include the following:

- SDMC Section 142.0411 requires the implementation of measures that ensure excessive erosion is avoided, such as implementing immediate post-grading slope revegetation or hydroseeding with erosion-resistant species to ensure coverage of the slopes prior to the next rainy season in accordance with Table 142-04F, Landscape Regulations. All required revegetation and erosion control is required to be completed within 90 calendar days of the completion of grading or disturbance (SDMC Section 142.0411[c]).
- SDMC Section 142.0151 includes requirements to ensure protection of paleontological resources, as follows:
 - (a) Paleontological resources monitoring shall be required in accordance with the General Grading Guidelines for Paleontological Resources in the Land Development Manual for any of the following:
 - (1) Grading that involves 1,000 cubic yards or greater, and 10 feet or greater in depth, in a High Resource Potential Geologic Deposit/Formation/Rock Unit; or
 - (2) Grading that involves 2,000 cubic yards or greater, and 10 feet or greater in depth, in Moderate Resource Potential Geologic Deposit/Formation/Rock Unit; or
 - (3) Grading on a fossil recovery site or within 100 feet of the mapped location of a fossil recovery site.
 - (b) If paleontological resources, as defined in the General Grading Guidelines for Paleontological Resources, are discovered during grading, notwithstanding Section 142.0151(a), all grading in the area of discovery shall cease until a qualified paleontological monitor has observed the discovery, and the discovery has been recovered in accordance with the General Grading Guidelines for Paleontological Resources.

d. City of San Diego Land Development Manual

The City's Land Development Manual Appendix P identifies general grading guidelines for paleontological resources, including standard monitoring requirements. Per the City's General Grading Guidelines, the City requires the placement of standard monitoring requirements on grading plans when needed consistent with SDMC Section 142.0151.

e. City of San Diego Building Regulations

The City's Building Regulations (SDMC Chapter 14, Article 5) regulate the construction of applicable facilities and encompass (and formally adopt) associated elements of the CBC. Specifically, this includes regulations related to the construction, alteration, replacement, repair, maintenance, moving, removal, demolition, occupancy, and use of any privately owned building or structure or any appurtenances connected or attached to such buildings or structures within the City, except work located primarily in a public way, public utility towers and poles, mechanical equipment not specifically regulated in the CBC, and hydraulic flood control structures.

f. City of San Diego General Plan

The goals of the Seismic Safety section of the **Public Facilities, Services, and Safety Element** of the General Plan are the protection of public health and safety through abated structural hazards and mitigated risks posed by seismic hazards and development that avoids inappropriate land uses in identified seismic risk areas. The policies of the Seismic Safety section of the Public Facilities, Services, and Safety Element are intended to protect public health and safety through the application of effective seismic, geologic, and structural considerations. The Public Facilities, Services and Safety Element of the General Plan (City of San Diego 2024) identifies the following policy related to seismic, geologic, and structural considerations:

- Policy PF-Q.1:** Protect public health and safety through the application of effective seismic, geologic, and structural considerations.
- a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the CEQA document accompanying a discretionary action.
 - b. Maintain updated citywide maps showing faults, geologic hazards, and land use capabilities, and related studies used to determine suitable land uses.
 - c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.
 - d. Utilize the findings of a beach and bluff erosion survey to determine the appropriate rate and amount of coastline modification permissible in the City.
 - e. Coordinate with other jurisdictions to establish and maintain a geologic “data bank” for the San Diego area.
 - f. Regularly review local lifeline utility systems to ascertain their vulnerability to disruption caused by seismic or geologic hazards and implement measures to reduce any vulnerability.
 - g. Adhere to state laws pertaining to seismic and geologic hazards.

4.6.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to geology and soils are based on applicable criteria in the CEQA Guidelines Appendix G and the City’s CEQA Significance Determination Thresholds (2022). The following issue questions are addressed in this section:

- 1) Would the project expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?
- 2) Would the project result in a substantial increase in wind or water erosion of soils, either on or off the site?

- 3) Would the project be located in a geologic unit or soil that is unstable, or would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- 4) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

4.6.4 Impact Analysis

Issue 1 Geologic Hazards

Would the project expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, or similar hazards?

Future development associated with the implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU could result in the exposure of people, structures, and infrastructure to seismic hazards. As shown in Figures 4.6-3a through 4.6-3e, portions of the Blueprint SD Initiative Climate Smart Village Areas are delineated within the active Alquist-Priolo Earthquake Fault Zone, which is defined by the City's Seismic Safety Study (City of San Diego 2008) as having a high-risk factor. Portions of the Blueprint SD Initiative Climate Smart Village Areas are also within the Downtown Special Fault Zone which is defined by the City's Seismic Safety Study (City of San Diego 2008) as having a moderate and high-risk factor. The University CPU area and the Hillcrest FPA area are not located within any active fault zones. However, both areas are subject to potential ground shaking caused by activity along faults.

The project areas could be subject to potential geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards. These geologic hazards could expose residences, occupants, visitors, and structures, among others, to substantial adverse effects, including the risk of loss, injury, or death.

Future development located in fault buffer zones would be required to prepare a site-specific geotechnical investigation that addresses surface fault-rupture hazards consistent with SDMC 145.1803(a)(2). More specifically, Appendix E of the City's Guidelines for Geotechnical Reports indicates that fault studies would be needed for all new development and projects where repurposing existing occupancy and use would occur. Those studies would need to be prepared in accordance with the Alquist-Priolo Earthquake Zoning Act, California Geological Survey Note 49 that requires trenching or borings to evaluate site conditions. CBC requirements state that new buildings cannot be located over active faults and setbacks (typically 50 feet) must be provided. These requirements would be implemented during the ministerial level building permit review associated with future development.

The City's Building Regulations include regulations for structural design intended to reduce the impact of earthquake shaking on buildings to an acceptable level of risk. The seismic design of future projects within the project areas would be evaluated in accordance with the CBC and City standards to ensure a reduced risk to future structures from strong seismic ground shaking. Additionally, SDMC Section 145.1803(a)(2) states that no building permit shall be issued for

construction where the geotechnical investigation report establishes that the construction of buildings or structures would be unsafe because of geologic hazards. All new development and redevelopment within the project areas would be required to comply with the SDMC and the CBC, which include design criteria for seismic loading and other geologic hazards and require that a geotechnical investigation be conducted for all new structures, additions to existing structures, or whenever the occupancy classification of a building changes to a higher relative hazard category (SDMC Section 145.1803).

Specific design features of future projects are not known at this program level of review. However, future development located over a delineated earthquake fault zone would be required to conform with state and local regulatory standards and would be required to prepare a site-specific geologic report and fault study that provides provisions to reduce the potential impacts associated with seismic hazards. Where geotechnical investigations identify potential geologic hazards, including potential for surface fault rupture, liquefaction, or ground failure, the reports are required to contain appropriate recommendations for hazard mitigation to be incorporated into the design of the project before issuance of a building permit. No building permit may be issued for construction where the geotechnical investigation report establishes that construction of buildings or structures would be unsafe because of the geologic hazards.

Thus, while the project areas could be subject to seismic events and potential hazards associated with earthquakes, landslides, mudslides, ground failure, or similar hazards, these potential impacts would be reduced to a less than significant level through regulatory compliance with seismic requirements in the CBC, SDMC, and implementation of site-specific geotechnical report recommendations associated with future development. Liquefaction and landslide impacts are further addressed under Issue 3 below. Impacts would be less than significant.

Issue 2 Soil Erosion

Would the project result in a substantial increase in wind or water erosion of soils, either on or off the site?

During future construction and operations associated with future development within the project areas, some soil erosion could occur if soil is left exposed to the elements without proper protection. Erosion and sedimentation are a function of rainfall, runoff, topographic conditions, ground cover, and various soil characteristics such as grain size and permeability. Bare and poorly vegetated areas are prone to soil erosion and sediment being transported by surface waters and drainages. Future development within the project areas could involve construction and grading activities that could temporarily expose disturbed soils and increase soil erosion from water and wind. As development occurs, paved areas and landscaping may be removed, thereby exposing disturbed soils to potential runoff and erosion during construction if protective measures are not taken.

SDMC Section 142.0146 requires grading work to incorporate erosion and siltation control measures in accordance with SDMC Chapter 14, Article 2, Division 4 (Landscape Regulations) and the standards established in the Land Development Manual. The regulations prohibit sediment and pollutants from leaving the worksite and require the property owner to implement and maintain temporary and permanent erosion, sedimentation, and water pollution control measures. Controls include

measures outlined in SDMC Chapter 14, Article 2, Division 2 (Storm Water Runoff Control and Drainage Regulations) that address the development's potential erosion and sedimentation impacts.

Conformance to these mandated City grading requirements would ensure that future proposed grading and construction operations would avoid significant soil erosion impacts. Furthermore, any development involving clearing, grading, or excavation that causes soil disturbance of one or more acres, or any project involving less than one acre that is part of a larger development plan, is subject to the National Pollutant Discharge Elimination System Construction Stormwater General Permit provisions. Additionally, ground disturbance of a certain size would trigger preparation of and compliance with an approved Storm Water Pollution Prevention Plan that would consider the full range of sediment and erosion control Best Management Practices, including any additional site-specific and seasonal conditions. Project compliance with National Pollutant Discharge Elimination System requirements would reduce the potential for substantial soil erosion from new development associated with the project. Impacts would be less than significant.

Issue 3 Geologic Instability

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

a. Landslide

Future development within project areas could be located on a geologic unit or soil that has a risk of landslides. As shown in Table 4.6-1, approximately 7 acres within the Blueprint SD Initiative Climate Smart Village Areas have a high landslide risk and are defined by the City's Seismic Safety Study (City of San Diego 2008) as confirmed, known or highly suspected landslide areas. Moreover, approximately 435.6 acres of the Blueprint SD Initiative Climate Smart Village Areas contain the potential for slope instability as detailed in Table 4.6-3. Additionally, approximately 14 acres within the Blueprint SD Initiative Climate Smart Village Areas are located on generally unstable coastal bluffs as mapped by the City's Seismic Safety Study (City of San Diego 2008; see Table 4.6-1).

Potential Slope Instability – Geologic Hazard Category	Acres	Relative Risk		
		Low	Moderate	High
Ardath – Neutral or favorable geologic structure	162.5	X	X	
Ardath – Unfavorable geologic structure	12.5		X	
Friars – Unfavorable geologic structure	12.5		X	
Friars – Neutral or favorable geologic structure	123.4	X	X	
Otay, Sweetwater and others	124.7	X	X	

SOURCE: City of San Diego Seismic Safety Study (City of San Diego 2008)
¹ Areas with a village propensity value between 7 and 14.

Approximately 91 acres within the University CPU area have a high landslide risk and are defined by the City's Seismic Safety Study (City of San Diego 2008) as confirmed, known or highly suspected landslide areas and approximately 4 acres are assigned a moderate risk (see Table 4.6-1). Moreover,

approximately 1,190 acres of the University CPU area contain the potential for slope instability as detailed in Table 4.6-4.

Potential Slope Instability – Geologic Hazard Category	Acres	Relative Risk		
		Low	Moderate	High
Ardath – Neutral or favorable geologic structure	1,109	X	X	
Ardath – Unfavorable geologic structure	64		X	
Friars – Neutral or favorable geologic structure	17	X	X	
SOURCE: City of San Diego Seismic Safety Study (2008).				

As part of the Uptown CPU PEIR's Geotechnical Report, it was determined that the majority of the Uptown Community Planning area is mapped as Geologic Hazard Category 52, characterized as low risk with favorable geologic structure. Other smaller hazard categories are mapped within the Uptown Community Planning area with low to moderate risk. No large landslides are mapped in the Uptown Community Planning area; however, small surficial instability could be present on steep slopes. Areas of known and potential non-conforming slopes (i.e., slopes steeper than 2:1 horizontal to vertical) are generally along Interstates 5 and 8, in Reynard Canyon, Maple Canyon, Arroyo Drive, and Washington Street.

Future development within the project areas would require a geotechnical investigation be prepared that specifically addresses slope stability if located on landslide-prone formations or slopes steeper than 25 percent (slope ratio of 4:1 horizontal to vertical; see SDMC Table 145.1803). Site-specific studies will be required to assess site-specific risks and hazards. Potential hazards associated with landslides, slope instability, and mudflows would be avoided through implementation of site-specific recommendations contained in a geotechnical report investigation as required by the CBC and SDMC. Therefore, the risk associated with landslides, slope instability, and mudflows would be less than significant.

b. Liquefaction and Other Soil Stability Issues

According to the City's Seismic Safety Study (City of San Diego 2008) and as shown in Table 4.6-1, approximately 2,815 acres of the Blueprint SD Initiative Climate Smart Village Areas and approximately 6 acres within the University CPU area are located on a geologic unit or soil that is mapped as having a high risk of liquefaction. As stated in Section 4.6.1.2c, the potential for liquefaction and seismically induced settlement in the Uptown Community Planning area, including the Hillcrest FPA area, is very low.

Pursuant to SDMC Section 145.1803, new developments located within liquefiable areas are required to prepare a site-specific geotechnical report to determine the level of risk and hazard and identify design features to address life and safety concerns. Future development within the project areas would be required to be constructed in accordance with the SDMC and CBC, and to implement any of the recommendations in the site-specific geotechnical report. With implementation of existing SDMC and CBC requirements and geotechnical recommendations, impacts related to liquefaction and other soil stability issues would be less than significant.

c. Collapsible Soils

Soils that undergo volumetric reduction due to wetting and inundation are considered collapsible soils. Such soils are typically found within alluvial deposits. Some fill soils also undergo collapse when wetted or inundated. As such, potentially collapsible soils are anticipated within those project areas that contain younger alluvium (Qya) and artificial fill (af). The primary hazard associated with collapsible soils is settlement-induced damage.

Potential hazards associated with collapsible soils would be addressed through site-specific recommendations contained within geotechnical investigations as required by the CBC and SDMC. These hazards would be avoided by identifying and delineating the limits of these soils during the geotechnical investigation for specific structures, and by removing and recompacting the soils in question or founding the proposed structure on a foundation system designed to protect the proposed structure from settlement-induced damage. Thus, impacts related to collapsible soils would be less than significant.

d. Expansive Soils

Future development in the project areas could be located within areas with expansive soils. As part of the geotechnical investigation required by SDMC Section 145.1803(a)(2) associated with future development, evaluation of the suitability of soils for development would occur as a requirement of grading permits. If expansive soils are found at a particular project site, the development would be required to comply with the requirements of the CBC and SDMC related to expansive soils. Compliance with existing regulations in addition to implementation of site-specific recommendations in the geotechnical investigation would ensure that impacts associated with expansive soils are reduced to a less than significant level.

Issue 4 Paleontological Resource and Unique Geologic Features

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Future development within the project areas could be located in areas containing paleontological resources and unique geologic features. Grading into geologic formations with a moderate or high paleontological resource potential could destroy paleontological resources and the scientific information available from the recovery of such resources. Similarly, unique geologic features could be adversely affected if destroyed due to site development.

Grading associated with future development resulting from the project involving excavation that exceeds the criteria noted in SDMC Section 142.0151 (i.e., grading in excess of 1,000 cubic yards, and extending to a depth of 10 feet or greater into high sensitivity formations, or grading in excess of 2,000 cubic yards, and extending to a depth of 10 feet or greater into moderate sensitivity formations) could potentially expose undisturbed formations and associated fossil remains. These development projects could destroy paleontological resources if the fossil remains are not recovered and salvaged. In addition, future projects proposing shallow grading where formations are exposed and where fossil localities have already been identified could also result in a significant

impact. Based on the location of the project areas within existing urban areas that have been subject to prior grading for development, much of the project areas are likely to be underlain by artificial fill with no potential to uncover paleontological resources. However, some project areas may have high and/or moderate resource sensitivity where fossils could be uncovered during future construction-related activities. Pursuant to SDMC Section 142.0151, paleontological monitoring would be required in accordance with the General Grading Guidelines for Paleontological Resources in the Land Development Manual for any of the following:

- (1) Grading that involves 1,000 cubic yards or greater, and 10 feet or greater in depth, in a High Resource Potential Geologic Deposit/Formation/Rock Unit; or
- (2) Grading that involves 2,000 cubic yards or greater, and 10 feet or greater in depth, in Moderate Resource Potential Geologic Deposit/Formation/Rock Unit; or
- (3) Grading on a fossil recovery site or within 100 feet of the mapped location of a fossil recovery site.

If paleontological resources are discovered during grading, the SDMC requires that grading in the area of discovery cease until a qualified paleontological monitor has observed the discovery, and the discovery has been recovered in accordance with the General Grading Guidelines for Paleontological Resources. The General Grading Guidelines for Paleontological Resources are contained within Appendix P of the Land Development Manual. These guidelines require the placement of a standard monitoring requirement on all grading plans to ensure paleontological monitoring is implemented and defines the steps to be taken to ensure significant paleontological resources are recovered, recorded, and curated, in the event resources are encountered. Implementation of the City's Grading Regulations and General Grading Guidelines for Paleontological Resources, as required by the SDMC and applicable to all development, would ensure that impacts resulting from future construction-related activities would be less than significant.

Cumulative Impacts

Cumulative impacts related to geologic hazards due to potential growth and development within the project areas would be less than significant with adherence to the existing local and state regulatory framework as well as implementation of project-level recommendations included in site-specific geotechnical investigations required under the CBC and SDMC. Development of the project areas would not compound or worsen potential geologic hazards as geologic hazard conditions are site-specific and do not compound or increase in combination with projected development elsewhere in the area. Thus, as each individual development with the potential for geologic hazards would be required to prepare a site-specific geotechnical study and comply with the remedial measures identified in the study, as required by the SDMC and CBC, cumulative impacts related to geologic hazards would be avoided.

Application of SDMC Section 142.0151, which requires paleontological monitoring in accordance with the General Grading Guidelines for Paleontological Resources in the Land Development Manual, would ensure cumulative impacts to paleontological resources are avoided. Overall cumulative impacts related to geology, soils, and paleontology would be less than significant.

4.6.5 Significance of Impacts

4.6.5.1 Geologic Hazards

Implementation of the project would not have direct or indirect significant environmental impacts to seismic hazards because future development would be required to comply with the SDMC and CBC. This regulatory framework includes a requirement for site-specific geotechnical investigations to identify potential geologic hazards or concerns that would need to be addressed during grading and/or construction of a specific development project. Adherence to the SDMC grading regulations and construction requirements and implementation of recommendations contained within required site-specific geotechnical studies would preclude significant impacts related to geologic hazards. Thus, impacts would be less than significant.

4.6.5.2 Soil Erosion

Implementation of the project would result in less than significant impacts related to soil erosion and loss of topsoil. SDMC regulations prohibit sediment and pollutants from leaving the worksite and require the property owner to implement and maintain temporary and permanent erosion, sedimentation, and water pollution control measures. Conformance to mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Thus, impacts would be less than significant.

4.6.5.3 Geologic Instability

Future development within the project areas would be required to be constructed in accordance with the SDMC and CBC and would be required to prepare a site-specific geotechnical report and implement any recommendations within the report. Thus, impacts related to landslides, lateral spreading, subsidence, liquefaction, or collapsible or expansive soils would be less than significant.

4.6.5.4 Paleontological Resources and Unique Geologic Features

Required compliance with SDMC Section 142.0151 would ensure paleontological monitoring is required during grading in accordance with the General Grading Guidelines for Paleontological Resources in the City's Land Development Manual. With implementation of these SDMC requirements during grading, impacts to paleontological resources and unique geologic features would be less than significant.

4.6.6 Mitigation, Monitoring, and Reporting

All impacts related to geology and soils would be less than significant; no mitigation is required.

4.7 Greenhouse Gas Emissions

This section analyzes the potential for significant impacts related to greenhouse gas (GHG) emissions that could result from implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code, and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the Land Development Code, and associated discretionary actions.

Issues addressed in this section include potential conflicts with the environmental goals of the City’s General Plan and the City’s 2022 Climate Action Plan (CAP). This section references a March 12, 2024 memo to the City regarding Making Progress Towards Mode Share Goals (Appendix N)

4.7.1 Existing Conditions

The City, including the University CPU area and the Hillcrest FPA area, is currently a source of anthropogenic GHG emissions, with emissions generated by vehicular traffic and by the energy use, area sources, water use, and solid waste disposal practices of existing development.

4.7.1.1 State GHG Inventory

According to California’s 2000–2020 GHG emissions inventory, California emitted 369.2 million metric tons of carbon dioxide equivalent (MMT CO₂E) in 2020, including emissions resulting from out-of-state electrical generation (California Air Resources Board [CARB] 2022a). The sources of GHG emissions in California include transportation, industrial uses, electric power production from both in-state and out-of-state sources, commercial and residential uses, agriculture, high-Global Warming Potential (GWP) substances, and recycling and waste. The California GHG emission source categories (as defined in CARB’s 2008 Scoping Plan) and their relative contributions in 2020 are presented in Table 4.7-1.

Table 4.7-1 Greenhouse Gas Emissions Sources in California		
Source Category	Annual GHG Emissions (MMT CO ₂ e)	Percent of Total
Transportation	135.8	36.8
Industrial uses	73.3	19.9
Electricity Generation ^a	59.5	16.1
Commercial and Residential	38.7	10.5
Agriculture	31.6	8.6
High GWP substances	21.3	5.8
Recycling and waste	8.9	2.4
Total	369.2	100.0

SOURCE: CARB 2022a
NOTES: GHG = greenhouse gas; GWP = global warming potential; MMT CO₂e = million metric tons of carbon dioxide equivalent.
Emissions reflect 2020 California GHG inventory.
Totals may not sum due to rounding.
^aIncludes emissions associated with imported electricity, which account for 18.6 MMT CO₂e.

4.7.1.2 Regional GHG Inventory

A San Diego emissions inventory was prepared for total community-wide GHG emissions with adoption of the City's 2022 CAP. Table 4.7-2 summarizes the sources and quantities of 2019 community emissions. The largest source of emissions is on-road transportation, followed by electricity, natural gas, solid waste, off-road transportation, water, and wastewater.

Table 4.7-2 City of San Diego GHG Emissions in 2019		
Sector	2019 GHG Emissions (MT CO ₂ E)	Distribution (%)
On-Road Transportation ¹	5,805,000	55%
Electricity	2,375,000	23%
Natural Gas	1,911,000	18%
Solid Waste	277,000	3%
Off-Road Transportation	70,000	1%
Water	68,000	1%
Wastewater	26,000	0.20%
TOTAL	10,532,000	100%

SOURCE: City of San Diego 2022a
Sums may not add up to totals due to rounding.
¹2019 vehicle miles traveled (VMT) are based on 2016 VMT adjusted to account for regional VMT growth, as reflected in the California Highway Performance Monitoring System from 2017 to 2019. 2016 VMT is from the San Diego Association of Governments' Series 14 base year in the draft 2021 Regional Plan and activity-based model (ABM2+).

4.7.2 Regulatory Setting

4.7.2.1 Federal Regulations

a. Corporate Average Fuel Economy Standards

The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the U.S. The first phase of the program applied to passenger cars, new light-duty trucks, and medium-duty passenger cars with model years 2012 through 2016 and required these vehicles to achieve a standard equivalent to 35.5 miles per gallon. The second phase of the program applies to model years 2017 through 2025 and increased the standards to 54.5 miles per gallon. Separate standards were also established for medium- and heavy-duty vehicles. The first phase applied to model years 2014 through 2018 and the second phase applies to model years 2018 through 2027. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

4.7.2.2 State Regulations

a. Executive Order S-3-05 – Statewide GHG Emission Targets

Executive Order (EO) S-3-05, signed on June 1, 2005, established the following GHG emission reduction targets for the State:

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

EO S-3-05 also directs the Secretary of the California Environmental Protection Agency to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets.

b. Executive Order B-30-15 – 2030 Statewide GHG Emission Goal

EO B-30-15, issued by Governor Brown on April 29, 2015, established an interim GHG emission reduction goal for the state: by 2030, reduce GHG emissions to 40 percent below 1990 levels. This EO also directed all state agencies with jurisdiction over GHG emitting sources to implement measures designed to achieve the new interim 2030 goal as well as the pre-existing long-term 2050 goal identified in EO S-3-05 (see discussion above). Additionally, EO B-30-15 directed CARB to update its Climate Change Scoping Plan (see discussion below) to address the 2030 goal.

c. California Global Warming Solutions Act

In response to EO S-3-05, the California Legislature passed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California

Health and Safety Code. AB 32 required CARB to establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009 indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

In 2008, CARB estimated that annual statewide GHG emissions were 427 MMT CO₂E in 1990 and would reach 596 MMT CO₂E by 2020 under a business as usual (BAU) condition (CARB 2008). To achieve the mandate of AB 32, CARB determined that a 169 MMT CO₂E (or approximately 28.5 percent) reduction in BAU emissions was needed by 2020. In 2010, CARB prepared an updated 2020 forecast to account for the recession and slower forecasted growth. CARB determined that the economic downturn reduced the 2020 BAU by 55 MMT CO₂E; as a result, achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of 21.7 (not 28.5) percent from the 2020 BAU. California has been on track to achieve 1990 levels and, based on the GHG inventories shown in Table 4.7-1, the state achieved the goal in 2017.

d. Climate Change Scoping Plan

As directed by AB 32, in 2008, CARB adopted the Climate Change Scoping Plan: A Framework for Change (Scoping Plan), which identifies the main strategies California will implement to achieve the GHG reductions necessary to reduce forecasted business as usual emissions in 2020 to the state's historic 1990 emissions level (CARB 2008). In November 2017, CARB released the 2017 Climate Change Scoping Plan Update, The Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Scoping Plan; CARB 2017). The 2017 Scoping Plan identifies the state strategy for achieving the state's 2030 interim reduction target codified by SB 32. Measures under the 2017 Scoping Plan build on existing programs such as the Cap-and-Trade Program, Low Carbon Fuel Standard (LCFS), Advanced Clean Cars (ACC) program, Renewable Portfolio Standards (RPS), Sustainable Communities Strategy (SCS), and the Short-Lived Climate Pollutant Reduction Strategy. The 2022 Scoping Plan Update for Achieving Carbon Neutrality (2022 Scoping Plan; CARB 2022) was adopted in December 2022. The 2022 Scoping Plan assesses the progress towards the 2030 GHG emissions reduction target identified in the 2017 Scoping Plan and lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. The 2022 Scoping Plan identifies strategies related to clean technology, energy development, natural and working lands, and others, and is designed to meet the state's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

e. California Advanced Clean Cars Program

The ACC program, adopted January 2012, combines the control of smog, soot-causing pollutants, and GHG emissions into a single coordinated package of requirements for model years 2015 through 2025. Accordingly, the ACC program coordinates the goals of AB 1493 (Pavley), low emission vehicle, zero emission vehicle, and Clean Fuels Outlet programs in order to lay the foundation for the commercialization and support of these ultra-clean vehicles.

AB 1493 directed CARB to adopt vehicle standards that lowered GHG emissions from passenger vehicles and light-duty trucks to the maximum extent technologically feasible, beginning with the

2009 model year. CARB has adopted amendments to its regulations that would enforce AB 1493 but provide vehicle manufacturers with new compliance flexibility.

CARB has also adopted a second phase of the Pavley regulations, originally termed “Pavley II” but now called the “Low Emission Vehicle III” (LEV III) Standards or ACC program, which covers model years 2017 to 2025. CARB estimates that LEV III will reduce vehicle GHG emissions by an additional 4.0 MMT CO₂E for a 2.4 percent reduction over the first phase of Pavley regulations. On August 7, 2012, the final regulation for the adoption of LEV III became effective.

f. Executive Order S-01-07 – Low Carbon Fuel Standard

EO S-01-07 directed that a statewide goal be established to reduce the carbon intensity of California’s transportation fuels by at least 10 percent by 2020 through a LCFS. The LCFS promotes the use of GHG reducing transportation fuels (e.g., liquid biofuels, renewable natural gas, electricity, and hydrogen) through a declining carbon intensity standard. The LCFS went into effect on January 1, 2016.

g. Senate Bill 375 – Regional Emissions Targets

The Sustainable Communities and Climate Protection Act, SB 375, was signed in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Scoping Plan measure described above. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG reduction targets, and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a SCS or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO’s Regional Transportation Plan. The San Diego Association of Governments (SANDAG) is the San Diego region’s MPO. In 2010, CARB set targets for the SANDAG region of a 7 percent reduction in GHG emissions per capita from automobiles and light-duty trucks compared to 2005 levels by 2020 and a 13 percent reduction by 2035. These targets are periodically reviewed and updated. CARB’s currently proposed targets for the SANDAG region are a reduction of 15 percent by 2020 and 21 percent by 2035.

h. Renewables Portfolio Standard

The RPS promotes diversification of the state’s electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the “Initial RPS”), the goal has been accelerated and increased by EOs S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California’s 33 percent RPS goal. In September 2015, the California Legislature passed SB 350, which increases California’s renewable energy mix goal to 50 percent by year 2030. SB 100 (2018) further increased the standard set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030.

i. Assembly Bill 341 – Solid Waste Diversion

AB 341 amended prior diversion goals to require the state to divert 75 percent of the solid waste generated in the state from disposal by January 1, 2020. The bill also required businesses that meet specified thresholds in the bill to arrange for recycling services by January 1, 2012 and streamlined the amendment process for non-disposal facility elements, by allowing changes without review and comment from a local task force. Finally, the bill allows a solid waste facility to modify their existing permit, instead of having to undergo a permit revision, under specified circumstances.

j. California Code of Regulations, Title 24 – California Building Code

The California Code of Regulations, Title 24, is referred to as the California Building Code (CBC). It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance to GHG reductions are the CBC's energy efficiency and green building standards as outlined below.

Title 24, Part 6 – Energy Efficiency Standards

The California Code of Regulations Title 24, Part 6 is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California Energy Code). This code, originally enacted in 1978, establishes energy efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficient technologies and methodologies as they become available, and incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum standards.

The current version of the Energy Code, known as the 2022 Energy Code, became effective January 1, 2023. The Energy Code provides mandatory energy-efficiency measures as well as voluntary tiers for increased energy efficiency. The 2022 standards increase on-site renewable energy generation from solar, increase electric load flexibility to support grid reliability, reduce emissions from newly constructed buildings, reduce air pollution for improved public health, and encourage adoption of environmentally beneficial efficient electric technologies. Overall, the 2022 amendments are expected to reduce electricity and fossil fuel natural gas usage when compared to the 2019 Energy Code requirements. It is anticipated that the 2022 Title 24 energy standards will result in a 10.9 percent increase in energy efficiency for multi-family uses over the previous code and a 14.2 percent increase in energy efficiency for single-family uses (California Energy Commission [CEC] 2021).

New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The compliance reports must demonstrate a building's energy performance through use of CEC approved energy performance software that shows iterative increases in energy efficiency given the selection of various heating, ventilation, and air conditioning; sealing; glazing; insulation; and other components related to the building envelope.

Title 24, Part 11 – California Green Building Standards

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The most recent 2022 CALGreen, which went into effect on January 1, 2023, institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements.

The mandatory standards require the following:

- Electric vehicle charging for new construction;
- Outdoor water use requirements as outlined in Model Water Efficient Landscape Ordinance emergency standards;
- Requirements for water conserving plumbing fixtures and fittings;
- 65 percent construction/demolition waste diverted from landfills;
- Infrastructure requirements for electric vehicle charging stations;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards.

The 2022 CALGreen also includes residential and non-residential voluntary measures that go beyond the mandatory requirements. Compliance with the CALGreen water reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings.

4.7.2.3 Local Regulations

a. Regional Transportation Plan/Sustainable Communities Strategy

San Diego Forward: The 2021 Regional Plan (Regional Plan) is the 2050 Regional Transportation Plan (RTP) prepared by SANDAG and adopted in December 2021. The RTP establishes an implementation plan for how the region will grow over the next 30 years. Developed in accordance with SB 375, the RTP includes a SCS. An SCS demonstrates how the region will meet its GHG reduction targets through integrated land use, housing, and transportation planning. While the purpose of an SCS is to reduce GHG emissions due to mobile sources, it also results in a decrease in mobile sources of criteria pollutants. Enhanced public transit service combined with incentives for land use development that provides a better market for public transit will play an important role in the SCS.

The SCS focuses on the following five main strategies, referred to as the 5 Big Moves, that will result in a more efficient transportation system:

- Complete Corridors – Complete corridors act as the backbone of the entire regional transportation system, using technology, infrastructure improvements, pricing, and connectivity to support all forms of movement.
- Transit Leap – Transit leap offers people a network of high-capacity, high-speed, and high-frequency transit services that will incorporate new modes of transit while also providing improved existing services.
- Mobility Hubs – Mobility hubs are the centers of activity where a high concentration of people, destinations, and travel choices converge. They offer on-demand travel options and safe streets to enhance connections to high-quality transit while also making it easier for people to take short trips without needing a car.
- Flexible Fleets – Flexible fleets offer people a variety of on-demand, shared vehicles, including microtransit, bikeshare, scooters, and other modes of transportation, to connect them to transit and make travel easy within Mobility Hubs.
- Next Operating System (OS) – Next OS refers to an integrated digital platform that ties the transportation system together. Next OS enables the transportation system to be managed in real time so that people can be connected immediately to the modes of transportation that work best for them for any given situation and at any time.

The SCS land use pattern concentrates development into either Mobility Hubs or Smart Growth Opportunity Areas. The SCS land use pattern accommodates the 6th Cycle Regional Housing Needs Assessment allocations between 2020 and SCS target year 2035.

b. City of San Diego General Plan

The City's General Plan sets forth a comprehensive, long-term plan for development within the City of San Diego. The General Plan implements the City of Villages strategy as part of its Strategic Framework, which aims to redirect development away from undeveloped lands and toward already urbanized areas and/or areas with conditions allowing the integration of housing, employment, civic, and transit uses. This development strategy mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development within areas with available public infrastructure.

The Blueprint SD Initiative includes updates to the Conservation Element of the City's General Plan which contains policies to guide the conservation of resources that are fundamental components of the City's environment, that help define the City's identity, and that are relied upon for continued economic prosperity. The purpose of this element is to help the City become an international model of sustainable development and conservation and to provide for the long-term conservation and sustainable management of the rich natural resources that help define the City's identity, contribute to its economy, and improve its quality of life.

The General Plan's Conservation Element includes goals and policies related to climate change including, but not limited to the following:

Goal: To reduce the City's overall carbon dioxide footprint by improving energy efficiency, increasing use of alternative modes of transportation, employing sustainable planning and design techniques, and providing environmentally sound waste management.

Goal: To be prepared for, adapt, and thrive in a changing climate.

Goal: To become a city that is an internal model of sustainable development and conservation.

Policy CE-A.8: Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-1.2, or by renovating or adding on to existing buildings, rather than constructing new buildings.

Policy CE-A.9: Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including:

- Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases;
- Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system;
- Removing code obstacles to using recycled materials in buildings and for construction; and
- Implementing effective economic incentives to recycle construction and demolition debris.

Policy CE-I.4: Maintain and promote water conservation and waste diversion projects to conserve energy.

Policy CE-I.5: Support the installation of photovoltaic panels, and other forms of renewable energy production.

- Seek funding to incorporate renewable energy alternatives in public buildings.
- Promote the use and installation of renewable energy alternatives in new and existing development.

Policy CE-I.10: Use renewable energy sources to generate energy to the extent feasible.

The City's California Environmental Quality Act (CEQA) Significance Determination Thresholds (City of San Diego 2022b) requires that plan- and policy-level documents should be evaluated against the General Plan's policies CEJ.2, CE-J.3, LU-A.7, and ME-B.9. As part of the Blueprint SD Initiative, policy LU-A.7 was renumbered to LU-A.8 and policy ME-B.9 was renumbered to ME-D.16. The Blueprint SD Initiative also updated the language in policies CE-J.3, LU-A.7, and ME-B.9. The revised policies are provided below:

Policy CE-J.2: Include community street tree master plans in community plans. Prioritize community streets for street tree programs.

- Identify the types of trees proposed for those priority streets by species (with acceptable alternatives) or by design form.
- Integrate known protected trees and inventory other trees that may be eligible to be designated as a protected tree.

Policy CE-J.3: Develop community plan street tree master plans during community plan updates in an effort to create a comprehensive citywide urban forest master plan.

Policy LU-A.8: Determine the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan.

- Consider the role of the village in the City and region; surrounding neighborhood uses; uses that are lacking in the community; uses and policies that can enhance the community; and balanced community goals.
- Achieve transit-supportive density and design. Due to the distinctive nature of each of the community planning areas, population density and building intensity will differ by each community, in alignment with the Village Climate Goal Propensity Map.
- Evaluate the quality of existing and planned transit service.
- Evaluate the quality of existing public facilities and the potential to expand these facilities to support future growth.
- Engage public agencies for facility planning efforts.

Policy ME-D.16: Make transit planning an integral component of long-range planning documents and the development review process.

- Identify recommended transit routes and stops/stations as a part of the preparation of community plans and community plan amendments, and through the development review process.
- Plan for transit-supportive villages, transit corridors, and other higher intensity uses in areas that are served by existing or planned higher-quality transit services, in accordance with the Land Use and Community Planning Element.
- Proactively seek reservations or dedications of right-of-way along transit routes and stations through the planning and development review process.

- Locate new public facilities that generate large numbers of person trips, such as libraries, community service centers, and some recreational facilities in areas with existing or planned transit access.
- Design for walkability in accordance with the Urban Design Element, as pedestrian supportive design also helps create a transit supportive environment.
- Address rail corridor safety in the design of development adjacent to or near railroad rights-of-way.
- Improve transit resiliency and the ability of transit infrastructure to withstand the effects of climate change, while maintaining services.

c. City of San Diego Climate Action Plan

On August 2, 2022, the City approved an updated CAP, revised GHG CEQA significance thresholds, CAP Consistency Regulations, and an associated Climate Resiliency Fund and Urban Tree Canopy fee. The 2022 CAP update expands the prior CAP approach and identifies six strategies for achieving the goal of net zero emissions:

1. Strategy 1: Decarbonization of the Built Environment
2. Strategy 2: Access to Clean and Renewable Energy
3. Strategy 3: Mobility and Land Use
4. Strategy 4: Circular Economy and Clean Communities
5. Strategy 5: Resilient Infrastructure and Healthy Ecosystems
6. Strategy 6: Emerging Climate Actions

These six strategies aim to set the City on a path towards a goal of net zero emissions by 2035. Strategy 1: Decarbonization of the Built Environment, addresses natural gas consumption in all buildings, both new development, and in the timespan of the CAP, existing buildings. Strategy 2: Access to Clean and Renewable Energy, maintains the 100 percent renewable energy measure and acknowledges San Diego Community Power as a key pathway to achieving the renewable target. Strategy 2 additionally includes targets for converting the City's vehicle fleet to electric and supports increasing electric vehicles used in the community. Strategy 3, Mobility and Land Use, focuses on emissions from transportation and establishes actions that support mode shift through mobility and land use actions and policies. Strategy 4: Circular Economy and Clean Communities, expands on current zero waste goals and maintains gas capture measures, prevents waste from entering the landfill, and supports efforts to increase composting and prevent food waste in response to SB 1383. Strategy 5: Resilient Infrastructure and Healthy Ecosystems, addresses resiliency in the face of the impacts of climate change with a focus on greening the city, starting with Communities of Concern. A Community of Concern means a census tract that has been identified as having very low, low, or moderate access to opportunity as identified in the San Diego Climate Equity Index.

The newest strategy, Strategy 6: Emerging Climate Actions, addresses those GHG emissions that will remain after all current identified measures have been achieved, which account for roughly 20 percent of total GHG emissions by 2035. This new strategy allows the City to address limitations in quantification GHG emissions and science and technology by identifying additional actions,

pursuing technological innovation, expanding partnerships, and supporting research that reduces GHG emissions in all sectors.

d. City of San Diego Climate Action Plan Consistency Regulations (San Diego Municipal Code Chapter 14, Article 3, Division 14)

To facilitate implementation of the CAP, the City adopted the CAP Consistency Regulations (San Diego Municipal Code [SDMC] Chapter 14, Article 3, Division 14). The CAP Consistency Regulations apply to specific ministerial and discretionary projects to ensure compliance with the goals and objectives of the updated CAP. The CAP Consistency Regulations apply to the following projects:

- Development that results in three or more total dwelling units on all premises in the development;
- Non-residential development that adds more than 1,000 square feet and results in 5,000 square feet or more of total gross floor area, excluding unoccupied spaces such as mechanical equipment and storage areas; and
- Parking facilities as a primary use.

The CAP Consistency Regulations require the following:

1. Pedestrian enhancements to reduce heat island effect
 - Where the premises contains a street yard or abuts the public right-of-way, shading of at least 50 percent of the Throughway Zone is required.
 - Where development does not contain a street yard or abut a public right-of-way with a Furnishings Zone, a specified number of trees shall be planted on-site or at an off-site location within one mile of the development. If trees cannot be planted, an Urban Tree Canopy Fee shall be paid.
2. Development on a premises with 250 linear feet or more of street frontage shall provide and privately maintain at least one of the following publicly accessible pedestrian amenities for every 250 linear feet of street frontage to the satisfaction of the Development Services Department:
 - One trash receptacle and one recycling container;
 - Seating comprised of movable seats, fixed individual seats, benches with or without backs, or design feature seating, such as seat walls, ledges, or seating steps;
 - Pedestrian-scale lighting that illuminates the adjacent sidewalk;
 - Public artwork;
 - Community wayfinding signs; or
 - Enhancement of a bus stop or public transit waiting station within 1,000 feet of the premises.
3. At least 50 percent of all residential and non-residential bicycle parking spaces required in accordance with Chapter 14, Article 2, Division 5 shall be supplied with individual outlets for electric charging at each bicycle parking space.

If a project is unable to comply with one or more of the CAP Consistency Regulations, the project will be required to obtain a Process Two Neighborhood Development Permit with deviation findings specifying how the project will reduce GHG emissions in a manner comparable to the regulation(s) the project is deviating from.

4.7.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to GHG emissions are based on applicable criteria in the CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2022). The following issue questions are addressed in this section:

- 1) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- 2) Would the project conflict with the City's Climate Action Plan or another applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?

The City's CEQA Significance Determination Thresholds used to evaluate potential impacts are outlined below based on the type of project. The subject project is evaluated against the plan- and policy-level threshold detailed in Section 4.7.3.1 below. While the project-level threshold described in Section 4.7.3.2 below is not applicable to the project, this threshold would be applicable to future development anticipated under the project.

4.7.3.1 Plan- and Policy-Level Threshold

For plan- and policy-level environmental documents, as well as environmental documents for public infrastructure projects, the City Planning Department prepared a memorandum, Climate Action Plan Consistency for Plan- and Policy-Level Documents and Public Infrastructure Projects, dated June 17, 2022, to provide guidance on significance determination as it relates to consistency with the strategies in the CAP. The City's guidance document requires environmental documents to address the ways in which the plan or policy is consistent with the goals and policies of the General Plan and CAP, specifically General Plan Policies LU-A.7, ME-B.9, CEJ.2, and CE-J.3 and Strategy 3 from the CAP, although all six strategies from the CAP should be discussed. Additionally, the analysis should discuss the applicability of the City's CAP Consistency Regulations. As stated above, as part of the Blueprint SD Initiative, policy LU-A.7 was renumbered to LU-A.8 and policy ME-B.9 was renumbered to ME-D.16, and the language in policies CE-J.3, LU-A.7, and ME-B.9 was updated.

4.7.3.2 Project-Level Threshold

For project-level environmental documents, significance is determined through a) land use consistency and b) project compliance with the regulations set forth in SDMC Chapter 14, Article 3, Division 14. The first step in determining CAP consistency for development projects is to assess the project's consistency with the growth projections used in the development of the CAP. If a project cannot answer "yes" to one of the three options below, then the project's cumulative GHG impact is

significant and the project must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions.

- a. Is the proposed project consistent with the existing General Plan and Community Plan land use and zoning designations?¹; OR
- b. If the proposed project is not consistent with the existing land use plan and zoning designations, and includes a land use plan and/or zoning designation amendment, would the proposed amendment result in an increased density within a Transit Priority Area (TPA)²?; OR
- c. If the proposed project is not consistent with the existing land use plan and zoning designations, does the project include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations?

The second step in demonstrating CAP consistency is a review to ensure project consistency with the regulations set forth in SDMC Chapter 14, Article 3, Division 14 to ensure that new development is consistent with the CAP's assumptions. Projects that are consistent with the CAP as determined through compliance with the CAP Consistency Regulations may rely on the CAP for the cumulative impacts analysis of GHG emissions. Projects that do not comply with the CAP Consistency Regulations set forth in SDMC Sections 143.1410 and 143.1415 must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in the CAP Consistency Regulations to the extent feasible. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP.

Projects that can answer "yes" to one of the options in step 1 and comply with the regulations in step 2 would have a less than significant impact on GHG emissions, as these projects would be determined to be consistent with the CAP

Pursuant to CEQA Guidelines Sections 15183.5(b), 15064(h)(3), and 15130(d), the City may determine that a project's incremental contribution to a cumulative GHG effect is not cumulatively considerable if the project complies with the requirements of a previously adopted GHG emission reduction plan. The City's CAP is a qualified GHG reduction plan based on CEQA Guidelines Section 15183.5(b)(1)(A) through (F).

¹This question may also be answered in the affirmative if the project is consistent with SANDAG Series 14 growth projections, which were used to determine the CAP projections, as determined by the Planning Department.

²This category applies to all projects that can answer the following in the affirmative: Is the project premises located wholly within a transit priority area, or on a premises where at least 50 percent of the gross floor area of the new development would be located on the portion of the premises within a transit priority area?

4.7.4 Impact Analysis

Issue 1 Greenhouse Gas Emissions

Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

As specified in Section 4.7.3.1, the method for determining significance as it relates to the project's consistency with the CAP is accomplished through evaluation of the project's consistency with General Plan policies LU-A.8, ME-D.16, CE-J.2, and CE-J.3 and consistency with the CAP's strategies, specifically Strategy 3. Consistency with these policies and CAP strategies is detailed under Issues 2c and 2d below. Quantification of GHG emissions is not required for the project based on the City's CEQA Significance Determination Thresholds (2022). Pursuant to the City Planning Department's June 17, 2022 memorandum, Climate Action Plan Consistency for Plan- and Policy-Level Environmental Documents and Infrastructure Projects, environmental analysis for plan- and policy-level documents should address the ways in which the plan or policy is consistent with the goals and policies of the General Plan and CAP. As detailed in Issue 2, implementation of the project would be consistent with applicable plans, policies and regulations adopted for the purpose of reducing GHG emissions. Therefore, impacts related to GHG emissions would be less than significant.

Issue 2 Conflicts with Plans or Policies

Would the project conflict with the City's Climate Action Plan or another applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Future development under the project would be consistent with state plans, SANDAG's Regional Plan, the City's General Plan, and the City's CAP. As detailed below, impacts associated with applicable GHG emission reduction plans would be less than significant.

a. CARB's Scoping Plan

The Scoping Plan, approved by CARB on December 12, 2008, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. As such, the Scoping Plan is not directly applicable to specific projects. In the Final Statement of Reasons for the Amendments to the CEQA Guidelines, the California Natural Resources Agency observed that "[t]he [Scoping Plan] may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (California Natural Resources Agency 2009). Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others. The project would comply with all applicable regulations adopted in furtherance of the Scoping Plan to the extent required by law. The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of

AB 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions (CARB 2008).

AB 1279, the California Climate Crisis Act, codified the carbon neutrality target as 85 percent below 1990 levels by 2045. The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. Appendix D of the 2022 Scoping Plan includes local actions that jurisdictions may take to reduce GHG emissions in line with AB 1279 goals. It includes project attributes for residential and mixed-use projects to qualitatively determine consistency with the 2022 Scoping Plan (CARB 2022b).

Future development implemented under the project would require compliance with the State Building Code's energy efficiency and applicable green building standards. Additionally, future development would be reviewed at project intake to ensure the inclusion of all applicable energy efficiency and applicable green building requirements of the applicable building and energy codes. Compliance with applicable building code requirements would ensure that future projects implemented under the Blueprint SD Initiative, University CPU, and Hillcrest FPA are consistent with state plans including the 2008, 2017, and 2022 Scoping Plans, and thus, impacts would be less than significant.

b. SANDAG's San Diego Forward: The 2021 Regional Plan

The Village Climate Goal Propensity map was developed based on modeling that assumes implementation of the Regional Plan transportation network. By planning for growth in areas of existing and future planned transportation infrastructure, the Blueprint SD Initiative would support implementation of the Regional Plan by placing high density residential near existing and planned transit. In addition to the Regional Plan serving as a foundation for the land use framework, the Blueprint SD Initiative, University CPU, and Hillcrest FPA incorporate updates to the respective mobility plans to reflect the transit and mobility improvements envisioned in the Regional Plan.

The project would implement SANDAG's Regional Plan goals and land use strategies by supporting high density residential and commercial development within Climate Smart Village Areas and incorporating SANDAG mobility improvements into City planning documents. The University CPU and Hillcrest FPA both include increasing development intensity near existing and planned transit stops per the Regional Plan. By placing housing and jobs near transit, these plans would maximize regional investments in transit to decrease VMT and associated GHG emissions. Therefore, the Blueprint SD Initiative, University CPU, and Hillcrest FPA would result in future development that would be consistent with the Regional Plan, and impacts would be less than significant.

c. City of San Diego General Plan

The Blueprint SD Initiative replaces the 2008 General Plan Figure LU-1: Village Propensity Map with an updated Village Climate Goal Propensity Map (see Figure 3-1) that identifies areas for prioritization of future homes and jobs. This map forms the basis for defining where future growth is proposed throughout the City in addition to the proposed intensity of development. The updated Village Climate Goal Propensity Map incorporates the 2050 regional transportation network. As part

of the Blueprint SD Initiative, the General Plan's policies would be comprehensively amended to reflect new data and information without changing the General Plan framework from the 2008 General Plan.

The City's General Plan City of Villages strategy focuses growth into mixed-use activity centers that are pedestrian-friendly, centers of community, and linked to the regional transit system. Implementation of this strategy is retained and updated through the new Village Climate Goal Propensity map which would guide future development and support reductions in single occupancy vehicle mode share.

As required by the City's CEQA Significance Determination Thresholds (2022), plan- and policy-level documents should be evaluated against General Plan Policies LU-A.8, ME-D.16, CE-J.2, and CE-J.3. The project's consistency with these policies is outlined below.

Policy LU-A.8

Policy LU-A.8 requires determination of the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan. The Blueprint SD Initiative is consistent with this policy because it anticipates land use changes throughout the City, with a focus on land use change within Climate Smart Village Areas. In addition, the revised Land Use and Community Planning Element includes updated land use designations, revised density ranges, new and updated goals, and new and updated policies consistent with the City of Villages Strategy to meet housing, climate protection, and sustainability goals. The Hillcrest FPA is consistent with this policy because it defines Urban Villages and Neighborhood Villages and clarifies that certain policies (Policies LU-3.2 and LU-3.3) relating to high intensity commercial and mixed-use development apply to Urban Village areas. The University CPU is consistent with this policy because it includes updates to the land use plan for the University CPU area to help achieve the desired vision and objectives for the community. As indicated in Figure 3-5, the highest density urban village designations are centered around the Executive Drive and University Towne Center Blue Line Trolley stops.

Policy ME-D.16

Policy ME-D.16 makes transit planning an integral component of long-range planning documents and the development review process. The Blueprint SD Initiative is consistent with this policy because it would focus future land use changes that support higher density and mixed-use development within the Climate Smart Village Areas, which are areas that are located in developed, urban lands with proximity to major transit corridors. The Hillcrest FPA is consistent with this policy because by providing the opportunity for additional homes near the employment center of the Medical Complex neighborhood, in an area with access to high frequency public transit, the Hillcrest FPA will encourage active transportation and reduce automobile trips for work commutes. The University CPU is consistent with this policy because it encourages a variety of uses and building typologies to encourage the economic development of the University CPU area into a robust, transit-oriented neighborhood. Detailed in the Urban Design chapter of the University CPU are the six village areas, with strategies to concentrate density near transit stops while supporting an active public realm.

Policy CE-J.2

Policy CE-J.2 includes incorporating community street tree master plans in community plans. The proposed Blueprint SD Initiative does not amend this policy. The Hillcrest FPA is consistent with this policy because the Uptown Community Plan includes a street tree plan and policies for utilizing street trees to enhance design, pedestrian and bicycle facilities, and to calm traffic (Policies UD-3.38, UD-3.41, US-3.42, UD-3.43, UD-3.47, and UD-3.54). In addition, policies are included for street tree recommendations and locations (Policies UD-3.62, UD-3.63, UD-3.64, UD-3.65, UD-3.66). The University CPU is consistent with this policy because it includes an updated street tree plan and corresponding policies (Policy 2.1.d).

Policy CE-J.3

Policy CE-J.3 involves developing community plan street tree master plans during community plan updates in an effort to create a comprehensive citywide urban forest master plan. The Blueprint SD Initiative does not amend this policy. The Hillcrest FPA and the University CPU are consistent with this policy because the Hillcrest FPA would include revisions to the existing Uptown Community Plan street tree plan and the University CPU includes an updated street tree plan.

Therefore, the project would be consistent with the City's General Plan policies LU-A.8, ME-D.16, CE-J.2, and CE-J.3. Impacts would be less than significant.

d. City of San Diego Climate Action Plan

As detailed below, the CAP establishes six primary strategies for achieving the citywide goals of the plan. An analysis of the project's consistency with the six strategies of the CAP is provided below.

Strategy 1 Decarbonization of the Built Environment

Strategy 1 includes goals, actions, and targets with the aim of removing carbon from the City's energy system and transitioning buildings to cleaner, zero emissions sources or technologies. This strategy includes measures to remove fossil fuels in new building construction and decarbonize existing buildings and City facilities. For existing buildings, the CAP calls for programs that support zero emissions technologies such as energy retrofits, new high efficiency electrical appliance and heating systems paired with building efficiency policies, and financing solutions for residents. Energy reduction can be achieved through the continued use or adaptive reuse of the existing building stock along with any needed energy efficiency upgrades.

An overarching goal of the Blueprint SD initiative is to further implementation of the City's CAP and support a mode shift from single occupancy vehicles to alternative mobility options such as walking/rolling, biking, and transit. Adoption of the Blueprint SD Initiative including the Village Climate Goal Propensity map would lay the framework for growth throughout the City, which would be implemented through future CPUs and/or FPAs.

The Hillcrest CPU would be in compliance with the goals and policies in the Uptown Community Plan that aims to remove carbon from the City's energy system and transition buildings to cleaner, zero emissions sources or technologies. For instance, the Conservation Element includes a goal for

implementation of sustainable development and “green” building practices to reduce dependence on non-renewable energy sources, lower energy costs, reduce emissions and water consumption. In addition, Policy CE-1.3 encourages employment of sustainable building techniques for the construction and operation of buildings, which could include solar photovoltaic and energy storage installations, electric vehicle charging stations, plumbing for future solar water heating, or other measures.

The University CPU includes goals and policies in the Conservation and Open Space chapter to reduce energy consumption. Policy 5.15.a would reduce energy consumption by requiring energy efficiency in building design and landscaping and by planning for a self-contained community and energy-efficient transportation. Policy 5.15.b maximizes opportunities for active and passive heating and cooling through site design by means of appropriate building orientation, solar access, and landscaping. Policy 5.15.d requires the incorporation of measures to increase energy-efficient forms of transportation for commercial and industrial developments including supplying bicycle racks and showers, prioritizing parking for carpools, supplying bus stops with support facilities and supplying charging stations for electric vehicles.

Further, new construction and redevelopment that would occur under the project areas would be constructed in accordance with the current CALGreen water conservation requirements, which would reduce energy use. New construction of City infrastructure or other capital improvement projects would also be developed consistent with the City Public Utilities Department’s Capital Improvement Program Guidelines and Standards, which provide the framework for the design and construction of new water facilities and address water efficiency, conservation, and recycled and reclaimed water.

Strategy 2 Access to Clean and Renewable Energy

Strategy 2 provides measures to transition the City’s energy system away from fossil fuels and toward clean and renewable sources. Measures included under this strategy aim to increase customer adoption of 100 percent renewable energy supply through the San Diego Community Power program, increase municipal zero emissions vehicles, and support electric vehicle adoption.

As described under Strategy 1 above, an overarching goal of the Blueprint SD Initiative is to further implementation of the City’s CAP. Policies CE-1.3, CE-1.5, CE-1.10, and CE-1.11 encourage the pursuit of state and federal funding opportunities for research and development of alternative and renewable energy sources, encourage the use of renewable energy sources, and support the installation of photovoltaic panels, and other forms of renewable energy production.

As described under Strategy 1, above, the Hillcrest FPA would be in compliance with the goals and policies in the Uptown Community Plan. For instance, Policy UD-4.59 encourages the incorporation of elements to use renewable energy such as small low-impact wind turbines or photovoltaic panels on flat roofs that are discretely located to limit any visibility from the street or glare to adjacent properties. In addition, Policy UD-4.61 encourages recycled, rapidly renewable, and locally sourced materials that reduce impacts related to material extraction, processing, and transportation.

The University CPU Active Transportation chapter includes Policy 3.7.a, which encourages implementation or accommodation of infrastructure for electric vehicles including vehicle charging

stations as part of residential, commercial, and institutional uses, as well as infrastructure development projects based on future demand and changes in technology.

Strategy 3 Mobility and Land Use

Strategy 3 has a number of goals that relate to reducing air pollutants emitted from motor vehicles including cars, diesel-powered trucks, buses, and other heavy-duty equipment. This strategy focuses on land use and planning to enhance mobility options with bicycle and pedestrian improvements and calls for increased safe, convenient, and enjoyable transit use. Measure 3.1 in Strategy 3 of the CAP calls for implementation of the General Plan's Mobility Element, the City's Bicycle Master Plan, and Pedestrian Master Plan to provide safe and enjoyable active transportation routes and infrastructure. This measure also calls for streetscape improvements such as trees and additional cooling features to provide shade, upgrades to pedestrian crossings, and improved street signals.

As described under Strategy 1 above, an overarching goal of the Blueprint SD Initiative is to further implementation of the City's CAP. Policy CE-F.1 through Policy CE-F.6 encourages and provides incentives for the use of alternatives to single-occupancy vehicle use, including using public transit, carpooling, vanpooling, teleworking, bicycling, and walking/rolling. The Blueprint SD Initiative identifies the best locations for growth, in partnership with the implementation of the City's mobility goals and strategies, to attain the CAP mode share goals. Blueprint SD identifies the most receptive locations that support biking, walking, and transit usage based on the Regional Travel Demand Model and maximizes achieving CAP goals. The City can achieve the CAP Strategy 3 goals through the Blueprint SD Initiative land use strategy and mobility investments and programs that address travel behavior. The Blueprint SD Initiative land use strategy is the maximum extent feasible land use scenario that – when combined with other mobility implementation strategies, which are part of the overall General Plan Refresh - can achieve the mode shift goals of the CAP.

As described under Strategy 1, above, the Hillcrest FPA would be in compliance with the goals and policies in the Uptown Community Plan. For instance, Policy MO-5.3 encourages the accommodation of emerging technologies such as car charging stations and self-driving/automated vehicles in future infrastructure and development projects, especially in new office and multifamily structures. In addition, Policy MO-1.17 involves coordinating with San Diego Unified District on pedestrian improvements along Normal Street and potential right of way needed for intersection improvements at El Cajon Boulevard, Normal Street, and Park Boulevard intersection which can include but is not limited to a roundabout traffic control, new crossings, land linear parks.

The University CPU supports a multimodal strategy through improvements to increase bicycle, pedestrian, and transit access (Policies 3.3 a through f, 3.5 a through j, 3.6.e, 3.7.a, 3.8 a through d, and 3.9.b, 5.14.a, and 5.15.d), consistent with Measure 3.2 of the CAP.

The Mobility Chapter of the University CPU contains policies to implement the City's Sustainable Mobility for Adaptable and Reliable Transportation (SMART) initiative by accommodating flexible lanes and SMART corridors that maximize roadway capacity and travel efficiency (Policy 3.5.b). Consistent with Measure 3.6 of Strategy 3 of the CAP, the University CPU would encourage transit-oriented, mixed-use development centered around the Blue Line Trolley stops and other high-frequency transit services. The proposed community-centered "Urban Villages" under the University CPU would implement this measure by supporting mixed-use urban villages near transit

stops and major transportation corridors. These developments would improve upon existing services, increase the housing supply, and bring new jobs to the area, while leveraging transit investments.

Strategy 4 Circular Economy and Clean Communities,

Strategy 4 is citywide and the primary goal is to divert solid waste and capture landfill methane gas emissions. Future development in the project areas would be required to comply with the City's Construction and Demolition Debris Diversion Ordinance (SDMC Chapter 6, Article 6, Division 6), as applicable.

Strategy 5 Resilient Infrastructure and Healthy Ecosystems

Strategy 5 calls for further analysis of the resiliency issues related to both the natural and built environments in the City. Measures under Strategy 5 include protection and enhancement of urban canyons to promote carbon sequestration, increased tree canopy in the City, and development of local water supply to reduce dependence on imported water. The citywide strategy is focused on the Pure Water San Diego phased, multi-year program that will use water purification to clean recycled water to ultimately provide one-third of San Diego's water supply locally by 2035.

Future development within the project areas would be required to adhere to the Resilient Infrastructure and Healthy Ecosystems Regulations (SDMC Section 143.1415). The Resilient Infrastructure and Healthy Ecosystems Regulations requires two trees to be provided on the premises for every 5,000 square feet of lot area, with a minimum of one tree per premises. If the required trees cannot be provided on-site, they can either be provided off-site or the Urban Tree Canopy Fee can be paid. In addition, resiliency is addressed throughout the University CPU as it pertains to water usage, energy efficiency, and sustainable development practices as noted above. In addition, Policy 4.1.n included in the Parks and Recreation chapter of the University CPU ensures adequate shading throughout the community.

Strategy 6 Emerging Climate Action

Strategy 6 sets forth additional measures to eliminate the citywide emissions required to reach the net zero goal. Strategy 6 focuses on developing more effective partnerships with regional partners such as the Port of San Diego, SANDAG and the County of San Diego, collaborating on research and projects with the private sector, advancing energy resilience, furthering research on carbon sequestration opportunities, and developing pilot projects that use new techniques and technologies from all sectors.

As described under Strategy 1 above, an overarching goal of the Blueprint SD Initiative is further implementation of the City's CAP. As part of the Blueprint SD Initiative, the Mobility Element would be amended to reflect SANDAG's updated transportation network and includes an updated policy framework to encourage complete streets planning principles and concepts that will result in dynamic, vibrant corridors that support all modes of travel. In addition, as updates to SANDAG's Regional Plan and the regional transportation network occur, the village propensity values identified in the Village Climate Goal Propensity Map could be adjusted depending on an area's village

characteristics and proximity to transit and could result in new Climate Smart Village Areas where opportunities for new development would likely be focused.

As described under Strategy 1, above, the Hillcrest FPA would be in compliance with the goals and policies in the Uptown Community Plan. The Hillcrest FPA proposes additional policies to coordinate with SANDAG and San Diego Metropolitan Transit System on the feasibility of an aerial skyway connecting Hillcrest and Mission Valley (Policy MO-3.13) and to support a transit connection between the Hillcrest UCSD campus and the La Jolla UCSD campus (Policy MO-3.14).

As described above, the University CPU includes policies and goals to reduce the dependency on non-renewable energy sources and reduce emissions by incorporating transportation demand management strategies. While this strategy is broad by design, the University CPU would be consistent by supporting a resilient carbon-neutral community, a healthy urban forest to promote carbon sequestration, and a clean, green, circular economy.

At a program-level, implementation of the Blueprint SD Initiative, University CPU and Hillcrest FPA would be consistent with the CAP as discussed above; however, the project includes future implementation components, including adoption of future plan amendments, rezones, and future project-specific development consistent with the Village Climate Goal Propensity Map. Future actions to support increases in land use density and/or intensity within areas with a density score of 7 through 14 are anticipated; however, all future land use changes would be reviewed in light of this Program Environmental Impact Report, including a project specific analysis of consistency with the CAP. Future CPUs would be evaluated in light of the plan and policy-level threshold detailed in Section 4.7.3.1. Application of the City's CAP consistency regulations in addition to compliance with State regulations aimed at reducing GHG emissions are likely to ensure future individual project impacts would be less than significant.

Cumulative Impacts

The impact analysis discussed under Issue 1 is a cumulative analysis by its nature because GHG emissions are a cumulative issue caused by the global GHG emissions and not an individual project. Cumulatively, there exists a significant impact related to GHG emissions at the global level. However, the project's contribution to the cumulative impact from GHG emissions would be less than cumulatively considerable because all development within the project areas in addition to citywide development would be required to demonstrate consistency with the City's CAP Consistency Regulations, as well as applicable state regulations. Future development throughout the City would be focused in Climate Smart Village Areas where there is the greatest propensity for non-automotive travel, supporting citywide reductions in VMT. Therefore, cumulative impacts related to GHG emissions and conflicts with GHG plans and policies would be less than significant.

4.7.5 Significance of Impacts

4.7.5.1 Greenhouse Gas Emissions

Future development under the project would not conflict with implementation of the CAP, as it would be consistent with the CAP's goal of focusing new development in areas that would allow

residents, employees, and visitors to safely, conveniently, and enjoyably travel as a pedestrian, or by biking, or transit, such as in Transit Priority Areas, and areas of the City that support existing or planned transit. Therefore, the project is intended to support the City in achieving CAP goals, specifically mode share goals, by supporting and incentivizing future development within high village propensity areas to support development in areas that have a propensity for walking/rolling, bicycling and transit use, supporting citywide VMT efficiency. The project would support the City in obtaining citywide GHG emissions reduction targets under the CAP. Impacts related to GHG emissions would be less than significant.

4.7.5.2 Conflicts with Plans or Policies

Future development under the project would be consistent with state plans, SANDAG's Regional Plan, the City's General Plan, and the City's CAP. Impacts associated with applicable GHG emission reduction plans would be less than significant.

4.7.6 Mitigation, Monitoring and Reporting

Impacts related to GHG emissions and consistency with GHG policy would be less than significant; therefore, no mitigation would be required. However, as future development is implemented in accordance with the project, site-specific analysis for project consistency with the City's General Plan and CAP policies would be required in addition to compliance with the CAP Consistency Regulations. Future project-level review would be required to ensure projects would be consistent with applicable plans and policies. Through required evaluation of policy and regulation consistency for future development, impacts related to GHG emissions would be less than significant.

4.8 Hazards and Hazardous Materials

This section provides an analysis of the potential significant impacts related to hazards and hazardous materials that could result from implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code, and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the Land Development Code, and associated discretionary actions.

This section presents existing conditions information related to hazardous materials and emergency preparedness, as well as relevant federal, state, and local regulations, policies and programs. The analysis in this section is based on the Hazardous Materials Technical Study prepared by the Bodhi Group, Inc for the University CPU (dated April 2020) which is included as Appendix G to this Program Environmental Impact Report (PEIR) in addition to reviews of regulatory databases. Information pertaining to airport hazards can be found in Section 4.10, Land Use.

4.8.1 Existing Conditions

4.8.1.1 Hazardous Materials

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

a. Blueprint SD Initiative

Potential hazardous sites exist throughout the City and are listed in federal, state, and local environmental regulatory agency databases. The status of cases changes over time as new sites are identified and remediation of existing sites is completed. A common source of site contamination are leaking underground storage tanks (LUSTs) associated with former gas stations. Development per the Blueprint SD Initiatives’ policy and land use framework would occur Citywide; however, it is

anticipated that future land use changes would be focused within the Climate Smart Village Areas, which are areas with a village propensity value of 7 through 14 where future increases in development intensities that support higher density residential and mixed-use development would be focused. Hazardous sites listed in regulatory databases may exist within the Blueprint SD Initiative Climate Smart Village Areas.

b. Hillcrest Focused Plan Amendment

As part of the Uptown Community Plan Update PEIR adopted in 2016, a search of federal, state, and local environmental regulatory agency databases was conducted in order to identify sites within the Uptown Community Planning area that may have been impacted by hazardous materials or wastes. The search identified 68 documented release cases within Uptown, of which only three cases were open. All of the identified sites were the site of either LUSTs or a cleanup program.

The DTSC's Brownfields and Environmental Restoration Program (Cleanup Program) EnviroStor database did not identify any active or open sites within the FPA area. The State Water Resources Control Board (SWRCB) GeoTracker database identified the following three active cases:

University of California, San Diego (UCSD) Medical Center (200 West Arbor Drive)

According to documents available on GeoTracker, a release of approximately 800 to 900 gallons of diesel fuel occurred near two underground storage tanks (USTs) in December of 1991, reportedly the result of overfilling of the tanks during an integrity test. Approximately 630 gallons of fuel were recovered by pumping from the vaults immediately following the release. Between September 17, 1998 and January 28, 1999, seven USTs were removed from the site. During the UST removal, cracks, and perforations were observed along the bottom of four of the USTs. Approximately 1,500 gallons of water and free product were removed from the excavation and transported to the appropriate disposal facility. Site assessment activities began in 1994 and have continued through 2021. The case remains open.

Sixth and Robinson

According to documents available on GeoTracker, as of February 24, 2023, the case remains open and is under assessment.

The Hub (940-1092 University Avenue)

According to documents available on GeoTracker, a 7.8-acre site is located in an active shopping center called The Hub (formerly Uptown Shopping Plaza). The site formerly housed dry cleaning facilities that used tetrachloroethene (PCE)-based dry cleaning units. Several environmental investigations have been performed at the site since the 1980s. Most recently, a soil vapor extraction (SVE) pilot test was performed in early 2015. A Response Plan, which describes a proposal for full-scale SVE operation to remove contaminant mass from soil vapor, was approved by the San Diego Water Board in September 2016 and the SVE remediation system began operation in May 2018. The case remains open.

c. University Community Plan Update

In order to assess the significance of properties in and adjacent to the University CPU Area with documented hazardous waste impacts, a search of federal, state, local, and regional environmental regulatory agency databases was conducted for facilities located within the University CPU Area and within a 1/8-mile radius of the University CPU Area. Forty-eight properties were found to have a potential adverse effect to the University CPU Area. The full list can be found in Appendix F. The properties and conditions identified were based on at least one of the following criteria: (1) Properties with documented unauthorized releases of hazardous chemicals or petroleum in or near the University CPU Area; (2) Properties with documented residual concentrations of hazardous chemicals in soil in or near the University CPU Area; (3) Properties with documented residual concentrations of hazardous chemicals in groundwater in or near the University CPU Area; and (4) Properties outside the University CPU Area but where hazardous chemicals in the subsurface have the potential to migrate and affect soil, soil vapor and groundwater in the University CPU Area.

Based on an evaluation of the above criteria, each of the 48 properties was assigned a hazard ranking from 1 to 5, with 5 being the highest hazard and 1, the lowest. No properties were assigned a ranking of 5. The following properties, discussed below, were assigned a ranking of 4. A ranking of 4 – High Hazard, is described as posing a potentially significant risk to human health, or environmental, investigation or remediation is needed, as well as restrictions on land use. The following sites are undergoing active remediation with regulatory oversight and/or have remedial actions in place to mitigate existing risks.

Properties with High Hazard Rankings

Chevron and Exxon (3860 and 3918 Governor Drive)

One former and one active gasoline service station property are part of a comingled plume. According to documents available on Geotracker, chemicals of concern include Total Petroleum Hydrocarbons (TPH) and Volatile Organic Compounds (VOCs), and in 1994, benzene was detected in indoor air inside the station building at 3860 Governor Drive at concentrations exceeding the permissible exposure limit (PEL). As a result, a vapor barrier was installed under the station building. Fuel piping and vent lines were removed, and contaminated soil was encountered. Petroleum hydrocarbons were also detected in groundwater. Free product was detected in multiple wells. The case was closed in 2016 for natural attenuation under property use as a gasoline service station. The closure letter states land use changes will require re-evaluation which may result in reopening the case.

Distinctive Cleaners (4049 Governor Drive)

The facility has a closed voluntary assistance program (VAP) case (H10985-001) opened by the facility operator to oversee cleanup of chlorinated hydrocarbons beneath one dry cleaning machine. Chlorinated hydrocarbons have impacted soil and soil gas at the property. According to the closure report on Geotracker, a passive vapor venting system was installed in addition to a vapor barrier to mitigate risks to building occupants. The case was closed for use as a dry cleaner in 2005.

Science Park Facility (3033 Science Park Road)

The property was formerly occupied by a defense contractor and is associated with one closed unauthorized release case (H39790-001). Elevated concentrations of chlorinated hydrocarbons were detected in soil vapor to a maximum depth of 25 feet below ground surface (bgs) in 2011. A sub-slab depressurization system was installed in June 2016. The case was closed in 2017 for commercial property use; however, the closure letter states that a sub-slab depressurization system is required to continuously operate at the property for the foreseeable future.

UCSD Camp Mathews (Gillman Drive, La Jolla)

The property was formerly occupied by Camp Mathews. Camp Mathews operated from 1917 to 1964 and is now occupied by University of California San Diego (UCSD) campus. Camp Mathews operated at least 15 different shooting ranges, barracks, administration buildings, maintenance shops, a service station, and an armory. The Remedial Investigation and Feasibility Study on Geotracker reports that between 1998 and 2007, munitions debris and possibly munitions and explosives of concern (MEC) have been found throughout the former military base property (Bristol, 2017). In 2013, based on results of a site investigation in 2007, approximately 16,000 tons of lead contaminated soil was excavated and disposed of offsite. The case remains open, and the property is undergoing additional investigation.

4.8.1.2 Emergency Preparedness

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

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

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

The City is also a participating agency in the County's Unified San Diego County Emergency Services Organization and County of San Diego Operational Area Emergency Operations Plan (County of San Diego 2018).

4.8.2 Regulatory Setting

4.8.2.1 Federal Regulations

a. U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (USEPA) is the primary federal agency regulating hazardous wastes and materials. USEPA broadly defines a hazardous waste as one that is specifically listed in USEPA regulations, has been tested and meets one of the four characteristics established by the USEPA (toxicity, ignitability, corrosiveness, and reactivity), or that has been declared hazardous by the generator based on its knowledge of the waste. USEPA defines hazardous materials as any item or chemical that can cause harm to people, plants, or animals when released by spilling, leaking, pumping, pouring, emptying, discharging, injecting, leaching, dumping, or disposing into the environment. Federal regulations pertaining to hazardous wastes and materials are generally contained in Titles 29, 40, and 49 of the Code of Federal Regulations (CFR). The terms hazardous wastes and hazardous materials are used interchangeably in this section.

b. Resource Conservation and Recovery Act of 1976

The Resource Conservation and Recovery Act of 1976 (42 United States Code [USC] Sections 6901–6987), including the Hazardous and Solid Waste Amendments of 1984, protects human health and the environment, and imposes regulations on hazardous waste generators, transporters, and operators of treatment, storage, and disposal facilities. The Hazardous and Solid Waste Amendments also require the USEPA to establish a comprehensive regulatory program for underground storage tanks (USTs). The corresponding regulations in 40 CFR Parts 260–299 provide the general framework for managing hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste.

c. Hazardous Materials Transportation Act

The Department of Transportation, the Federal Highway Administration, and the Federal Railroad Administration are the three entities that regulate the transport of hazardous materials at the federal level. The Hazardous Materials Transportation Act (49 CFR Part 171, Subchapter C) governs the transportation of hazardous materials. These regulations are promulgated by the Department of Transportation and enforced by the USEPA.

d. Disaster Mitigation Act

The Disaster Mitigation Act of 2000 requires that a state mitigation plan, as a condition of disaster assistance, add incentives for increased coordination and integration of mitigation activities at the state level through the establishment of requirements for two different levels of state plans: “Standard” and “Enhanced”. States that develop an approved Enhanced State Plan can increase the amount of funding available through the Hazard Mitigation Grant Program. The Disaster Mitigation Act also established new requirements for local mitigation plans.

4.8.2.2 State Regulations

a. Environmental Health Standards for the Management of Hazardous Waste

CCR Title 22, Division 4.5 provides standards applicable to generators and transporters of hazardous wastes, as well as standards for operators of hazardous waste transfer facilities, among other regulations.

b. Hazardous Materials Release Response Plans and Inventory

Two programs in the California Health and Safety Code (H&SC) Chapter 6.95 are directly applicable to the California Environmental Quality Act (CEQA) issue of risk due to hazardous substance release. In San Diego County, these two programs are referred to as the Hazardous Materials Business Plan (HMBP) program and the California Accidental Release Prevention (CalARP) program. The County of San Diego Department of Environmental Health and Quality (DEHQ) is responsible for the implementation of the HMBP program and the CalARP program in San Diego County. The HMBP and CalARP programs provide threshold quantities for regulated hazardous substances. When the indicated quantities are exceeded, an HMBP or Risk Management Plan is required pursuant to the regulations.

Congress requires USEPA Region 9 to make Risk Management Plan information available to the public through USEPA's Envirofacts Data Warehouse. The Envirofacts Data Warehouse is considered the single point of access to select USEPA environmental data.

California H&SC Section 25270, Aboveground Petroleum Storage Act, requires registration and spill prevention programs for aboveground storage tanks (ASTs) that store petroleum. In some cases, ASTs for petroleum may be subject to groundwater monitoring programs implemented by the Regional Water Quality Control Boards (RWQCBs) and the SWRCB.

c. Senate Bill 1889, Accidental Release Prevention Law/Chemical Accident Release Prevention Program

Senate Bill (SB) 1889 required California to implement a federally mandated program governing the accidental airborne release of chemicals listed under Section 112 of the Clean Air Act. Effective January 1, 1997, CalARP replaced the previous California Risk Management and Prevention Program and incorporated the mandatory federal requirements. CalARP addresses facilities containing specified hazardous materials that, if involved in an accidental release, could result in adverse off-site consequences. CalARP defines regulated substances as chemicals that pose a threat to public health and safety or the environment because they are highly toxic, flammable, or explosive.

d. Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material

incidents is one part of this plan. The plan is managed by the California Emergency Management Agency, which coordinates the responses of other agencies, including the California Environmental Protection Agency (California EPA), California Highway Patrol, California Department of Fish and Wildlife (CDFW), and RWQCB.

e. Cortese List

The Cortese List refers to provisions in Government Code Section 65962.5, which requires that the DTSC, State Department of Health Services, SWRCB, and designated local enforcement agencies compile and update lists of hazardous materials sites under their purview as specified in the code. The “Cortese List” consists of the information provided by these agencies under the code.

DTSC's Brownfields and Environmental Restoration Program (Cleanup Program) EnviroStor database provides DTSC's component of the Cortese List data by identifying State Response, Federal Superfund, and Backlog sites listed under H&SC Section 25356, as well as Certified with Operation and Maintenance sites. The EnviroStor database identifies sites that have known contamination or potentially contaminated sites requiring further investigation, and facilities permitted to treat, store, or dispose of hazardous waste. The EnviroStor database includes lists of the following site types: federal Superfund; State Response, including military facilities and State Superfund; voluntary cleanup; and school sites.

The SWRCB GeoTracker database tracks sites that impact groundwater or have the potential to impact groundwater. It includes sites that require groundwater cleanup such as LUSTs, Department of Defense and Site Cleanup Program sites, as well as permitted facilities that could impact groundwater such as operating USTs, irrigated lands, oil and gas production sites, and land disposal sites.

f. California Department of Toxic Substances Control

Within the California EPA, DTSC has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the management of hazardous materials and the generation, transport, and disposal of hazardous waste under the authority of the Hazardous Waste Control Law. Since August 1, 1992, DTSC has been authorized to implement the state’s hazardous waste management program for the California EPA.

g. State Water Resources Control Board

The San Diego RWQCB is authorized by the SWRCB to enforce provisions of the Porter–Cologne Water Quality Control Act of 1969. This act gives the San Diego RWQCB authority to require groundwater investigations when the quality of groundwater or surface waters of the state is threatened and to require remediation of the site, if necessary.

h. The California Department of Transportation

Caltrans manages more than 50,000 miles of California's highway and freeway lanes, provides inter-city rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans is also the first responder for hazardous material spills and releases that occur on highway and freeway lanes and inter-city rail services.

i. State Hazard Mitigation Plan

The State Hazard Mitigation Plan (SHMP) is the state's hazard mitigation guidance document and provides a comprehensive description of California's historical and current hazard analysis, mitigation strategies, goals, and objectives. The SHMP reflects the state's commitment to reduce or eliminate potential risks and impacts of natural and human-caused disasters by making California's families, homes, and communities better prepared and more disaster-resilient. The SHMP is also a federal requirement under the Disaster Mitigation Act of 2000 for the State of California to receive federal funds for disaster assistance grant programs (OES 2018).

j. California Underground Storage Tank Regulations

The California Underground Storage Tank Regulations (CCR Title 23, Chapter 16) include guidelines and standards to protect waters from hazardous substance discharges from USTs. The regulations establish construction requirements for new USTs; establish separate monitoring requirements for new and existing USTs; establish uniform requirements for unauthorized release reporting and for the repair, upgrade, and closure of USTs; specify variance request procedures; and require responsible parties to remediate any unauthorized releases from USTs.

4.8.2.3 Local Regulations

a. City of San Diego Municipal Code

Hazardous Materials

The Hazardous Waste Establishment regulations of the San Diego Municipal Code (SDMC) (SDMC Chapter 4, Article 2, Division 8) enables the Health Officer to establish a program to monitor establishments where hazardous wastes are produced, stored, handled, disposed of, treated, or recycled, and to provide health care information and other appropriate technical assistance on a 24-hour basis to emergency responders in the event of a hazardous waste incident involving community exposure. The Disclosure of Hazardous Materials regulations (SDMC Chapter 4, Article 2, Division 9) establishes a system for the provision of information on potential hazards or hazardous materials in the community, including appropriate education and training. Elements of the system include the Health Officer's ability to seek advice from the Hazardous Materials Advisory Committee, the filing of a hazardous substance disclosure form, the content of the disclosure form, emergency response information, and penalty for violations.

Explosives

SDMC Chapter 5, Article 3 addresses firearms, dangerous weapons, explosives, and hazardous trades. Included are regulations concerning blasting, firearms, and other hazardous items (pointed missiles, steam boilers, etc.). Specific definitions of various hazardous items and penalties for misuse are listed in the regulations.

b. City of San Diego Building Regulations

The City's Building Regulations (SDMC Chapter 14, Article 5) are intended to regulate the construction of applicable facilities and encompass (and formally adopts) associated elements of the California Building Code (CBC). Specifically, this includes guidelines regulating the "construction, alteration, replacement, repair, maintenance, moving, removal, demolition, occupancy, and use of any privately owned building or structure or any appurtenances connected or attached to such buildings or structures within this jurisdiction, except work located primarily in a public right-of-way, public utility towers and poles, mechanical equipment not specifically regulated in the Building Code, and hydraulic flood control structures" (SDMC Section 145.0102). The City's Building Regulations also establish acceptable construction materials for development near open space to minimize fire risk through adoption of Chapter 7, "Fire Resistance-Rated Construction," and Chapter 7A, "Materials and Construction Methods for Exterior Wildfire Exposure," of the CBC (SDMC Chapter 14, Article 5, Division 7).

c. Off-Site Development Impacts

The City's Off-Site Development Impact Regulations (SDMC Chapter 14, Article 2, Division 7) are intended to provide standards for air contaminants, noise, electrical/radioactivity disturbance, glare, and lighting. The division applies to all development that produces air contaminants, noise, electrical/radioactivity disturbance, glare, or lighting in any zone. SDMC Section 142.0710 states that air contaminants including smoke, charred paper, dust, soot, grime, carbon, noxious acids, toxic fumes, gases, odors, and particulate matter, or any emissions that endanger human health, cause damage to vegetation or property, or cause soiling shall not be permitted to emanate beyond the boundaries of the premises upon which the use emitting the contaminants is located.

d. County of San Diego Department of Environmental Health and Quality

The Hazardous Materials Division (HMD) of the County's DEHQ regulates hazardous waste and tiered permitting, USTs, aboveground petroleum storage and risk management plans, hazardous materials business plans and chemical inventory, and medical waste. The HMD's goal is "to protect human health and the environment by ensuring that hazardous materials, hazardous waste, medical waste, and underground storage tanks are properly managed" (County of San Diego 2016).

e. California EPA's Unified Program

In 1993, SB 1082 gave the California EPA the authority and responsibility to establish a unified hazardous waste and hazardous materials management and regulatory program, commonly

referred to as the Unified Program. The purpose of this program is to consolidate and coordinate six different hazardous materials and hazardous waste programs, and to ensure that they are consistently implemented throughout the state. The California EPA oversees the Unified Program with support from DTSC, the RWQCBs, OES, and the state Fire Marshal.

State law requires the County and local agencies to implement the Unified Program. The agency in charge of implementing the program is called the Certified Unified Program Agency (CUPA). The HMD of the County's DEHQ is the CUPA for San Diego County.

f. San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The 2023 San Diego County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) was prepared to comply with the Disaster Mitigation Act of 2000 to increase disaster planning funding. The purpose of the County's MJHMP (County of San Diego 2023) is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and human-made hazards. An important of the MJHMP is the Community Emergency Response Team (CERT), which educates community members about disaster preparedness and trains them in basic response skills, including fire safety. The MJHMP is intended to educate the public, help serve as a decision-making tool, supplement and enhance local policies regarding disaster planning, and improve multi-jurisdictional coordination. The MJHMP identifies hazardous materials and wildfire/structure fire among the top hazards in the City due to the potential loss of life, injuries, and damage to property, as well as the significance in the disruption of services (City of San Diego 2023)

g. San Diego County Emergency Operations Plan

The 2018 San Diego County Emergency Operations Plan describes a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and providing for the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector.

h. City's Emergency Operations Procedures

The City's Emergency Operations Procedures (EOP) is an Administrative Regulation adopted to facilitate effective operations during emergency incidents and disasters and is in accordance with the State of California's Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). The EOP sets up the protocol for the control and coordination of on-scene emergency operations including designating an Incident Commander, establishing Incident Command Posts, conducting response operations according to departmental protocols and SEMS/NIMS principles, requesting assistance from other City departments for support as needed, and informing senior City officials as appropriate.

i. Vision Zero

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries associated with transportation. The Vision Zero Strategic Plan was originally adopted in 2015 and an update to the Strategic Plan was adopted in December 2020 to identify a plan to achieve a safer San Diego. The Vision Zero Strategic Plan includes five strategic actions:

- Use a data-driven approach to deploy effective countermeasures;
- Plan for long term transformation based on Safe System principles;
- Budget and build improvements, with increased focus on Communities of Concern;
- Engagement and enforcement; and
- Education, community and a culture of safety.

j. City of San Diego General Plan

Multiple elements of City's General Plan address hazards and hazardous materials. The General Plan provides policies for protecting communities from unreasonable risk of hazards. Applicable General Plan policies, including new and/or updated policy language applicable to hazards and hazardous materials are discussed below.

The **Land Use and Community Planning Element** also includes the following policy regarding toxic air emissions and associated health risks:

Policy LU-I.14: As part of community plan updates or amendments that involve land use or intensity changes, evaluate public health risks associated with identified sources of hazardous substances and toxic air emissions (see also Conservation Element, Section F). Create adequate distance separation, based on documents such as those recommended by the California Air Resources Board and site-specific analysis, between sensitive receptor land use designations and potential identified sources of hazardous substances such as freeways, industrial operations or areas such as warehouses, train depots, port facilities, etc. (refer to Section 4.2.4, Issue 3 of this PEIR for a discussion of this issue).

The **Public Facilities, Services and Safety Element** includes policies related to hazardous materials, disaster preparedness, and maintenance of emergency and evacuation plans. Refer to Section 4.18.2.3f of this PEIR for relevant policies related to evacuation and wildfire hazards.

4.8.3 Significance Determination Thresholds.

Thresholds used to evaluate potential impacts related to hazards and hazardous materials are based on applicable criteria in the CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2022). The following issue questions are addressed in this section:

- 1) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 2) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- 3) Would the project result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- 4) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment?
- 5) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

4.8.4 Impact Analysis

Issue 1 Hazardous Materials

Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Future development that could occur in accordance with the Blueprint SD Initiative, Hillcrest FPA, and University CPU may involve the routine use, transport or disposal of common hazardous materials. Additionally, future grading and project construction may require the use of hazardous materials (e.g., fuels, lubricants, solvents, etc.), which would require proper storage, handling, use, and disposal. At the time future projects are proposed, the use of hazardous materials and the potential for hazards to occur associated with routine transport, use or disposal would be evaluated, and future projects would be required to comply with Federal, state, and local regulations which require adherence to specific guidelines regarding the use, transportation, disposal, and accidental release of hazardous materials.

Although small amounts of common hazardous materials may be used for cleaning and maintenance, compliance with applicable federal, state, and local regulations would ensure that regulated hazardous materials are handled and disposed of properly, and that no hazards would result during long-term operations. Hazardous materials and waste would be managed and used in accordance with all applicable federal, state, and local regulations. Therefore, the project would not

create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

Issue 3 Hazards Near a School

Would the project result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?

Future development that is anticipated to occur in accordance with the Blueprint SD Initiative would be located throughout the City and may be located within proximity to schools. Additionally, there are 13 public and private schools within the Hillcrest FPA area (see Table 4.12-8 of this PEIR); 10 public, charter, and private schools, as well as UCSD, within the University CPU area (see Table 4.12-9 of this PEIR); and there are numerous existing schools/day care/educational facilities within and adjacent to both the Hillcrest FPA and the University CPU areas. Future development that occurs consistent with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU could also result in the development of additional schools within the project areas.

The Blueprint SD Initiative proposes an updated policy and land use framework defined by the Village Climate Goal Propensity Map. This map would guide the development of future CPUs, Specific Plans, and FPAs, which would primarily focus future increases in development intensities that support higher density residential and mixed-use development within the Blueprint SD Initiative Climate Smart Village Areas. Although the Blueprint SD Initiatives' policy and land use framework would apply Citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. The Hillcrest FPA and University CPU also includes updated land use and policy frameworks that will increase residential and mixed-use development in the Hillcrest FPA and University CPU areas.

Implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU are planning level actions that anticipate future development; however, no specific development is proposed at this time. While it is possible that future development and redevelopment activities under the project could emit hazardous emissions and/or use or transport hazardous materials within 0.25 miles of an existing or future school, the project would not increase the likelihood that these activities will occur compared to baseline conditions. All future development and redevelopment activities that may result from the project would be required to conform to all applicable regulations and industry and code standards related to hazardous emissions and the handling of hazardous materials. Specifically, this would involve compliance with pertinent federal, state, and local regulations and standards related to transporting and handling hazardous materials including discretionary approval from the County of San Diego Department of Environmental Health, Hazardous Materials Division (DEHQ/HMD) for all covered projects that are undertaken consistent with the project. In accordance with City, State, and federal requirements, any new development that involves contaminated property would necessitate the cleanup and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted to occur at such locations until a "no further action" clearance letter is issued by the County DEHQ/HMD as the local CUPA, or a similar determination is issued by the City's Fire-Rescue Department (SDFD), DTSC, RWQCB, or other responsible agency. Documentation of such clearance

would be provided on a project-by-project basis as part of the project-specific CEQA and/or building permit reviews and would be a requirement for all future project approvals.

For any new schools that could be constructed within 0.25 miles of a facility that emits hazardous emissions or handles hazardous or acutely hazardous materials, substances, or waste, the school district or private school entities would be responsible for planning, siting, building, and operating the schools. It would be the responsibility of the school district to perform an in-depth analysis of any potential hazards at the project level. Additionally, pursuant to Public Resources Code Section 21151.4, an Environmental Impact Report (EIR) shall not be certified, nor shall a Negative Declaration (ND) be approved for any project involving the construction or alteration of a facility that would emit hazardous emissions or handle extremely hazardous substances within a quarter mile of a school unless the lead agency preparing the EIR or ND has consulted with the school district having jurisdiction over the school, and the school district has been given written notification of the project at least 30 days prior to the proposed certification of the EIR or approval of the ND. Through implementation of the existing regulations, impacts to schools from hazardous emissions, materials, substances, or waste would be less than significant.

Issues 2 and 4 Hazardous Material Sites

Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment?

As stated in Section 4.8.1 above, potential known and unknown hazardous sites exist throughout the City including within the Blueprint SD Initiative's Climate Smart Village Areas. A search of federal, state, and local environmental regulatory agency databases found 68 documented release cases of which three cases were open within the Uptown Community Planning Area. Within the Hillcrest FPA area specifically, 54 documented release cases were identified, of which, three cases were open. There are no known hazardous materials conditions that would preclude the proposed development anticipated in the FPA area. However, some properties may need to be individually evaluated at the time of redevelopment and may need remedial measures to mitigate potential exposure to hazardous materials present at those properties.

Over 9,800 properties were evaluated for potential hazards in the University CPU Area as detailed in Appendix F. Based on the evaluations of the initial properties, it was determined that 48 properties could have a potential adverse effect to the University CPU Area from releases of hazardous chemicals. The 48 properties were ranked based on the types of chemicals anticipated to be present, the medium affected, and potentially complete exposure pathways to receptors. Although over 9,800 database records were screened and 48 properties were evaluated, the possibility of undocumented releases within the University CPU Area exists. There are no known hazardous materials conditions that would preclude the proposed development anticipated in the CPU area. However, some properties may need to be individually evaluated at the time of redevelopment and

may need remedial measures to mitigate potential exposure to hazardous materials present at those properties.

Future development in accordance with the project could convert existing industrial/commercial sites with a history of hazardous materials use to new uses, such as parks, plazas, or open space, and mixed-use areas that would likely accommodate a higher density of people and sensitive receptors. Redevelopment of listed hazardous materials sites could release hazardous materials into the environment and result in both short- and long-term exposure to workers, residents, and visitors. Based on the locations of these listed sites, future development in accordance with the project could potentially expose people or sensitive receptors to hazardous materials.

All future development and redevelopment activities under the project would be required to adhere to all applicable regulations and industry and code standards related to health hazards from hazardous materials. Specifically, this would involve compliance with pertinent federal, state, and local regulations and standards related to hazardous materials, including discretionary approval from the County DEHQ/HMD for all covered projects. In accordance with City, State, and federal requirements, any new development that involves contaminated property would necessitate the cleanup and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted to occur at such locations until a “no further action” clearance letter is issued by the County DEHQ/HMD as the local CUPA, or a similar determination is issued by the SDFD, DTSC, RWQCB, or other responsible agency. Documentation of such clearance would be provided as part of the project-specific CEQA and/or building permit reviews for individual projects and would be a requirement for all future project approvals. Therefore, although the project areas include known and unknown hazardous sites, compliance with existing regulations would reduce potential impacts to a less than significant level.

Issue 5 Emergency Response

Would the project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The City is a participating entity in the MJHMP (County of San Diego 2017), which is generally intended to provide compliance with regulatory requirements associated with emergency response efforts. The Emergency Operations Plan (EOP) (County of San Diego 2018) identifies a broad range of potential hazards and a response plan for public protection. The plan identifies major interstates and highways within San Diego County that could be used as primary routes for evacuation in the event of an emergency. As part of the emergency response efforts, the City's Office of Emergency Services oversees emergency preparedness and response services for disaster-related measures, including administration of the City's EOC and alternate EOC.

Implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU are planning level actions that anticipate future development; however, no specific development is proposed at this time. At a program level of review, implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would guide future development in appropriate locations, including supporting higher densities and intensities consistent with the Village Climate Goal Propensity map with a focus on development in Climate Smart Village Areas. Existing City policies are in place

supporting a roadway network that would support emergency response. For example, the City's General Plan Mobility Element ME-E.9 supports improving operations and maintenance on City streets and sidewalks ensuring that when new or existing streets are built or modified, they are designed, constructed, operated, and maintained to accommodate and balance service to all users/modes (including walking/rolling, bicycling, use of shared mobility devices, transit, high occupancy vehicles, autos, trucks, automated waste and recycling collection vehicles, and emergency vehicles).

Implementation of the Hillcrest FPA would increase the allowable development intensity and residential and mixed-use density within approximately 380 acres of the Hillcrest and Medical Complex neighborhoods allowing for an additional approximately 17,218 residential units and approximately 1,037,600 square feet of non-residential floor area in close proximity to transit to maximize use of sustainable transportation options. At buildout, the University CPU would result in an overall community-wide increase of approximately 36,803,000 square feet of planned non-residential floor area and approximately 29,000 additional planned residential units.

The project does not include any goals or objectives that would interfere or diminish the capacity of existing programs and facilities to provide effective emergency response or allow for sufficient emergency evacuation in the project areas. The Hillcrest FPA includes policies supporting operational improvements to facilitate ingress and egress of emergency vehicles and safety improvements along corridors and at intersections, consistent with the City's Vision Zero Strategic Plan. The Uptown Community Plan includes the following key policies applicable to the Hillcrest FPA, supporting safety and access improvements:

- MO-4.1: Provide a complete streets network throughout Uptown, safely accommodating all modes of travel and users of the public right-of-way
- MO-4.3: Implement focused intersection improvements to improve safety and operations for all modes of travel.
- MO-4.8: Implement traffic operational improvements that support and facilitate ingress and egress movements of emergency vehicles accessing the Medical Hospital Complex neighborhood.
- MO-4.11: Implement focused intersection improvements to provide safety for all modes of transportation at major commercial intersections, at popular destinations in the community, and to and from Balboa Park.

In addition, the Hillcrest FPA has identified dedicated roadway space for transit along several key corridors in the Hillcrest community, which will also be available for emergency vehicles (see Figure 3-12). These improvements will allow emergency responders to efficiently respond to emergency situations.

Implementation of the University CPU would improve circulation and mobility for all modes of travel, including emergency vehicles throughout the CPU area. The University CPU also identifies dedicated roadway space for transit along several key corridors in the University community, which will also be available for emergency vehicles. Implementation of the University CPU is not anticipated to impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan because the existing transportation network serving the community would remain accessible for emergency evacuations.

Refer to Section 4.18.4, Issue 2 of this PEIR for additional discussion of emergency response and evacuation as it pertains to the project areas. As discussed in that section, build-out of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would result in higher intensity development within the City which would be focused within urban settings, in areas with an established transportation network. As a result, implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts related to this issue would be less than significant.

Cumulative Impact Analysis

As discussed throughout this section, compliance with federal, state, regional, and local health and safety laws and regulations would address potential impacts related to hazards sites, hazardous materials, and hazards near a school. In addition, potential hazards associated with hazardous sites, hazardous material, and hazards near a school are site-specific and would not combine with hazards in other communities within the vicinity of the project area to create a cumulative impact. Therefore, implementation of the project would not result in a cumulatively significant impact related to hazards sites, hazardous materials, or hazards near a school. As discussed in Issue 5, the project does not include any goals or objectives that would interfere or diminish the capacity of existing programs and facilities to provide effective emergency response or allow for sufficient emergency evacuation in the project areas. Implementation of the Blueprint SD Initiative, Hillcrest FPA, and the University CPU would not cause a cumulative significant impact related to impairing implementation of, or physically interfering with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

4.8.5 Significance of Impacts

4.8.5.1 Hazardous Materials

Although future development and construction activities associated with development contemplated by the project could involve the transport, use, or disposal of hazardous materials, compliance with applicable federal, state, and local regulations would ensure that regulated hazardous materials are handled and disposed of properly. Operation of future development could use small amounts of hazardous materials for cleaning and maintenance; however, hazardous materials and waste would be managed and used in accordance with all applicable federal, state, and local laws and regulations, which would ensure that no hazards would result during long-term operation of the project. The project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

4.8.5.2 Hazards Near a School

The project will not, on its own accord, increase the likelihood that hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste will occur near schools compared to baseline conditions. Future development implemented in accordance with the project

would be subject to applicable regulations and industry and code standards and requirements related to hazardous emissions and the handling of hazardous materials, including as they relate to proximity to schools. For any new schools that could be constructed within 0.25 miles of a facility that emits hazardous emissions or handles hazardous or acutely hazardous materials, substances, or waste, the school district or private school entities would be responsible for planning, siting, building, and operating the schools. It would be the responsibility of the school district to perform an in-depth analysis of any potential hazards at the project level. Additionally, pursuant to Public Resources Code Section 21151.4, an EIR shall not be certified nor shall an ND be approved for any project involving the construction or alteration of a facility that emits hazardous emissions or handles extremely hazardous substances within a quarter mile of a school unless the lead agency preparing the EIR or ND has consulted with the school district having jurisdiction over the school, and the school district has been given written notification of the project at least 30 days prior to the proposed certification of the EIR or approval of the ND. Therefore, impacts to schools from hazardous materials or handling hazardous or acutely hazardous materials, substances, or waste would be less than significant.

4.8.5.3 Hazardous Materials Sites

In accordance with City, state, and federal requirements, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted to occur at a contaminated site until a “no further action” clearance letter from the County’s DEHQ, or a similar determination is issued by the SDFD, DTSC, RWQCB, or other responsible agency. Therefore, impacts related to hazardous materials sites would be less than significant.

4.8.5.4 Emergency Response

The project does not include any goals or objectives that would interfere or diminish the capacity of existing programs and facilities to provide effective emergency response or allow for sufficient emergency evacuation in the project areas. Existing City policies are in place supporting effective emergency evacuation. Additionally, future development under the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would be primarily located within areas proximate to major transportation corridors that serve as emergency evacuation routes. Impacts related to emergency response associated with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would be less than significant.

4.8.6 Mitigation, Monitoring and Reporting

Impacts would be less than significant; no mitigation is required.

4.9 Hydrology

This section analyzes the potential for significant impacts related to hydrology that could result from implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code, and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the Land Development Code, and associated discretionary actions.

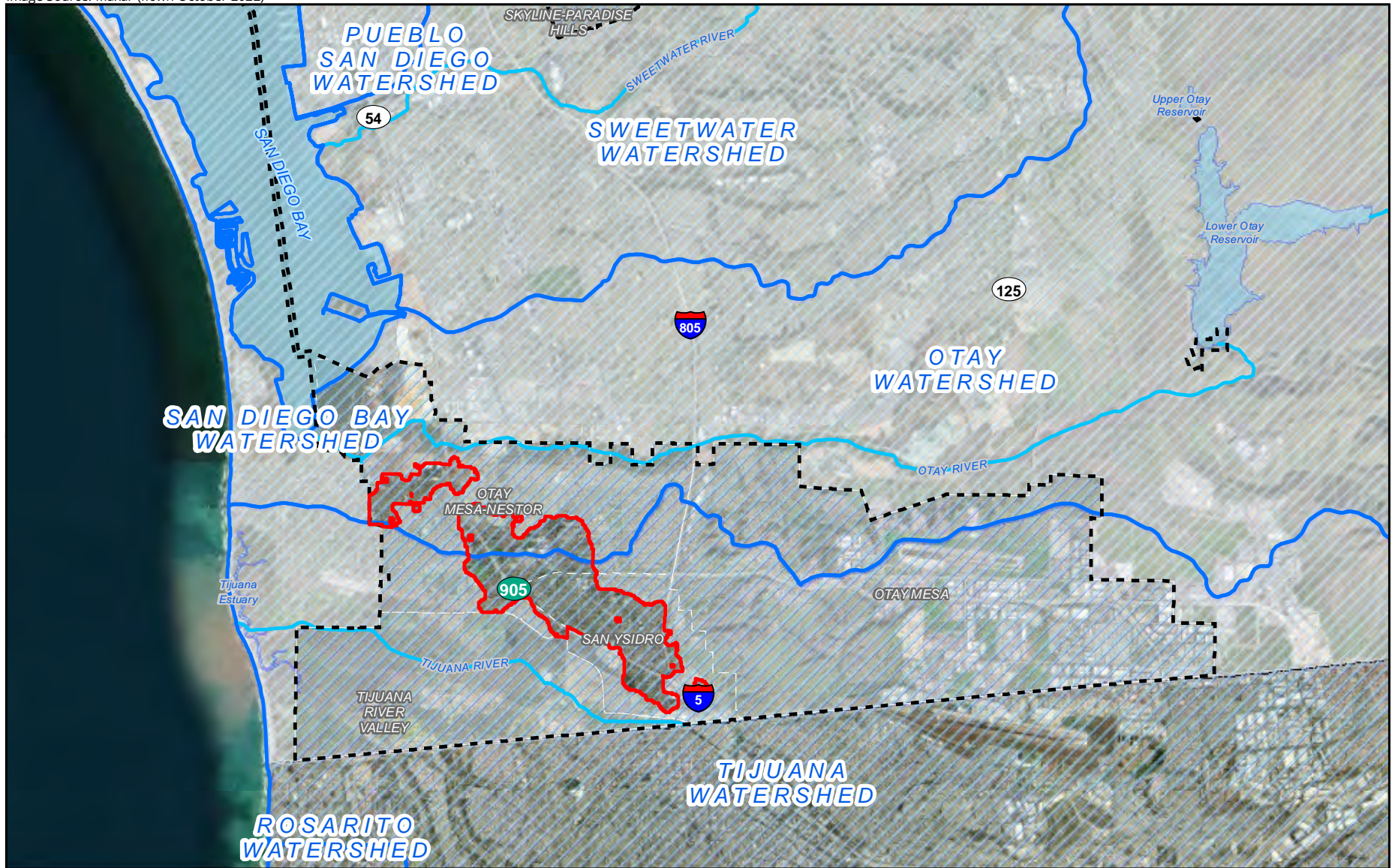
4.9.1 Existing Conditions






4.9.1.1 Hydrologic Setting

In San Diego County, there are eleven major watersheds west of the Peninsular Range Mountains. These watersheds all ultimately drain to the Pacific coast. Of the eleven major watersheds, seven are within the jurisdiction of the City. The Climate Smart Village Areas, which are areas where future increases in development intensities would be focused per the Blueprint SD Initiative, are located within the San Dieguito Watershed, the San Diego River Watershed, the Los Peñasquitos Watershed, the Pueblo San Diego Watershed, the Sweetwater Watershed, the Otay Watershed, and the Tijuana Watershed (River Focus Water Resources 2020), as shown in Figures 4.9-1a through 4.9-1e.

The Hillcrest FPA area is located in two watersheds, as shown in Figure 4.9-1b. The northern portion of the FPA area is located in the San Diego Watershed and the southern portion of the FPA area is located in the Pueblo San Diego Watershed.

The University CPU area is located in the Los Peñasquitos watershed. A map of the Los Peñasquitos Hydrologic Unit (HU) is shown in Figures 4.9-1b and 4.9-1c. Within the University CPU area, drainage flows from east to west within Rose Canyon, before turning south towards Mission Bay as it approaches Interstate (I) 5.



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Watersheds
-  Waterbodies
-  Rivers

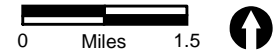
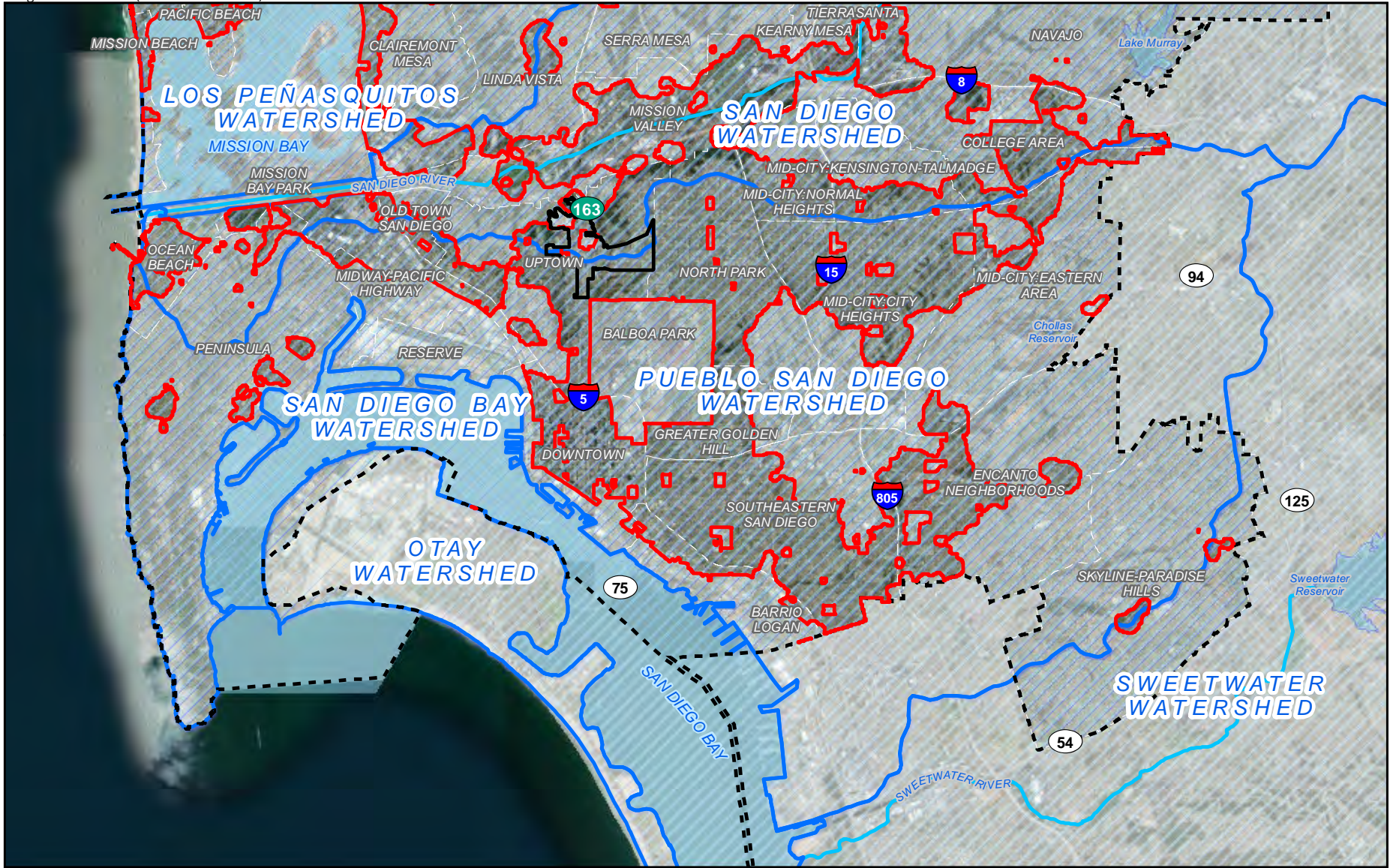








FIGURE 4.9-1a
Watersheds in Relation to
the Project Areas - South



-  Hillcrest Focused Plan Amendment Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Watersheds
-  Waterbodies
-  Rivers

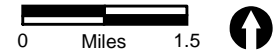
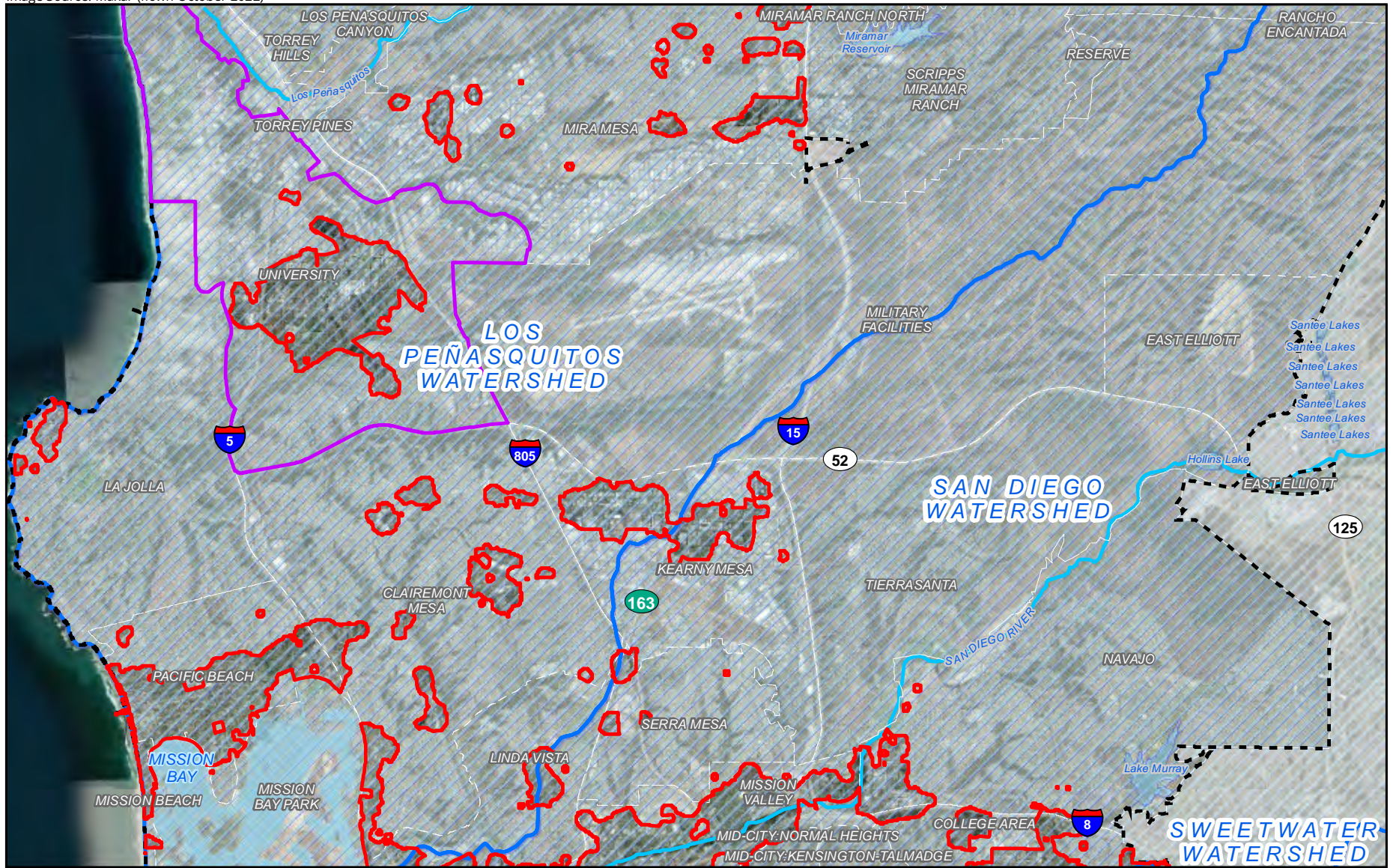








FIGURE 4.9-1b
Watersheds in Relation to
the Project Areas - South Central



-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Watersheds
-  Waterbodies
-  Rivers

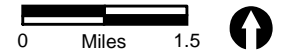
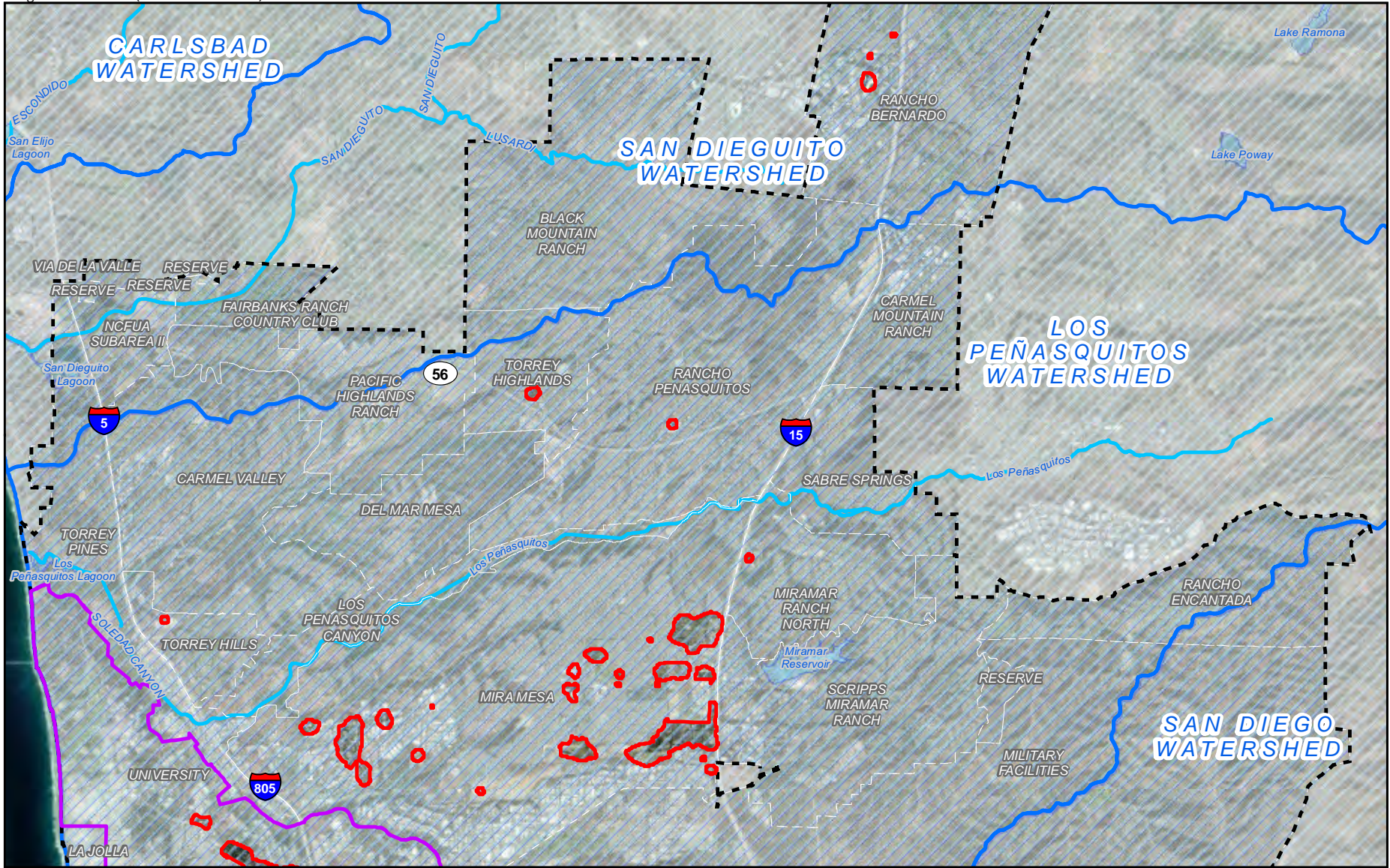








FIGURE 4.9-1c
Watersheds in Relation to
the Project Areas - North Central



-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Watersheds
-  Waterbodies
-  Rivers

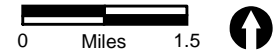
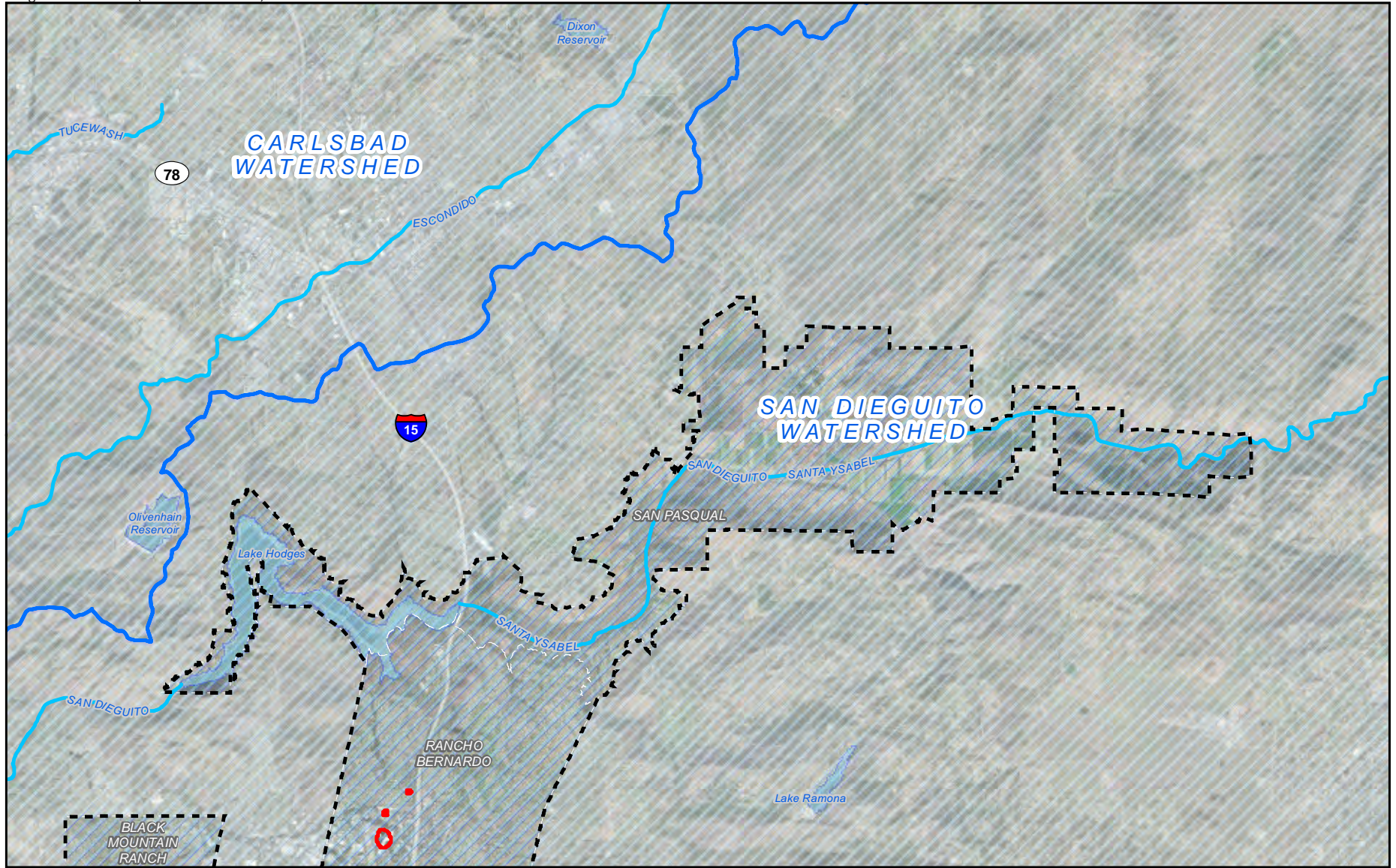







FIGURE 4.9-1d
Watersheds in Relation to
the Project Areas - North



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Watersheds
-  Waterbodies
-  Rivers

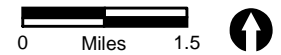


FIGURE 4.9-1e
Watersheds in Relation to
the Project Areas - Northeast

4.9.1.2 Flooding, Floodplains, and Drainage Conditions

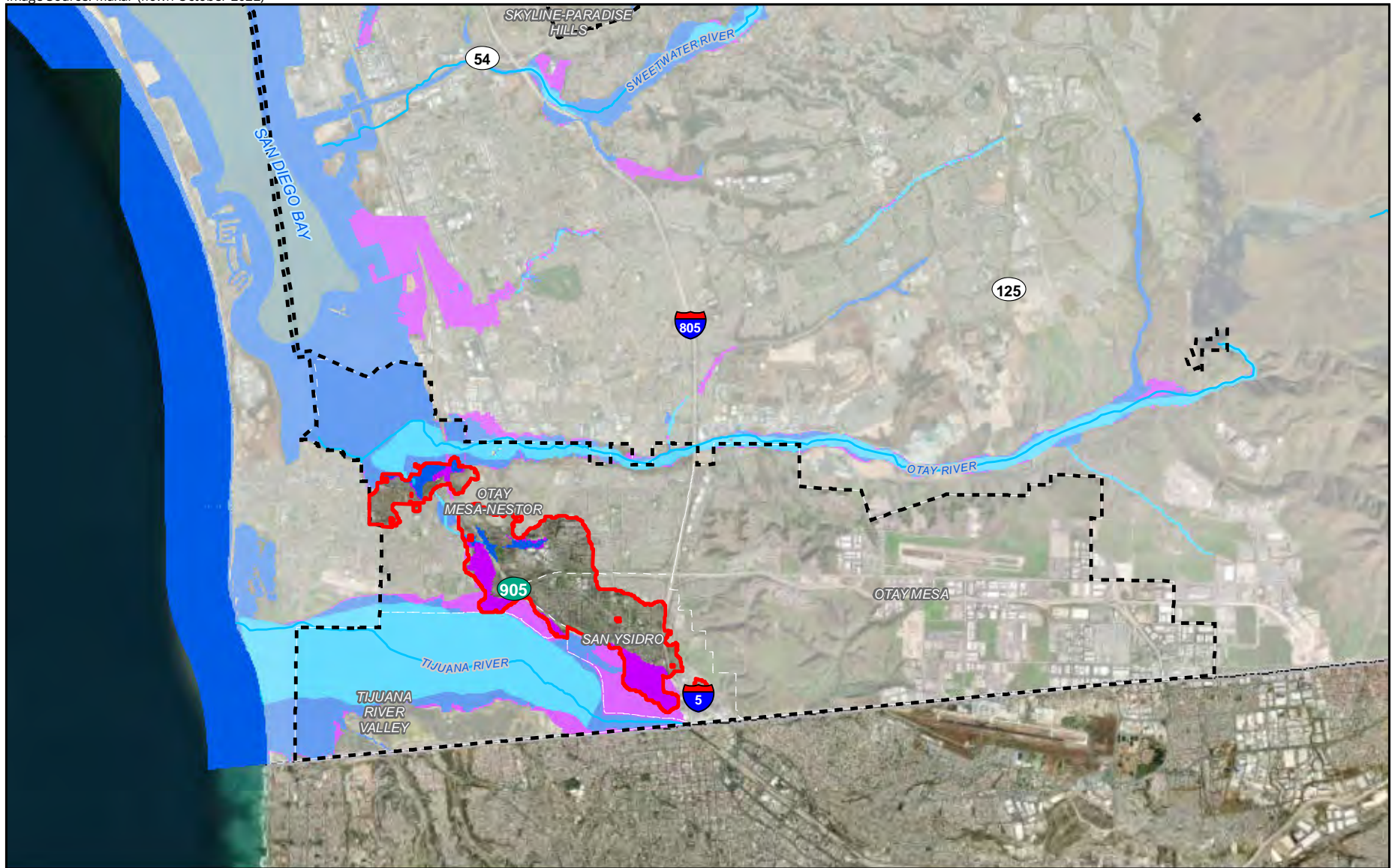
The term “floodplain” refers to the area that experiences flooding during a high flow event. The floodplain includes both actively flowing areas as well as areas that are more ponded and not actively flowing. The “floodway” is the portion of the floodplain—particularly the channel and adjacent areas— that conveys the base or 100-year flood event without increasing flood levels by more than 1 foot and without significantly increasing flood velocities. Additionally, rivers and streams where the Federal Emergency Management Agency (FEMA) has prepared detailed engineering studies may also have designated floodways. FEMA has designated floodways within the City for several waterbodies. Development or other encroachments in the FEMA floodway is severely restricted.



Areas having at least a 1-percent annual chance of flooding are identified by FEMA as Special Flood Hazard Areas (SFHAs). These geographic areas are described in terms of their extent (including both the horizontal area affected and the vertical depth of floodwaters) and related probability of flood occurrence. Flood hazards that could affect the City are based on historical occurrences and best available data from agencies such as FEMA, the U.S. Geological Survey (USGS), the California Geologic Survey, and the National Weather Service.




Figures 4.9-2a through 4.9-2e depict the project areas in relation to 100-year floodways, 100-year floodplains, and 500-year floodplains, which are areas subject to major flooding. The Climate Smart Village Areas contain approximately 833.2 acres within the 100-year floodplain, approximately 1,494.9 acres in the 500-year floodplain, and approximately 360.968 acres in the 100-year floodway. Flood control has been addressed in the City both through engineered flood control channels, as well as floodplain and open space zones that significantly restrict development and protect the public from flood hazards.

As detailed in the Mission Valley CPU Final Environmental Impact Report (FEIR) (City of San Diego 2019), which is hereby incorporated by reference, a large portion of the Mission Valley CPU area (see Figure 4.9-2b), including portions containing Climate Smart Village Areas, are designated Zone X with a Provisionally Accredited Levee (PAL) note. Zone X is not a SFHA (Zone X is designated “Other Flood Areas”). Zone X is not typically subject to the regulations for the flood fringe; however, the PAL designation means that the levee system may lose its accreditation if FEMA does not receive proof of compliance with National Flood Insurance Program (NFIP) Code of Federal Regulations Section 65.10. This designation will remain in effect until the next revision to the flood insurance rate map (FIRM).

The Hillcrest FPA area is not located in a 100-year floodplain, 500-year floodplain, or 100-year floodway, as shown in Figure 4.9-2b.



 Blueprint SD Initiative Climate Smart Village Areas
 San Diego City Limits

 100-year Floodway
 100-year Floodplain
 500-year Floodplain

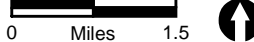

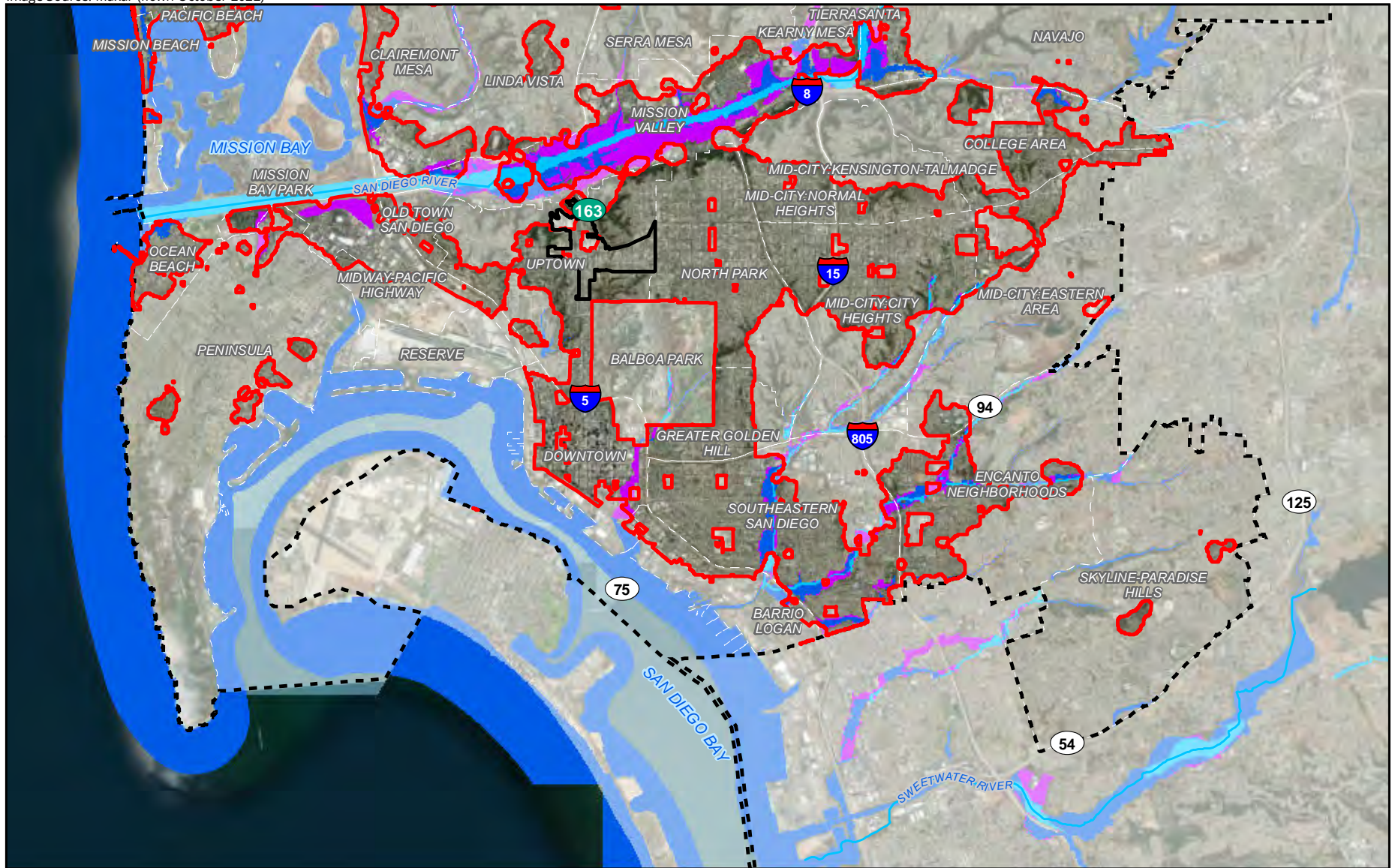






 0 Miles 1.5 

FIGURE 4.9-2a
Floodplains in Relation to
the Project Areas - South



-  Hillcrest Focused Plan Amendment Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

-  100-year Floodway
-  100-year Floodplain
-  500-year Floodplain

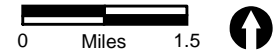
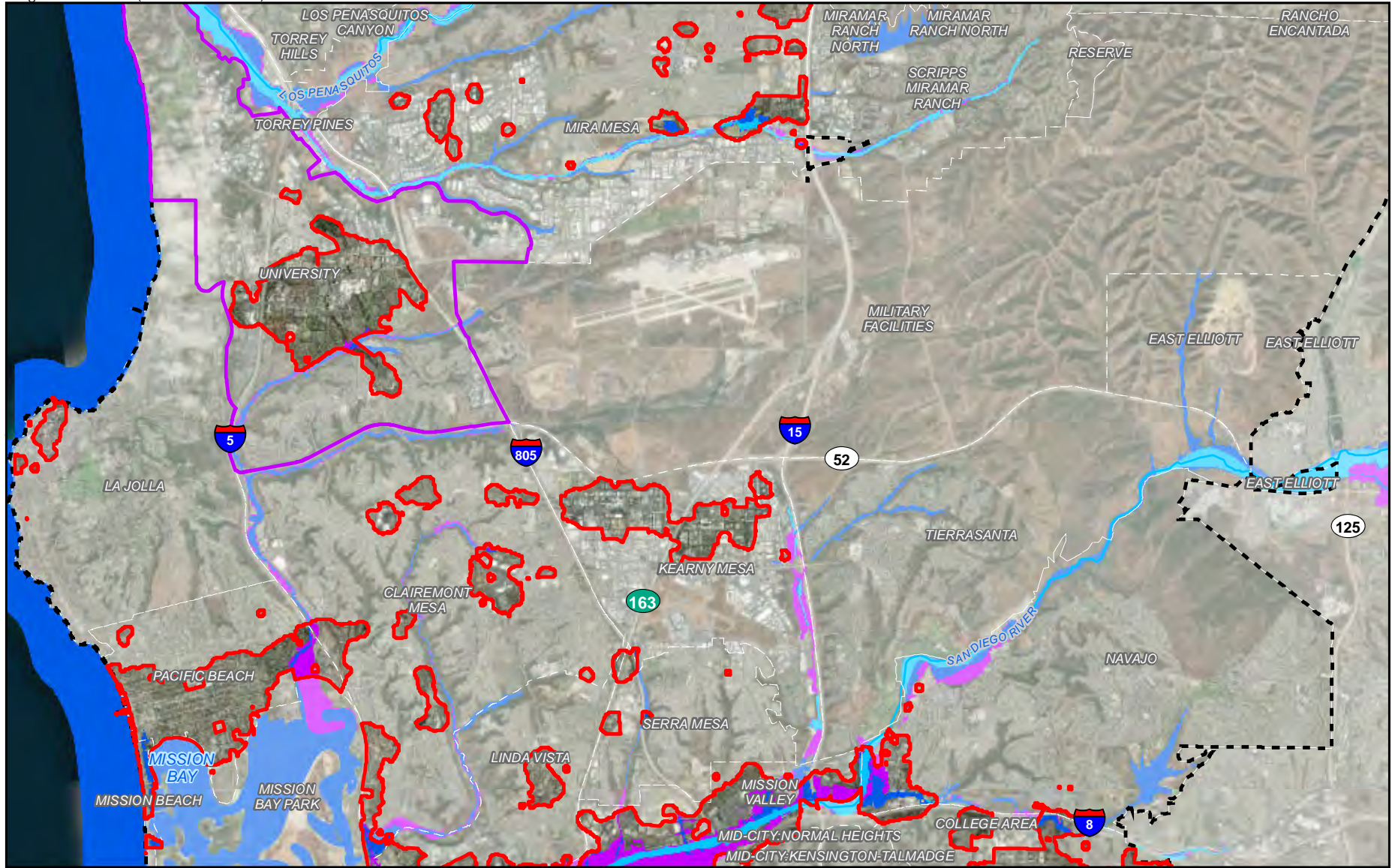








FIGURE 4.9-2b
Floodplains in Relation to
the Project Areas - South Central



-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  100-year Floodway
-  100-year Floodplain
-  500-year Floodplain

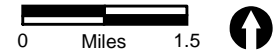
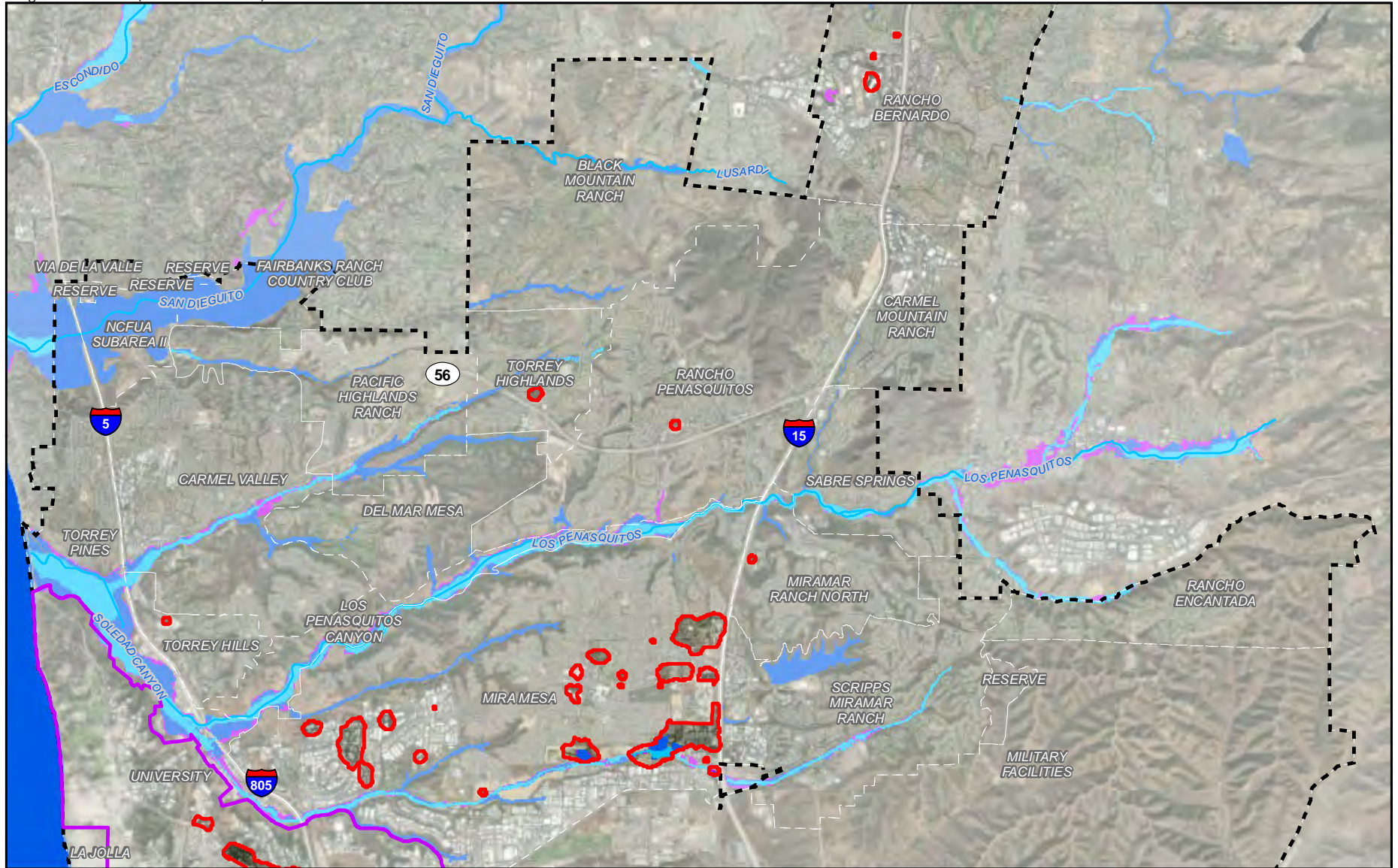








FIGURE 4.9-2c
Floodplains in Relation to
the Project Areas - North Central



-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  100-year Floodway
-  100-year Floodplain
-  500-year Floodplain

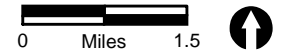
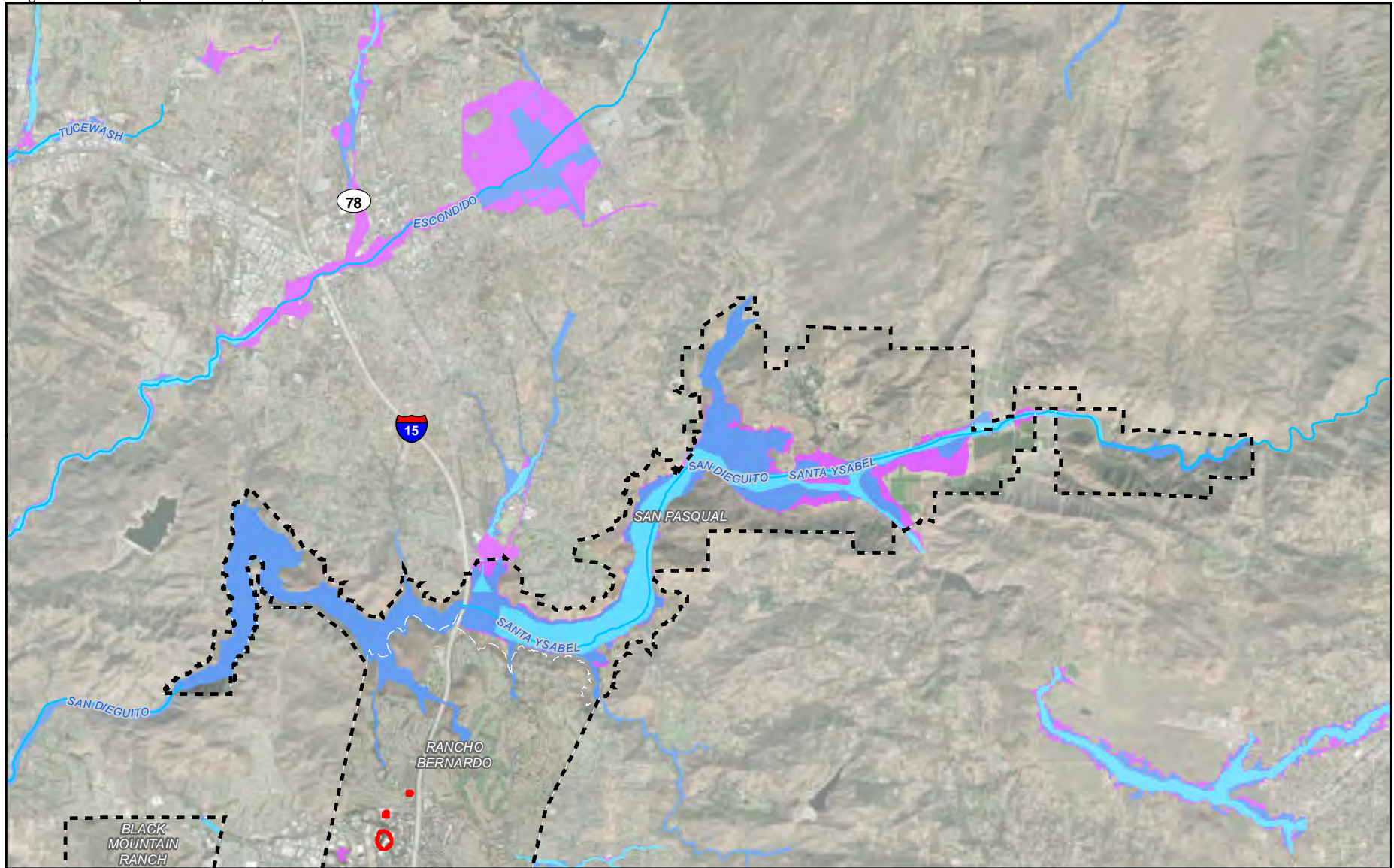







FIGURE 4.9-2d
Floodplains in Relation to
the Project Areas - North



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  100-year Floodway
-  100-year Floodplain
-  500-year Floodplain

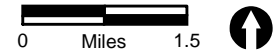


FIGURE 4.9-2e
Floodplains in Relation to
the Project Areas - Northeast

The University CPU area contains 2.9 acres within a floodway, 164.4 acres within a 100-year floodplain, and 49 acres within a 500-year floodplain. Figure 4.9-3 depicts the area of Rose Canyon within the University CPU area that contains 100-year floodway, 100-year floodplains, and 500-year floodplains, which are areas subject to major flooding. The three major drainage channels draining through (or directly adjacent to) the University CPU area are Carroll Canyon Creek (which merges with Los Peñasquitos Creek in Sorrento Valley / Soledad Canyon), Rose Canyon Creek, and San Clemente Canyon Creek. There is minimal risk to property within the University CPU area except for the rail line that runs through Rose Canyon that is expected to be partially inundated during the 500-year flood. In addition, there is a tributary near Genesee Avenue that is mapped as Zone A and that has the potential to flood University City High School, east of the road.

Provided below is a summary of locations in the University CPU area that are within the 100-year floodplain of Rose Canyon Creek and its tributaries:

- Railway in numerous locations:
 - In between I-805 & Nobel Drive
 - Adjacent to I-5 & La Jolla Colony Drive north of Gilman Drive
 - Adjacent to I-5 from Gilman Drive to where it joins San Clemente Canyon
- Private unpaved roads east of I-805
- University City High School
- Small section of Genesee Avenue at Luigi Terrace (near University City High School)
- Rose Canyon Bicycle Path

Provided below is a list of locations in the University CPU area that are within the FEMA 100-year floodplain of Carroll Canyon Creek:

- A small section of the railway near Nancy Ridge Drive is affected by a tributary of Carroll Canyon Creek.
- Soledad Canyon/Sorrento Valley Channel

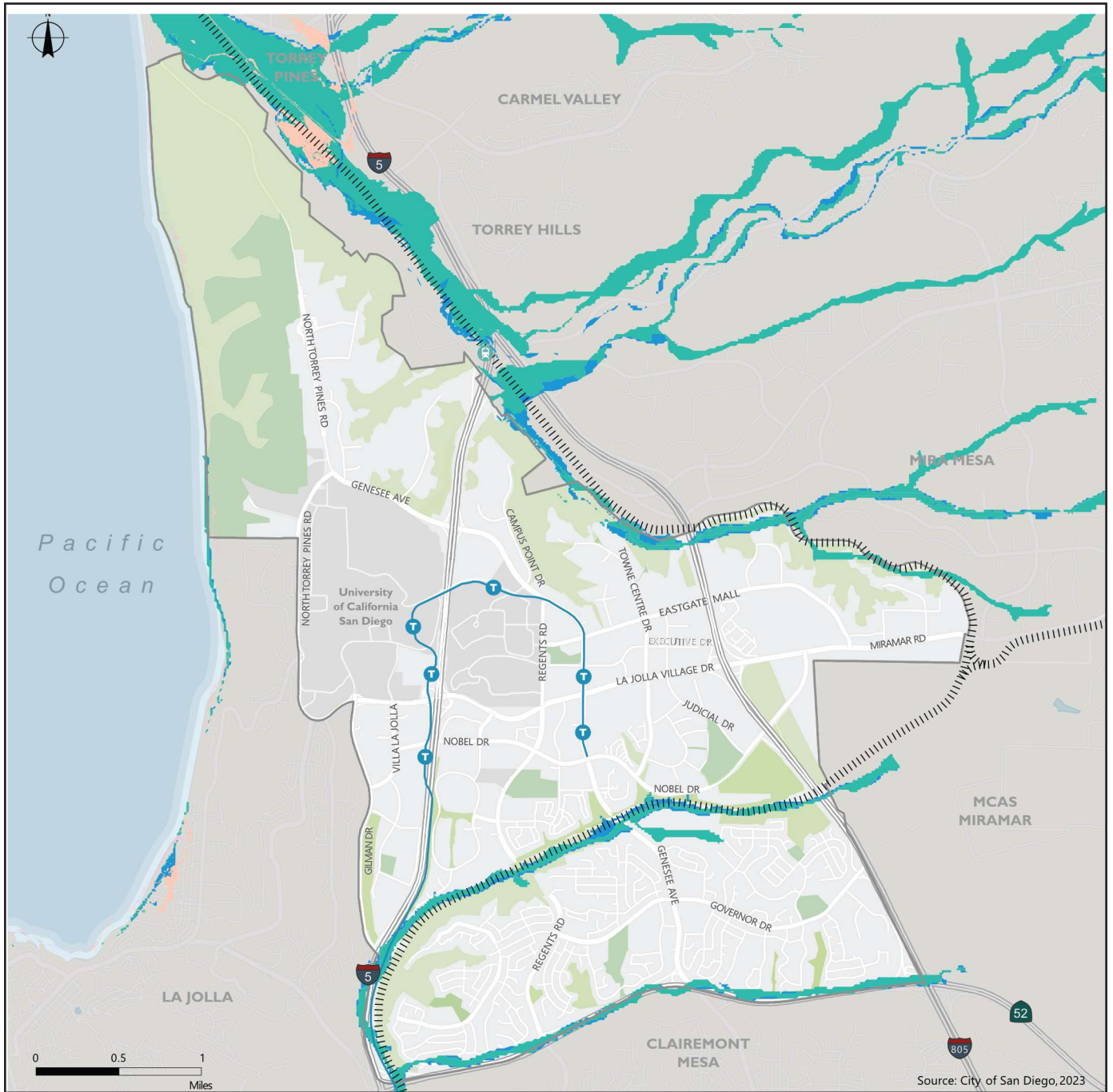
Los Peñasquitos Creek and Carroll Canyon Creek flow west through the northern portion of the City of San Diego, forming Soledad Canyon. Carmel Creek flows west, joining Soledad Canyon near its outlet to the Pacific Ocean, just south of the City of Del Mar. Sorrento Valley is highly developed with both commercial and industrial development, as well as transportation infrastructure within the floodplain extents. Frequent flooding has occurred at multiple locations in Sorrento Valley due to natural erosion and sedimentation processes resulting from the area's topography, and undersized stormwater infrastructure, causing damages and loss of revenues for businesses in the area.

Common flood areas in Sorrento Valley include the following:

- Intersection of Sorrento Valley Road and Carmel Mountain Road
- Roselle Street
- Industrial Park southwest of channel near Los Peñasquitos Creek

Areas within the FEMA 100-year floodplain of Soledad Canyon include the following:

- General Atomics industrial park near I-805 and I-5 interchange
- Multiple sections of Flintkote Avenue near Torrey Pines Road



FEMA Flood Zone

- 100-year flood
- 500-year flood

Sea Level Rise - Storm Surge 100yr

- 0.25 m
- 0.5 m
- 1 m
- 1.5 m

FIGURE 4.9-3

Floodplains in Relation to University Community Plan Update Area

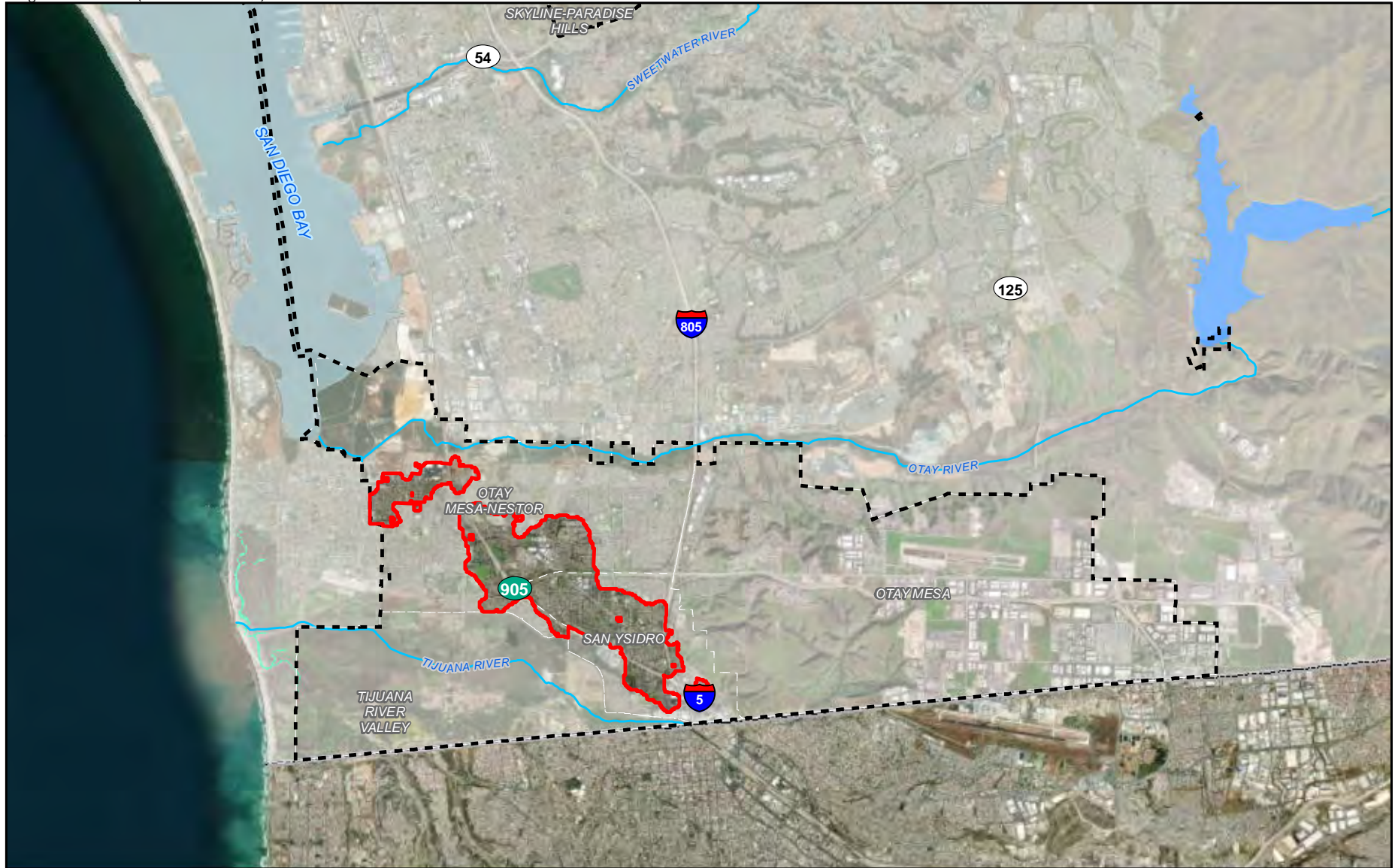
4.9.1.3 Dam Inundation Areas






Waterways within the project areas are shown on Figure 4.9-4a through 4.9-4e. Several waterways in the region have dams installed creating larger water bodies for recreation and potable water use, among other uses. Dam failure is the collapse or failure of an impoundment that causes significant downstream flooding. Flooding of the area below the dam may occur as the result of structural failure or overtopping of the dam. There are several dams within the proposed project areas. The Blueprint SD Initiative Climate Smart Village Areas are within the inundation pathway of a number of dams as shown in Figure 4.9-5a through e and Table 4.9-1. The Hillcrest FPA area is not located within a dam inundation area. Approximately 21.5 acres of the University CPU area are located in the Miramar Dam inundation area, as shown in Figure 4.9-5c and Figure 4.9-5d.

Blueprint Dam Inundation	Acreage
Barrett Dam	382.3
Chet Harritt Dam	1029.0
Chollas Dam	29.6
Cuyamaca Dam	445.6
El Capitan Dam	2734.9
Grossmont Dam	266.1
Miramar Dam	164.6
Morena Overtopping Barrett	382.3
Murray Dam	1337.0
Rodriguez Reservoir	980.7
San Vicente Dam	2550.3
Upper & Lower Otay Dams	152.2
TOTAL	10,454.8
Note: Totals may vary due to independent rounding.	

4.9.1.4 Tsunami and Seiche

A tsunami is a sea wave generated by a submarine earthquake, landslide, or volcanic action. A seiche is an earthquake-induced wave in a confined body of water, such as a lake, reservoir, or bay. There are no waterways within the project areas large enough to create hazardous seiche conditions. Approximately 478.1 acres of the Climate Smart Village Areas along the coast lies within a tsunami inundation zone as shown in Figures 4.9-6a through 4.9-6e. The Hillcrest FPA area is not located within any tsunami inundation zones. Approximately 53.1 acres of the University CPU area are located within a tsunami zone, as shown in Figures 4.9-6c and 4.9-6d. No area within the City is subject to risk of inundation due to seiche.



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Rivers
-  Lakes
-  Lagoons

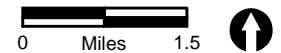
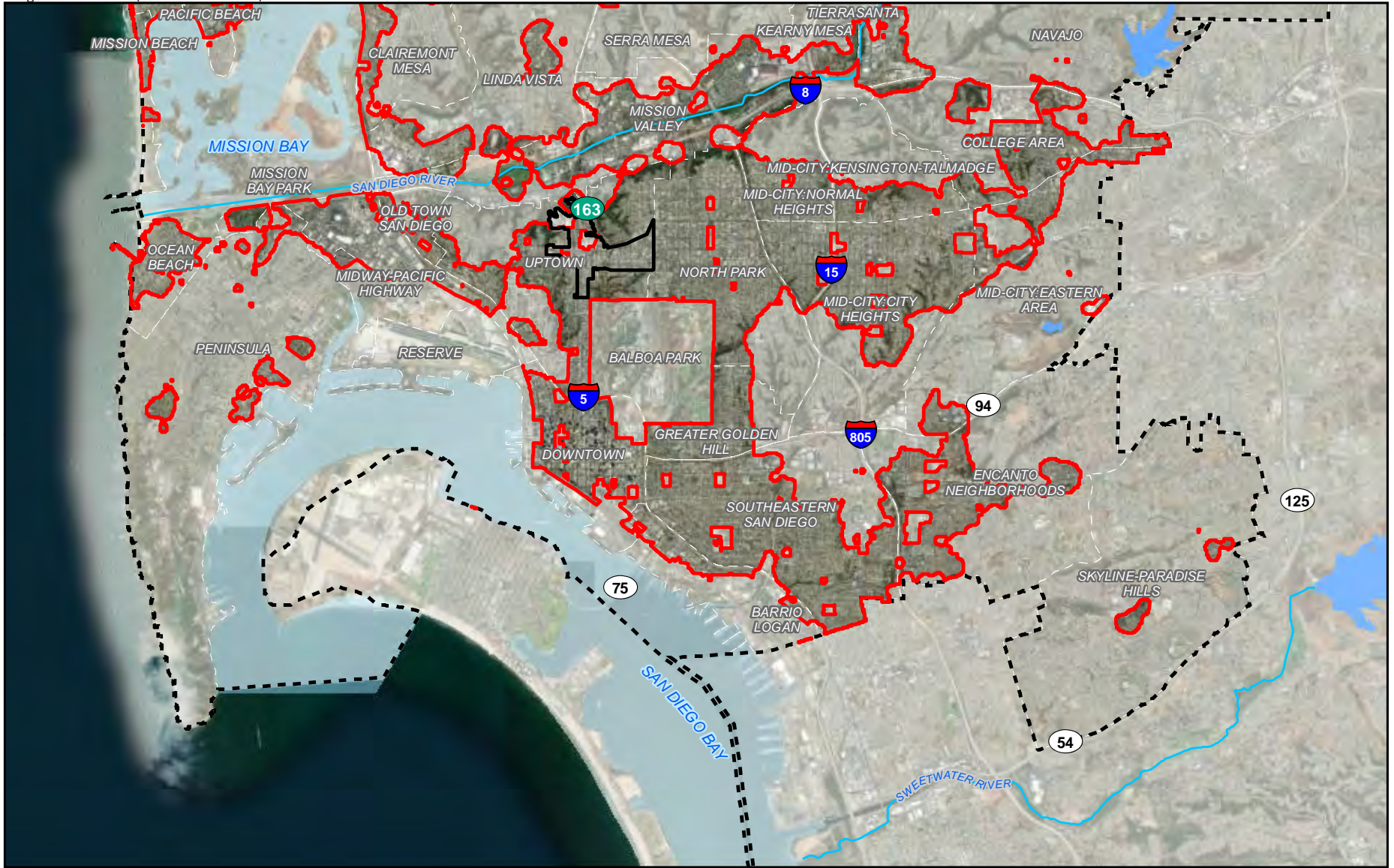







FIGURE 4.9-4a
Waterways in Relation to
the Project Areas - South



-  Hillcrest Focused Plan Amendment Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Rivers
-  Lakes

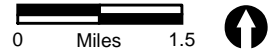
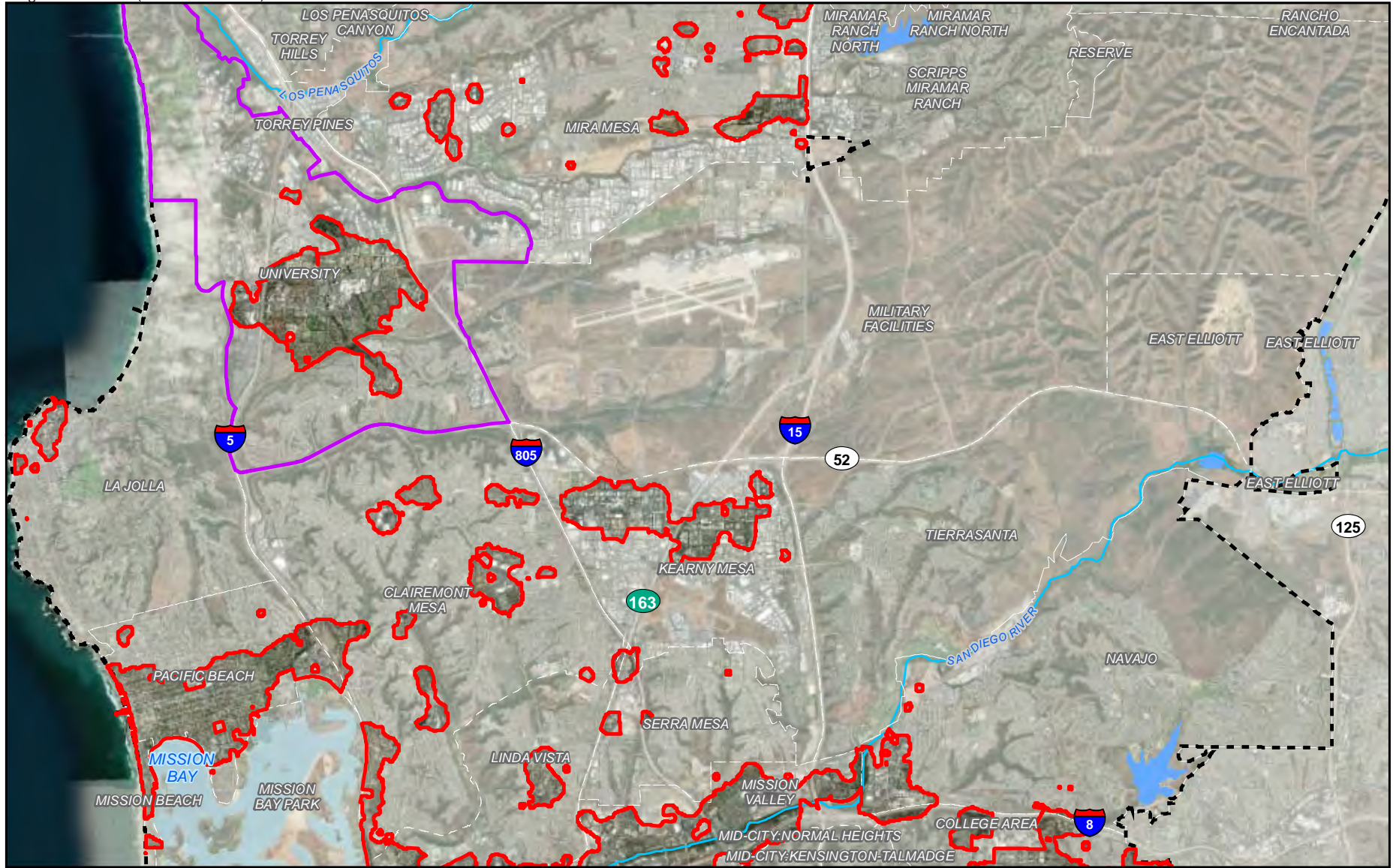







FIGURE 4.9-4b
Waterways in Relation to
the Project Areas - South Central



-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Rivers
-  Lakes

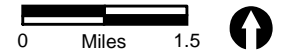
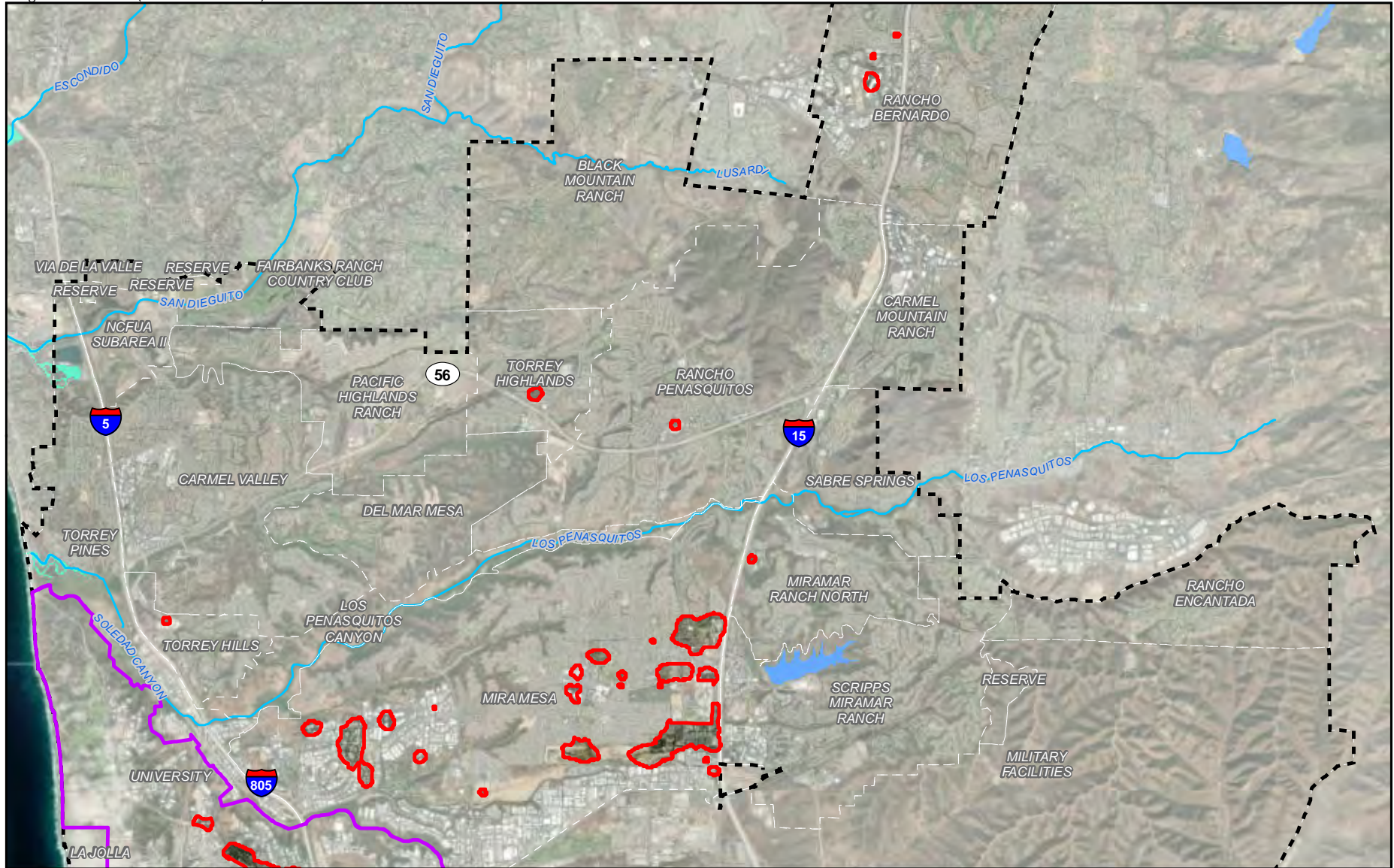








FIGURE 4.9-4c
Waterways in Relation to
the Project Areas - North Central



-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Rivers
-  Lakes
-  Lagoons

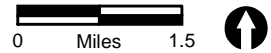
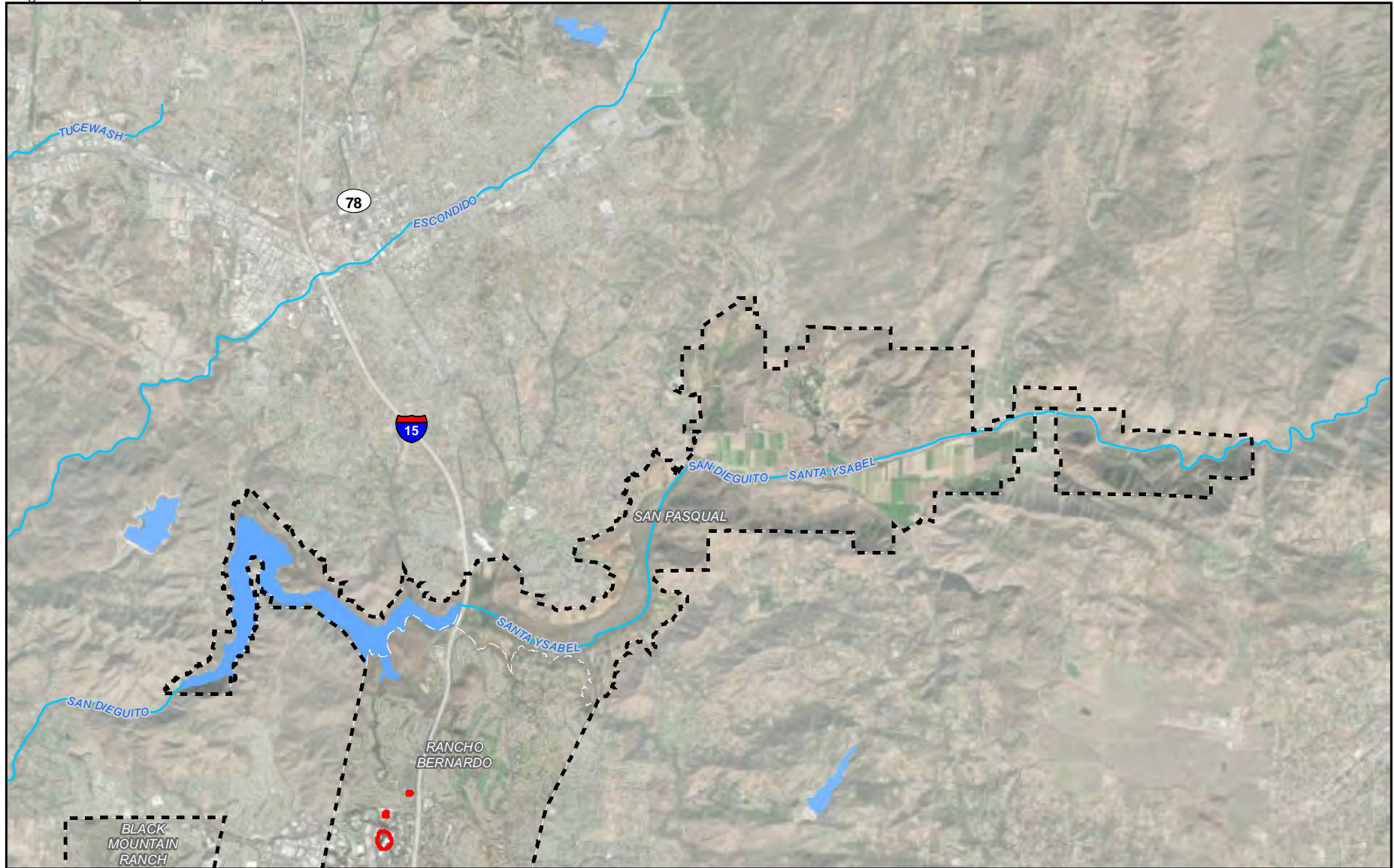






FIGURE 4.9-4d
Waterways in Relation to
the Project Areas - North



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Rivers
-  Lakes

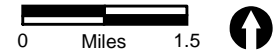
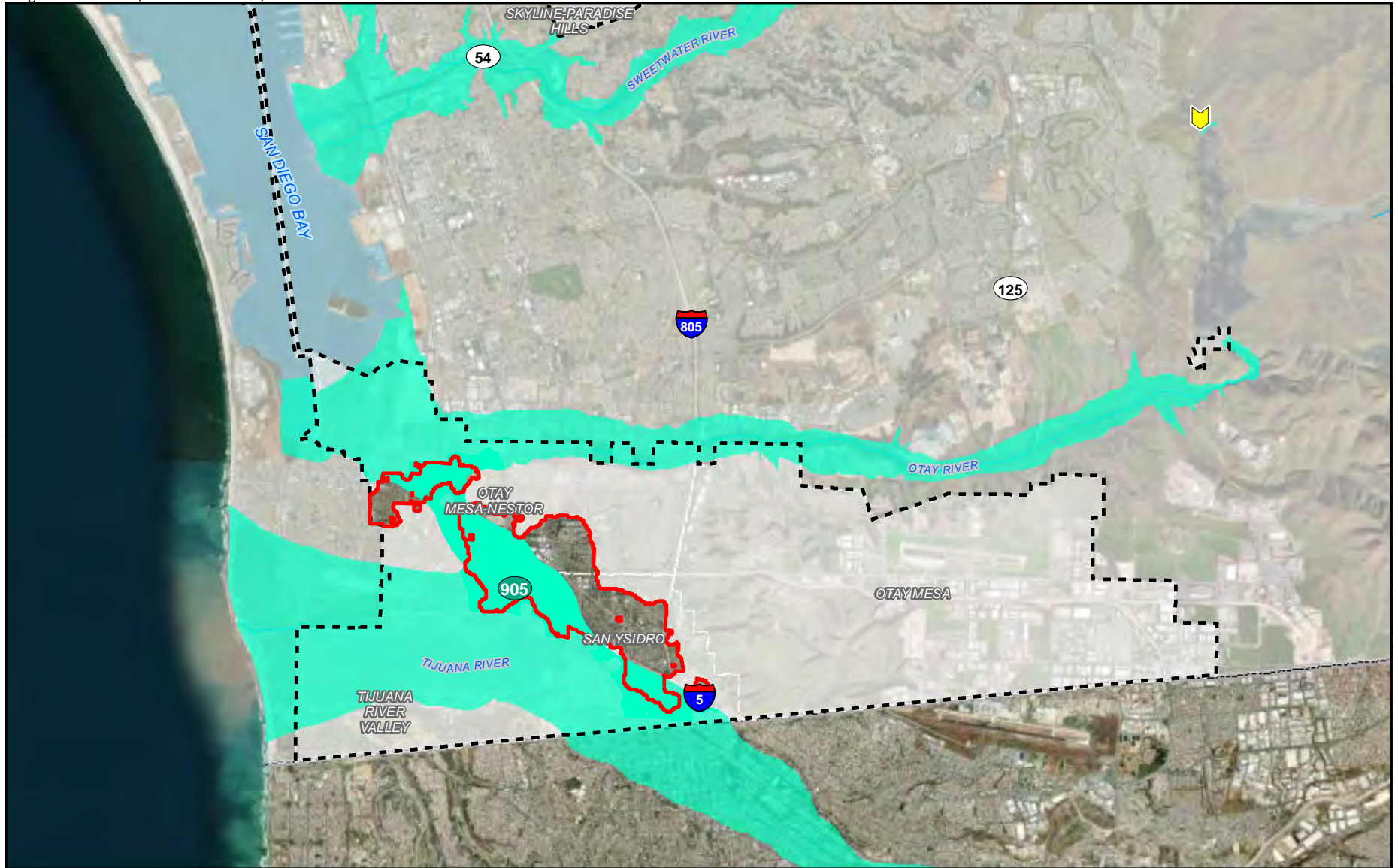






FIGURE 4.9-4e
Waterways in Relation to
the Project Areas - Northeast



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Dam
-  Dam Inundation Area

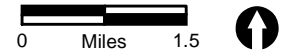
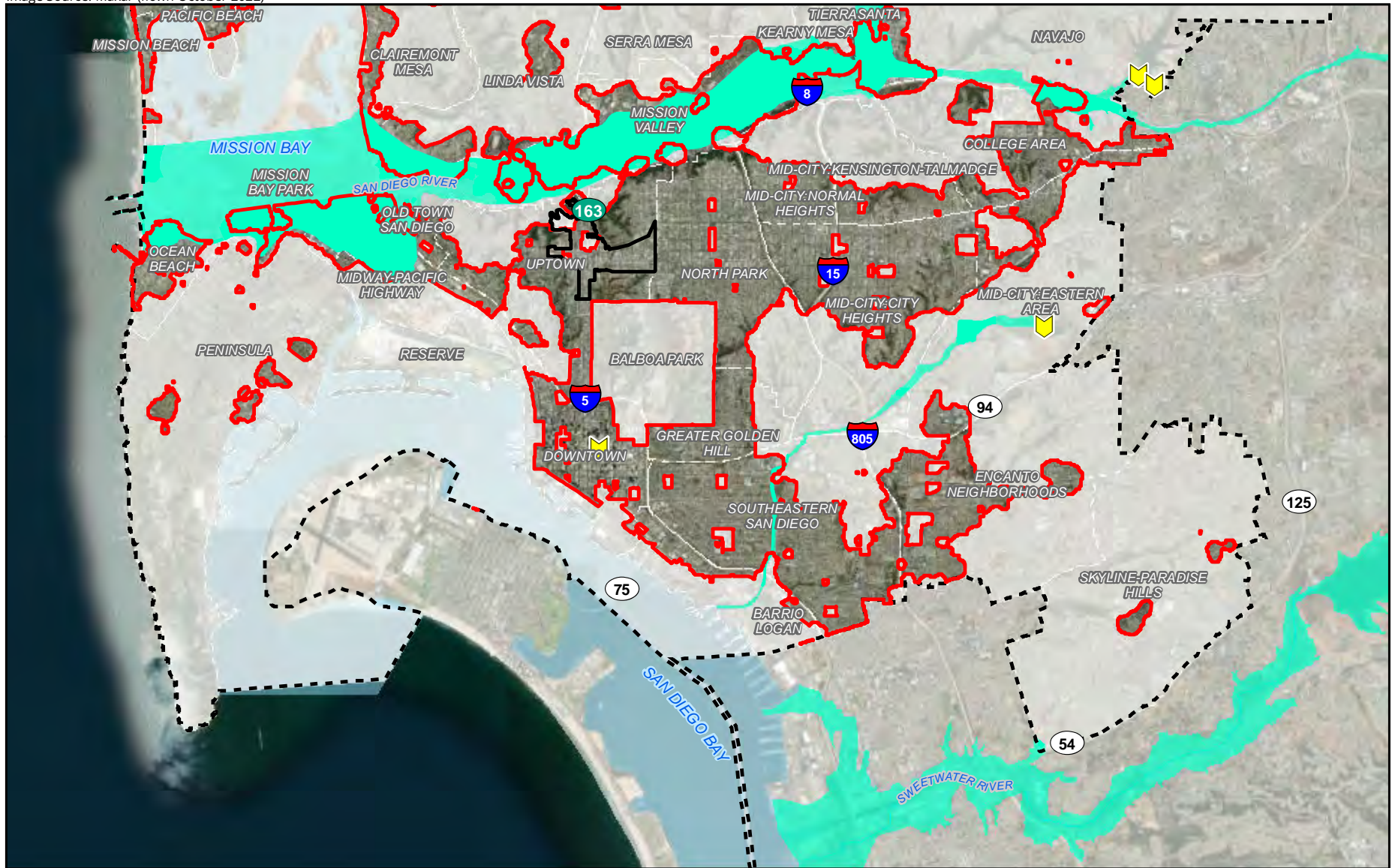







FIGURE 4.9-5a
Dam Inundation Areas in Relation to
the Project Areas - South



-  Hillcrest Focused Plan Amendment Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Dam
-  Dam Inundation Area

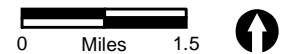
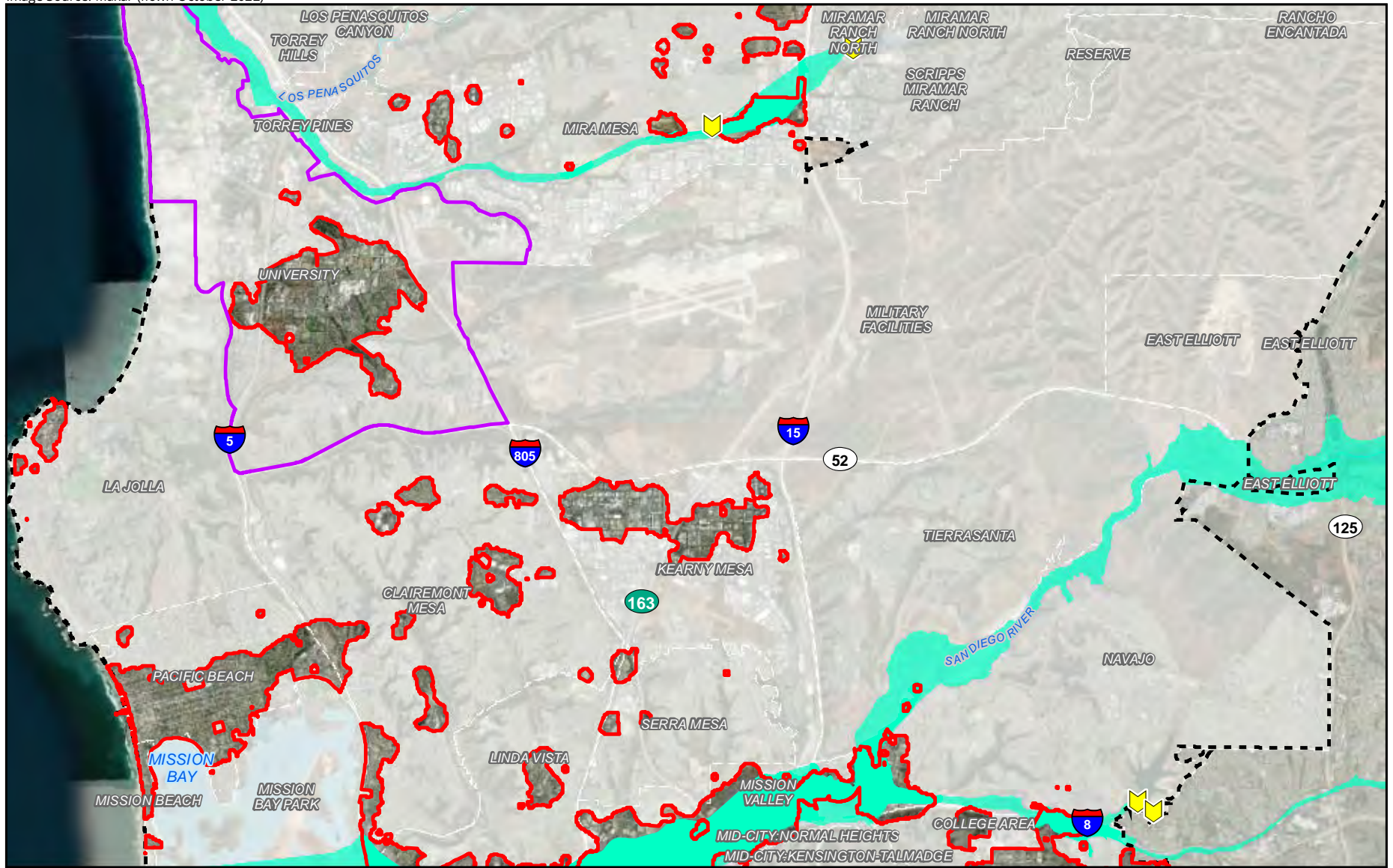







FIGURE 4.9-5b
Dam Inundation Areas in Relation to
the Project Areas - South Central



-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Dam
-  Dam Inundation Area

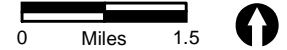
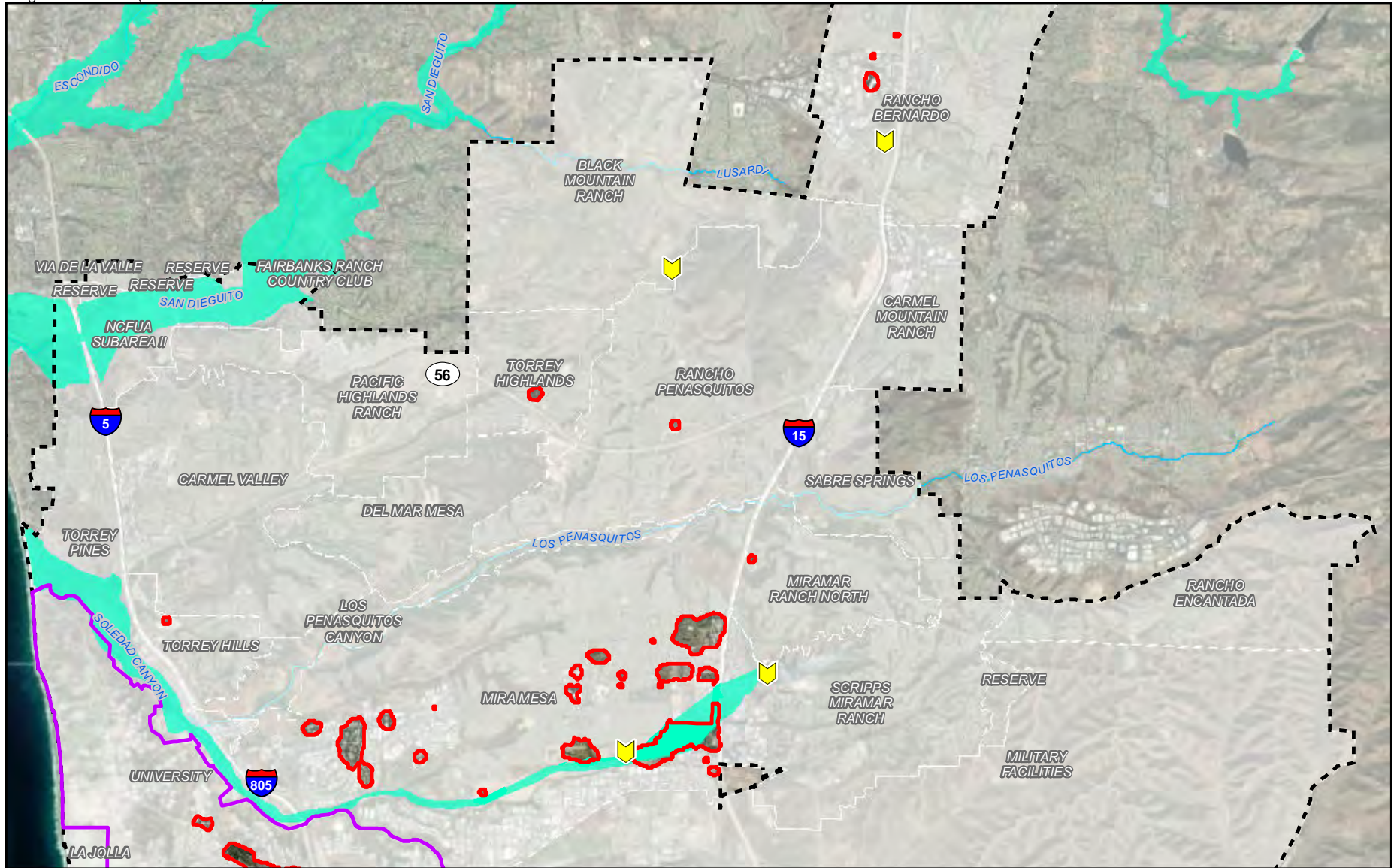







FIGURE 4.9-5c
Dam Inundation Areas in Relation to
the Project Areas - North Central



-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Dam
-  Dam Inundation Area

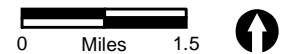
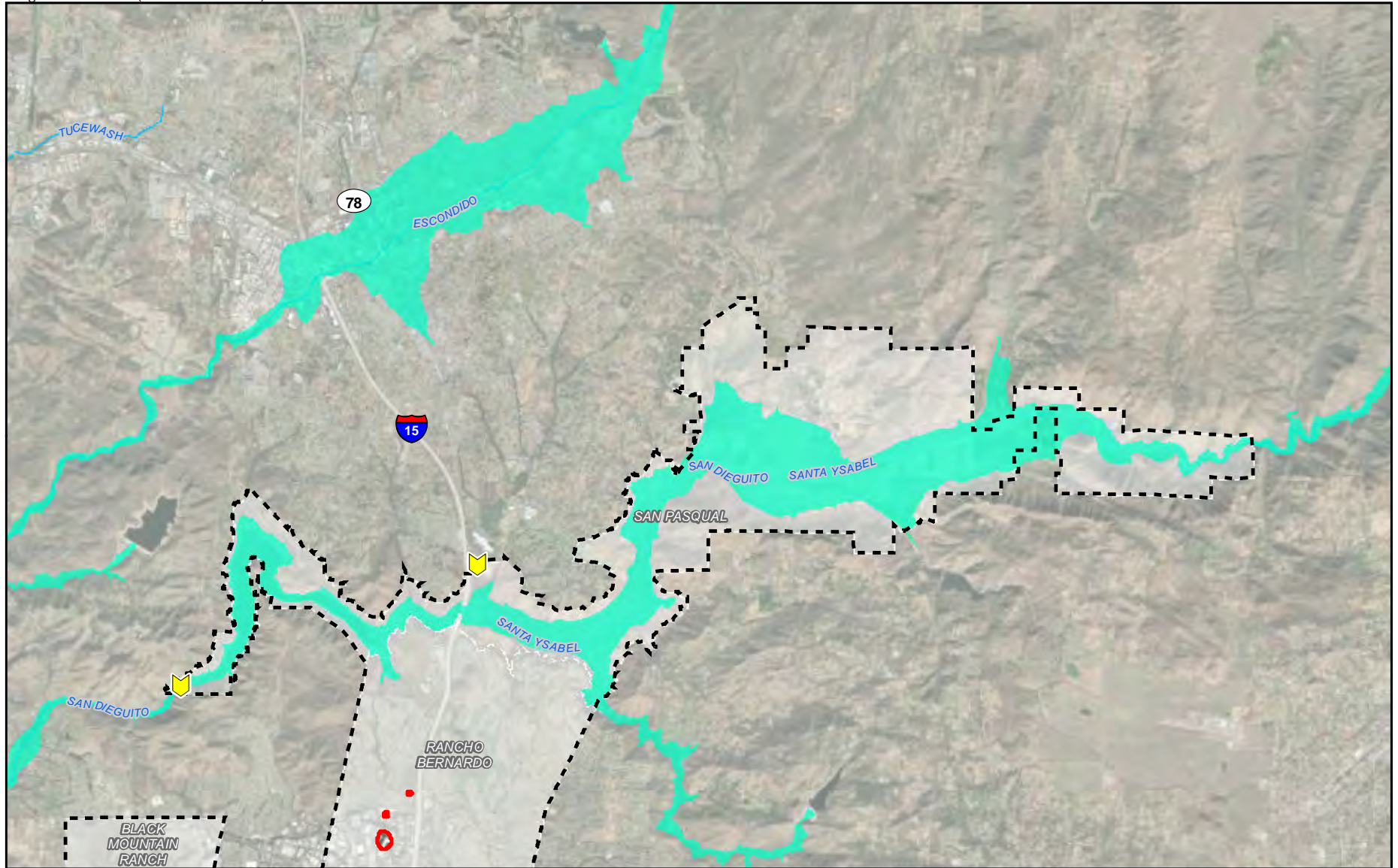






FIGURE 4.9-5d
Dam Inundation Areas in Relation to
the Project Areas - North



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Dam
-  Dam Inundation Area

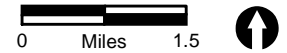
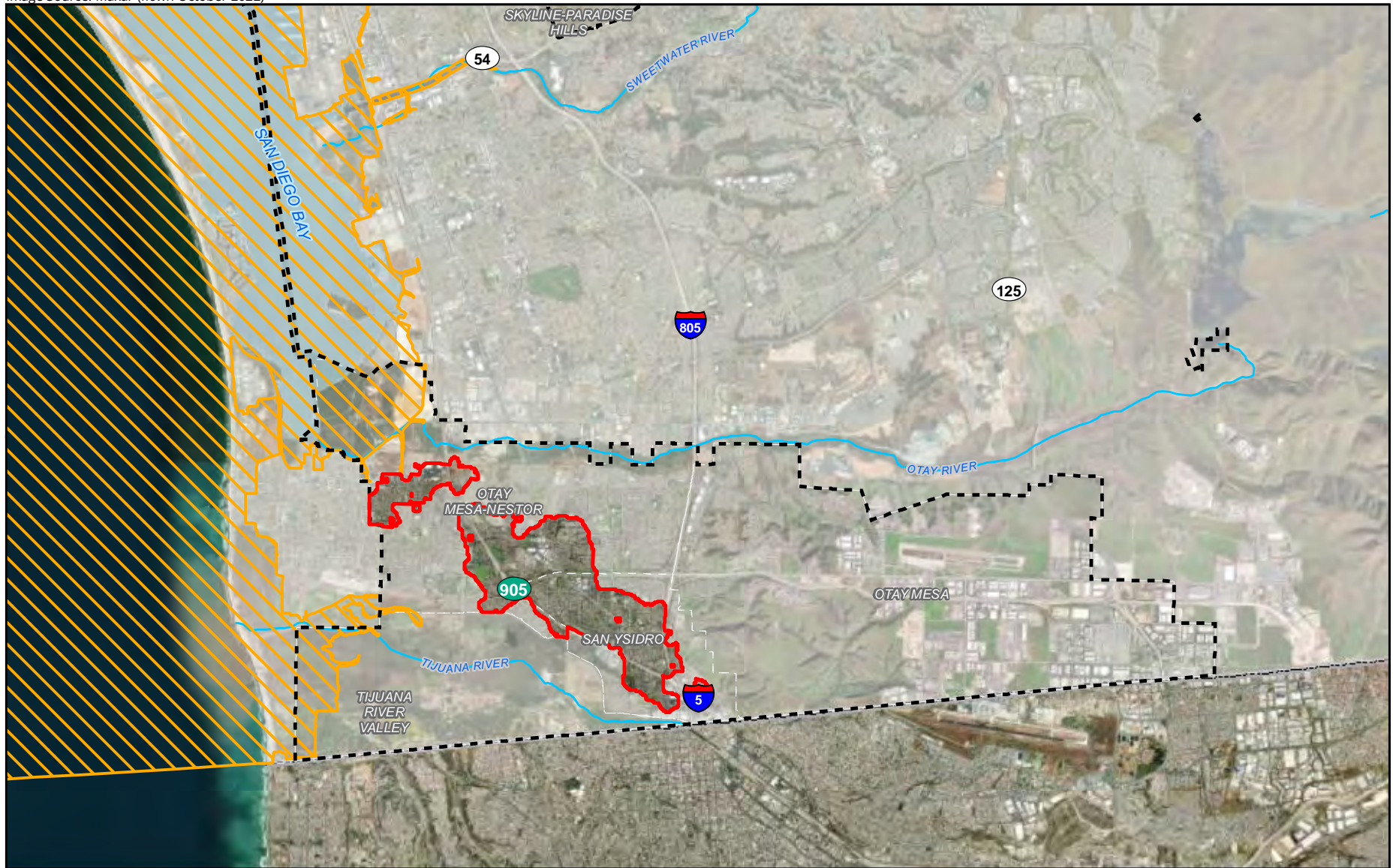





FIGURE 4.9-5e
Dam Inundation Areas in Relation to
the Project Areas - Northeast



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Tsunami Inundation Zone

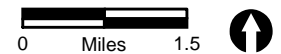
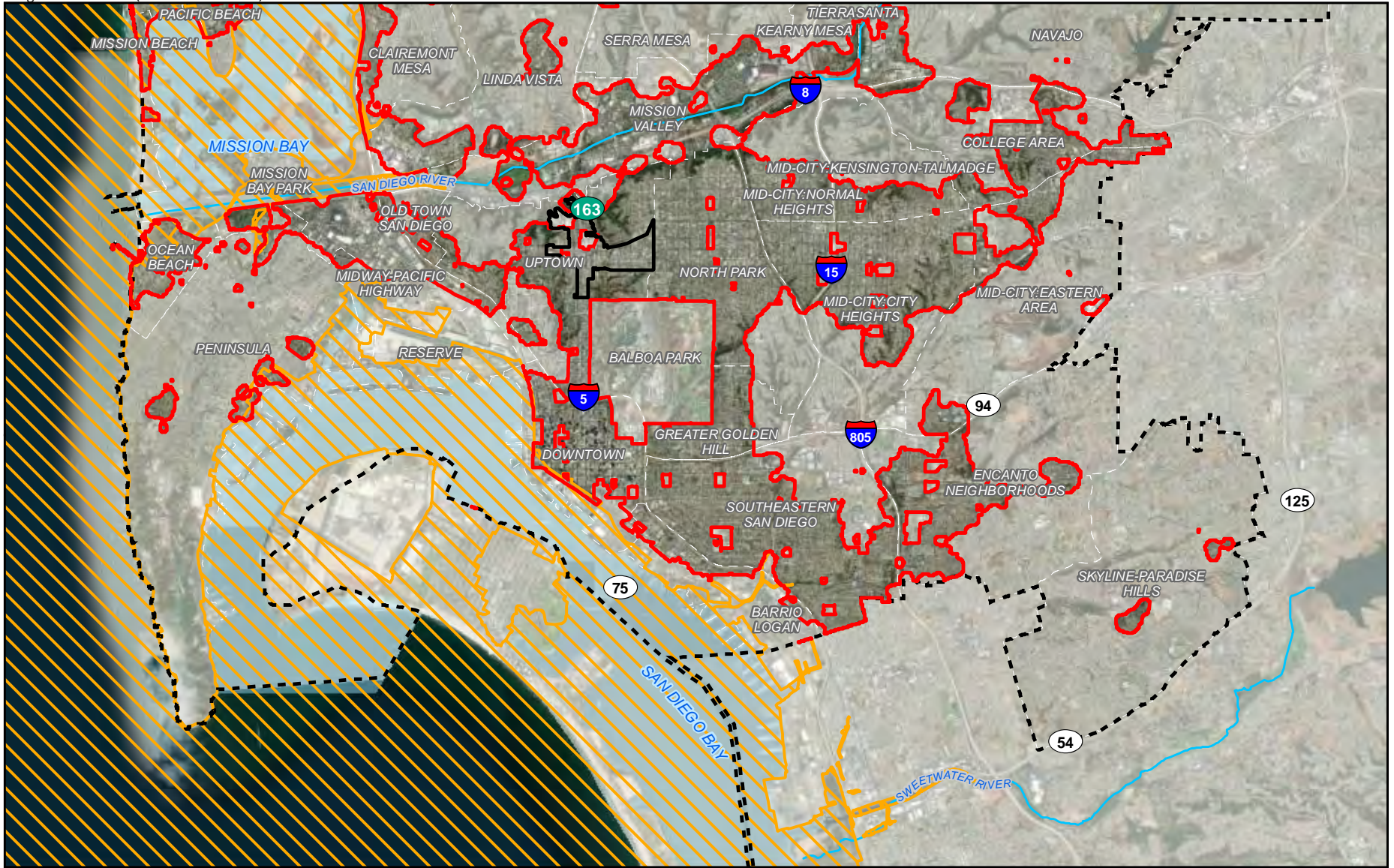






FIGURE 4.9-6a
Tsunami Inundation Zones in Relation to
the Project Areas - South



-  Hillcrest Focused Plan Amendment Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Tsunami Inundation Zone

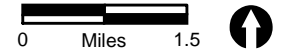
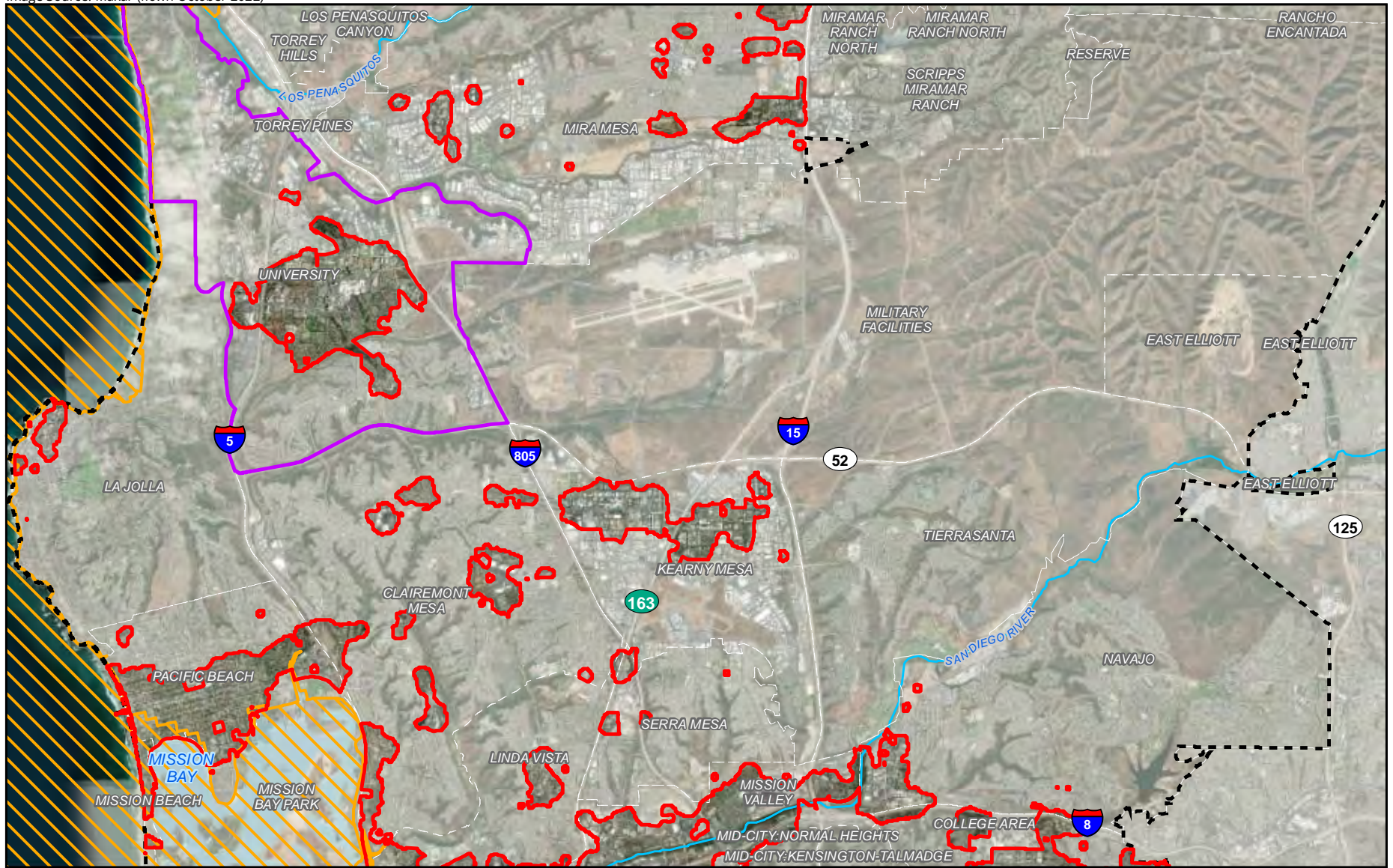






FIGURE 4.9-6b
Tsunami Inundation Zones in Relation to
the Project Areas - South Central



-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Tsunami Inundation Zone

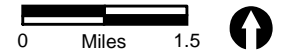
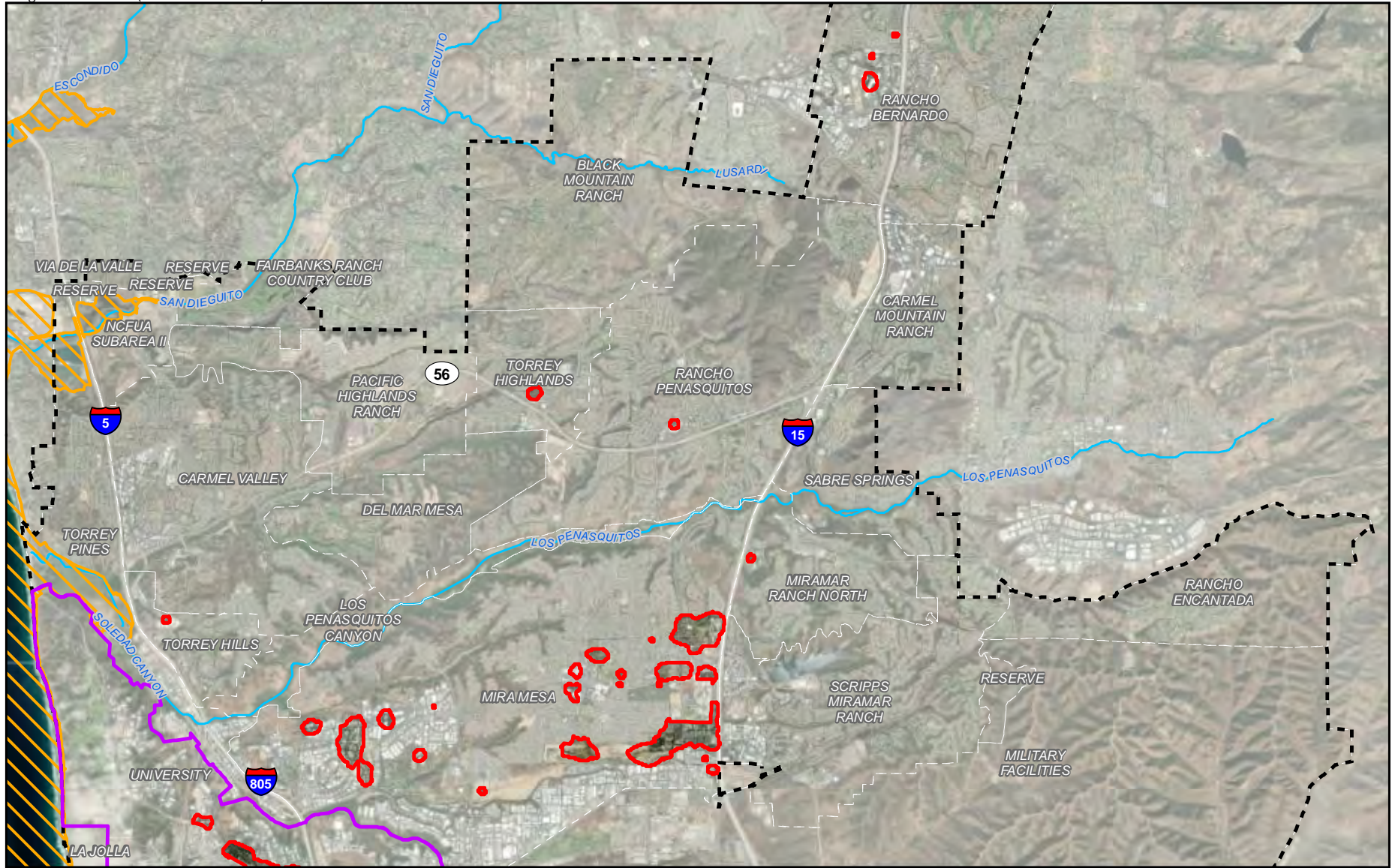






FIGURE 4.9-6c
Tsunami Inundation Zones in Relation to
the Project Areas - North Central



-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Tsunami Inundation Zone

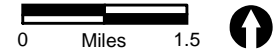
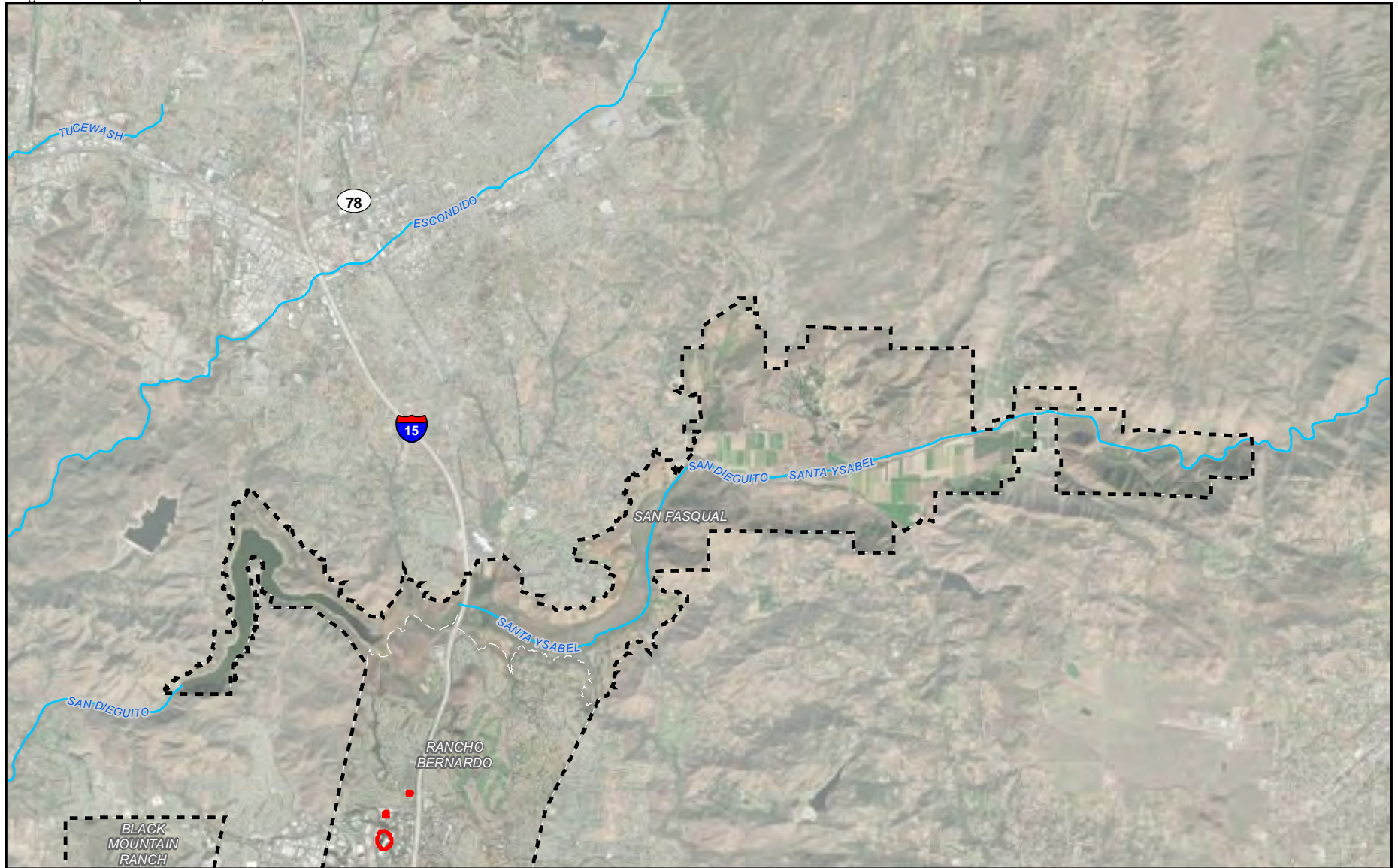




FIGURE 4.9-6d
Tsunami Inundation Zones in Relation to
the Project Areas - North



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

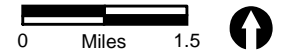


FIGURE 4.9-6e
Tsunami Inundation Zones in Relation to
the Project Areas - Northeast

4.9.2 Regulatory Setting

4.9.2.1 Federal Regulations

a. Clean Water Act

The Clean Water Act (CWA; 33 United States Code §1251 et seq.; 1972) is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The CWA established basic guidelines for regulating discharges of pollutants into the waters of the United States and requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the CWA.

Section 401 of the CWA requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility that may result in the discharge of any pollutant, must obtain certification from the state. Section 402 of the CWA established the National Pollutant Discharge Elimination System (NPDES) to regulate the discharge of pollutants from point sources, and Section 404 established a permit program to regulate the discharge of dredged material into waters of the United States (U.S.).

In the state of California, the U.S. Environmental Protection Agency has authorized the permitting authority to implement the NPDES program. In general, the State Water Resources Control Board (SWRCB) issues two baseline general permits: one for industrial discharges and one for construction activities. In recognition of the regional differences in water quality and quantity, the State is divided into nine regions for the purposes of regional administration of California's water quality control program. These Regional Water Quality Control Boards (RWQCBs) are responsible for the implementation of the NPDES program. Rather than setting numeric effluent limitations for storm water and urban runoff, the CWA calls for the implementation of best management practices (BMPs). BMPs reduce or prevent the discharge of pollutants to the Maximum Extent Practicable and aim to meet the Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology standards for construction activities. Regulations and permits have been implemented at the federal, state, and local level to form a comprehensive regulatory framework to serve and protect the quality of the nation's surface water and ground water resources.

Under Section 303(d) of the CWA, states, territories, and authorized tribes are required to develop lists of impaired waters that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. The law requires that these jurisdictions establish priority rankings for waters on the lists and develop total maximum daily loads (TMDLs) to identify the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards.

As mentioned above, the CWA established the NPDES permit system that is implemented through the RWQCBs. This system regulates both point source discharges and non-point source discharges to surface waters of the U.S. The NPDES permit for Region 9, which includes the City of San Diego, is the 2013 Municipal Separate Storm Sewer System (MS4) Permit (Order No. R9-2013-0001, as amended by R9-2015-0001 and R92015-0100). This permit requires local agencies to develop water quality plans that identify project-level water quality requirements. Projects are required to identify

existing water quality conditions and potential pollutants of concern, and implement a comprehensive storm water management program to control pollutants of concern discharges to waters of the U.S.

b. National Flood Insurance Act

The National Flood Insurance Act (1968) established the NFIP, which is based on the minimal requirements for floodplain management and is designed to minimize flood damage within SFHAs. FEMA administers the NFIP. SFHAs are defined as areas that would be inundated by the 100-year flood, or a flood that has a 1-percent chance of occurring within a given year (also referred to as the base flood).

c. National Flood Insurance Program

The NFIP is a federal program enabling property owners in participating communities to purchase insurance protection against losses from flooding. This insurance is designed to provide an insurance alternative to disaster assistance to meet the escalating costs of repairing damage to buildings and their contents caused by floods. Participation in the NFIP is based on an agreement between local communities and the federal government that states that, if a community will adopt and enforce a floodplain management ordinance to reduce future flood risks to new construction in SFHAs, the federal government will make flood insurance available within the community as a financial protection against flood losses.

In support of the NFIP, FEMA identifies flood hazard areas throughout the U.S. and its territories by producing flood hazard boundary maps and FIRMs. Several areas of flood hazards are commonly identified on these maps, including SFHAs.

As a participant in NFIP, the City is required to institute adequate land use and development control measures for preventing and reducing property damage from flooding. In addition, the City ensures that projects within or fringing on a floodway or floodplain comply with FEMA regulations and requirements.

d. Executive Order 11988, Floodplain Management

The major requirements of this executive order are to avoid support of floodplain development, to prevent uneconomic, hazardous, or incompatible use of floodplains, to protect and preserve the natural and beneficial floodplain values, and to be consistent with the standards and criteria of the NFIP. The basic tools for regulating construction in potentially hazardous floodplain areas are local zoning techniques. Proper floodplain zoning can be beneficial in the preservation of open space, retention of floodplains as groundwater recharge areas, and in directing development to less flood-prone areas.

4.9.2.2 State Regulations

a. California Department of Fish and Wildlife – Streambed Alteration Program

The California Department of Fish and Wildlife (CDFW) regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats (e.g., southern willow scrub) associated with watercourses. CDFW jurisdictional resources are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider. A Streambed Alteration Agreement is required for any project that would impact CDFW jurisdictional resources. The agreement with CDFW typically requires mitigation in the form of on-site, off-site, or in-lieu fee mitigation, or a combination of the three.

b. State Water Resources Control Board and Regional Water Quality Control Board

In California, the SWRCB and RWQCBs administer the NPDES permitting programs and are responsible for developing waste discharge requirements. The local RWQCB is responsible for developing waste discharge requirements specific to its jurisdiction. General waste discharge requirements that may apply to projects include the SWRCB Construction General Permit, Industrial General Permit, and the regional MS4 Permit Order No. R9-2013-0001 (NPDES Permit No. CAS0109266), as amended by Order No. R9-2015-0001 and R9-2015-0100, and administered by the RWQCB.

c. Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Act of 1969, updated in 2012 (California Water Code, Section 13000 et seq.), established the principal California legal and regulatory framework for water quality control. The act is embodied in the California Water Code. The California Water Code authorizes the SWRCB to implement the provisions of the federal CWA. The State of California is divided into nine regions governed by the RWQCBs. Within the project areas, the San Diego RWQCB implements and enforces the provisions of the California Water Code and the federal CWA under the oversight of the SWRCB. The Porter-Cologne Act also provides for the development and periodic review of Water Quality Control Plans (Basin Plans) that designate beneficial uses of California's major rivers and other surface waters and groundwater basins and establish water quality objectives for those waters.

4.9.2.3 Local Regulations

a. Regional MS4 Permit

The San Diego RWQCB is responsible for permitting, compliance, and other activities to reduce pollutants in municipal, construction, and industrial storm water runoff. The Storm Water Management Unit of the RWQCB also provides important assistance in dispersing state grant funds

to worthy projects that support activities for the reduction and prevention of storm water pollution. As a co-permittee for the Regional MS4 permit under the NPDES and the CWA, the City must implement several storm water management programs, including those designed to control storm water and other discharges from new development and redevelopment.

The San Diego RWQCB regulates discharges from Phase I MS4s in the San Diego region under the Regional MS4 Permit. The Regional MS4 Permit covers 39 municipal, county government, and special district entities located in San Diego County, southern Orange County, and southwestern Riverside County who own and operate large MS4s which discharge storm water (wet weather) runoff and non-storm water (dry weather) runoff to surface waters throughout the San Diego region. The Regional MS4 Permit, Order No. R9-2013-0001 (NPDES Permit No. CAS0109266), was adopted on May 8, 2013, and initially covered the San Diego County co-permittees. Order No. R9-2015-0001 was adopted on February 11, 2015, amending the Regional MS4 Permit to extend coverage to the Orange County co-permittees. Finally, Order No. R9-2015-0100 was adopted on November 18, 2015, amending the Regional MS4 Permit to extend coverage to the Riverside County co-permittees. The Regional MS4 Permit expired on June 27, 2018 but remains in effect under an administrative extension until it is reissued by the San Diego Water Board.

The Regional MS4 Permit requires that all jurisdictions within the San Diego region prepare jurisdictional runoff management plans. Each of these jurisdictional plans must contain a component addressing construction activities and a component addressing existing development. The subsequent amendments expanded coverage to portions of Orange County and Riverside County within the San Diego region (Region 9) and made other modifications.

b. Water Quality Control Plan for the San Diego Basin

The San Diego Basin encompasses approximately 3,900 square miles, including most of San Diego County and portions of southwestern Riverside and Orange counties. The basin is composed of 11 major hydrologic units, 54 hydrologic areas or units, and 147 hydrologic subareas, extending from Laguna Beach southerly to the U.S./Mexico border. The project areas are located within eight hydrologic units or watersheds including the Otay, Peñasquitos, Pueblo San Diego, San Diego, San Diego Bay, San Dieguito, Sweetwater, and Tijuana watersheds. Drainage from higher elevations flow to a number of receiving waters and, ultimately, into the Pacific Ocean. The San Diego RWQCB prepared the Basin Plan, which defines existing and potential beneficial uses and water quality objectives for coastal waters, groundwater, surface waters, imported surface waters, and reclaimed waters in the basin. Water quality objectives seek to protect the most sensitive of the beneficial uses designated for a specific water body.

c. City of San Diego Jurisdictional Runoff Management Plan

The City's Jurisdictional Runoff Management Plan (JRMP) provides a total account of how the City plans to protect and improve the water quality of rivers, bays, and the ocean in the region in compliance with the San Diego RWQCB permit referenced above. The document describes how the City incorporates storm water BMPs into land use planning, development review and permitting, City Capital Improvement Program project planning and design, and the execution of construction contracts. Environmentally Sensitive Areas are mapped and included in Appendix XVI of the JRMP.

d. Water Quality Improvement Plans

The MS4 Permit requires development of Water Quality Improvement Plans (WQIPs) that guide the co-permittees' jurisdictional runoff management programs toward achieving improved water quality in MS4 discharges and receiving waters. There are ten watershed WQIPs in the San Diego region. These WQIPs include descriptions of the highest priority pollutants or conditions in a specific watershed, goals and strategies to address those pollutants or conditions, and time schedules associated with those goals and strategies. Within the project areas, WQIPs have been developed for Los Peñasquitos, Mission Bay, San Diego Bay, San Diego River, San Dieguito River, and the Tijuana River. Implementation of the WQIP furthers the CWA's objectives to protect, preserve, enhance, and restore the water quality and designated beneficial uses of waters of the state. The WQIP sets forth a collaborative and adaptive planning and management process that identifies the highest priority water quality conditions within a watershed management area and implements strategies through the jurisdictional runoff management programs of the respective jurisdictions. Several WQIPs apply to the project areas including the Tijuana River WQIP, the Los Penasquitos WQIP, and San Dieguito WQIP. WQIPs for the San Diego River and San Diego Bay watersheds are discussed below as these are the primary WQIPs affecting the project areas.

Water Quality Improvement Plan for the San Diego River Watershed

The San Diego River Watershed is located in central San Diego County. The watershed is bordered to the north by the Penasquitos and San Dieguito River Watersheds and to the south by the Pueblo San Diego and Sweetwater River Watersheds. The San Diego River originates in the Cuyamaca Mountains near Santa Ysabel, over 6,000 feet above sea level, along the western border of the Anza Borrego Desert. The River extends over 52 miles across central San Diego County, forming a watershed with an area of approximately 434 square miles. It ultimately discharges to the Pacific Ocean at Dog Beach in Ocean Beach, a community within the City of San Diego. The San Diego River Watershed is a HU consisting of four hydrologic areas (HAs): Lower San Diego, San Vicente, El Capitan, and Boulder Creek. A portion of the project area is located within the Lower San Diego HA. The major population center in the watershed is in the Lower San Diego HA, which reflects the more urban residential land use categories located there.

The plan identifies the following goals for the City:

1. Develop a green infrastructure policy, attain City Council approval, and construct green infrastructure BMPs to improve water quality during wet and dry weather.
2. Implement runoff reduction programs that include targeted education and outreach efforts, enhanced inspections, additional rebate programs, and increased enforcement.

Water Quality Improvement Plan for the San Diego Bay Watershed

The San Diego Bay Watershed Management Area (WMA) encompasses a 444-square-mile area that extends eastward from the San Diego Bay for more than 50 miles to the Laguna Mountains. The WMA ranges in elevation from sea level at the San Diego Bay to a maximum elevation of approximately 6,000 feet above sea level at the eastern boundary. The San Diego Bay WMA contains three HUs: (1) the Pueblo San Diego (Pueblo) HU, (2) the Sweetwater River (Sweetwater) HU, and

(3) the Otay River (Otay) HU. A portion of the project area is located within the Pueblo San Diego HU. The Pueblo HU covers approximately 38,000 acres and is the most developed and most densely populated watershed in the San Diego Bay WMA. It contains three hydrologic areas (HAs): Point Loma, San Diego Mesa, and National City. The project area is located within the San Diego Mesa HA and the water from the project area drains into the San Diego Bay.

In the San Diego Mesa HA, Residential uses comprise approximately forty percent (40 percent) of the land uses followed by Transportation at approximately 29 percent, Commercial/Office Business at approximately 8 percent, and Industrial Businesses at 5 percent. Open Space/Preserves comprise approximately 6 percent of the HA. The remaining 12 percent consists of multiple uses, including Public Facilities, Schools, and Parks.

The plan identifies the following goals for the City of San Diego:

1. Develop a green infrastructure policy, attain City Council approval, and construct green infrastructure BMPs to improve water quality during wet and dry weather.
2. Implement runoff reduction programs that include targeted education and outreach efforts, enhanced inspections, additional rebate programs, and increased enforcement.

e. Storm Water Management and Discharge Control Ordinance

As a co-permittee under the MS4 Permit issued by the San Diego RWQCB, the City must implement stormwater management programs, including programs designed to control stormwater discharges from development projects both during construction and on a permanent postconstruction basis. Chapter 4, Article 3, Division 3, Stormwater Management and Discharge Control, of the San Diego Municipal Code (SDMC) addresses these requirements by requiring construction measures and permanent post-construction BMPs for development projects.

f. Final Hydromodification Management Plan (2011)

Since the adoption of the Final Hydromodification Management Plan in 2011 for San Diego County, RWQCB Permit Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100, was issued. Provision E.3.c. requires Priority Development Projects to implement structural and hydromodification management BMPs that conform to performance requirements that ensure post-project runoff conditions do not exceed pre-development runoff conditions by more than 10 percent.

g. San Diego Municipal Code

Stormwater Runoff and Drainage Regulations

Chapter 14, Article 2, Division 2 of the SDMC outlines the Stormwater Runoff and Drainage Regulations, which apply to all development in the City regardless of whether a development permit or other approval is required.

Floodplain Management

The City has adopted development regulations for SFHAs in SDMC Sections 143.0145 and 143.0146. Within the floodway, the regulations set limitations on land uses, structures, and channelization or other alteration of rivers or streams, and require passage of the base flood. Permanent structures are not allowed, and any development (e.g., road crossing) must be offset by improvements or modifications to enable passage of a base flood. Within flood fringe areas, the regulations allow permanent structures and fill for permanent structures, roads, and other development if certain conditions are met.

Environmentally Sensitive Lands Regulations

The City's Environmentally Sensitive Lands (ESL) Regulations (SDMC Chapter 14, Article 3, Division 1) help protect, preserve, and restore lands containing steep hillsides, sensitive biological resources, coastal beaches, sensitive coastal bluffs, or SFHAs. The intent of the ESL Regulations is to ensure that development occurs in a manner that protects the overall quality of the resources, encourages a sensitive form of development, retains biodiversity and interconnected habitats, maximizes physical and visual public access to and along the shoreline, and reduces hazards due to flooding in specific areas while minimizing the need for construction of flood control facilities.

City of San Diego Drainage Design Manual

Drainage design policies and procedures are provided in the City's Drainage Design Manual updated in January 2017 (which is incorporated in the Land Development Manual as Appendix B). The Drainage Design Manual provides policies and procedures to attain standardization of drainage design throughout the City. The manual also provides design standards and procedures for stormwater conveyance and hydrology analysis for flood management and water quality facilities.

Stormwater Standards Manual

The City's Stormwater Standards Manual 2018 provides information to project applicants on how to comply with the permanent and construction stormwater quality requirements in the City. The Stormwater Standards Manual is contained in Appendix O of the City's Land Development Manual and is organized in three key parts:

Part 1: BMP Design Manual for Permanent Site Design, Stormwater Treatment and Hydromodification Management

Part 2: Construction BMP Standards

Part 3: Offsite Stormwater Alternative Compliance Program for Water Quality and Hydromodification Control

Part 1 of the Stormwater Standards Manual, the BMP Design Manual, addresses and provides guidance for complying with on-site post-construction stormwater requirements for Standard Projects and PDPs, and provides procedures for planning, preliminary design, selection, and design of permanent stormwater BMPs based on the performance standards presented in the MS4 Permit.

Part 2 of the Stormwater Standards Manual addresses stormwater impacts and required controls associated with construction activities in the City. The purpose of these standards is to provide guidance to prevent construction activities from adversely impacting downstream and on-site resources through appropriate planning, installation, and maintenance of BMPs. The construction BMP standards provide guidance on the appropriate BMPs to prevent discharges of pollutants associated with construction activity.

Part 3 of the Stormwater Standards Manual addresses the Offsite Stormwater Alternative Compliance Program (Offsite Alternative Compliance Program) developed by the City to allow mitigation of PDP stormwater impacts through implementation of off-site structural BMPs. The program allows for offsite control of water quality and hydromodification impacts, provides design options and flexibility in the case of site infeasibility, and provides the potential for more effective regional stormwater control solutions to improve watershed scale water quality.

h. City of San Diego General Plan

Multiple elements of City of San Diego's General Plan address hydrology and flood risk. The General Plan provides policies for protecting communities from unreasonable risk of flood. Applicable General Plan policies, including new and/or updated policy language applicable to hydrology and flooding include the following.

The **Public Facilities, Services, and Safety Element** presents goals and policies related to stormwater infrastructure, water quality, and pollution prevention. Overall goals include the protection of beneficial water resources through pollution prevention and interception efforts and implementation of a storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable. Applicable policies address ensuring storm water conveyance systems, structures, and maintenance practices are consistent with the federal CWA and the San Diego RWQCB NPDES Permit standards; installing infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching receiving waters and potable water supplies; meeting and exceeding regulatory mandates to protect water quality in a cost-effective manner monitored through performance measures; fostering a comprehensive approach to storm water infrastructure improvements; identifying and implementing BMPs for projects that repair, replace, extend or otherwise affect the storm water conveyance system; and identifying partnerships and collaborative efforts to sponsor and coordinate pollution prevention BMPs that benefit storm water infrastructure maintenance and improvements (General Plan Policies PF-G.1 through 6.).

The **Conservation Element** presents goals and policies related to floodplains, erosion control, and managing runoff and sedimentation during and after development. Applicable goals include preservation and long-term management of the natural landforms and open spaces that help make San Diego complete; protection and restoration of water bodies, including reservoirs, coastal waters, creeks, bays, and wetlands; and preservation of natural attributes of both the floodplain and floodway without endangering life and property.

Associated policies address applying appropriate zoning and ESL regulations to limit development of floodplains and sensitive biological areas including wetlands, steep hillsides, canyons, and coastal

lands; managing watersheds and regulating floodplains to reduce disruption of natural systems; restoring water infiltration, flood and erosion control, biodiversity and sand replenishment benefits; limiting grading and alterations of steep hillsides, cliffs, and shoreline to prevent increased erosion and landform impacts; and limiting and controlling runoff, sedimentation, and erosion both during and after construction activity.

Urban Runoff Management Policies include applying water quality protection measures to land development projects early in the project design process to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of stormwater runoff; increasing on-site infiltration, and preserving, restoring or incorporating natural drainage systems into site design; directing concentrated drainage flows away from the Multi-Habitat Planning Area (MHPA) and open space areas; reducing the amount of impervious surfaces through the selection of materials, site planning, and street design where possible; increasing permeable areas for new trees and restoring spaces that have been paved, focusing in areas with the greatest needs; increasing the use of plants in drainage design; maintaining landscape design standards that minimize the use of pesticides and herbicides; avoiding development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where impacts are unavoidable, enforcing regulations that minimize their impacts; enforcing maintenance requirements in development permit conditions; and increasing the use of green infrastructure, both at watershed scale and site-specific location (General Plan Policies CE-E.2.).

Further, the Conservation Element includes policies requiring contractors to comply with accepted storm water pollution prevention planning practices for all projects; minimizing the amount of graded land surface exposed to erosion and enforcing erosion control ordinances; and continuing routine inspection practices to check for proper erosion control methods and housekeeping practices during construction (General Plan Conservation Element policy CE-E.3); and policies for managing floodplains to address their multi-purpose use, including natural drainage, habitat preservation, and open space and passive recreation, while also protecting public health and safety (General Plan Policies Conservation Element policy CE-E.7).

i. City of San Diego Jurisdictional Runoff Management Plan

The JRMP is the City of San Diego's approach to improving water quality in its rivers, bays, lakes, and ocean through reducing discharges of pollutants to the MS4 (hereafter, "storm drain system"). As the operator of a storm drain system, the City is subject to an NPDES Municipal Permit issued by the RWQCB. The permit requires the City to reduce pollutants in discharges from its storm drain system to water bodies. The City's storm drain system conveys most runoff from rain, irrigation runoff, natural groundwater seepage, and other sources of water to water bodies without first being directed to a treatment plant. To reduce pollutants in these storm drain system discharges to water bodies, the City implements or requires its residents and land owners to implement a variety of measures commonly referred to as Minimum BMPs for residential, industrial, commercial and municipal sites/sources.

The most recent permit, RWQCB Order No. R9-2013-0001, as amended by Order No. R9- 2015-0001 and Order No. R9-2015-0100 (Municipal Permit or Permit), requires the City to prepare both jurisdictional and watershed scale plans that detail how they will comply with the new requirements.

The watershed plans, known as Water Quality Improvement Plans (WQIP) each focus on a particular watershed. The Stormwater Department has led the City's efforts to update this JRMP and six WQIPs.

j. City of San Diego Stormwater Standards – BMP Design Manual

To mitigate the potential for pollution from urban runoff, local, state, and federal agencies have instituted regulations requiring development planning and BMPs for construction and post-construction phases of a proposed project. These standards require control of stormwater-related pollution from development and redevelopment projects prior to discharge to receiving waters. These regulations are codified in NPDES permits administered by the State of California. Stormwater discharges associated with the permanent condition of development and redevelopment that are conveyed to and from an MS4 are regulated locally by the San Diego Regional MS4 Permit (order R9-2013-0001), reissued by the California RWQCB in May 2013. The MS4 Permit was amended in February 2015 by Order R9-2015-0001, and again in November 2015 by Order R9-2015-0100. Stormwater discharges associated with the construction phase of development and redevelopment projects one acre or greater are primarily regulated under the Construction General Permit (Order 2009-0009-DWQ, as amended by 2010-0014-DWQ and 3023-006-DWQ), promulgated by the State Water Resources Control Board (SWRCB). Additionally, construction-phase discharges are regulated by the Regional MS4 Permit.

k. Administrative Procedures for Floodplain Management and Compliance

The City adopted standard operating procedures (SOP) in 2023 which documents the minimum actions required for the intake, review, acceptance and recordkeeping of all new and substantially improved projects, as well as all repairs due to substantial damage when proposed in a Special Flood Hazard Area (SFHA) and/or near a levee. As detailed in the SOP, the City's Stormwater and Development Services Departments are the two City departments that are primarily responsible for intake, review, acceptance, and recordkeeping. The SOP is intended as a comprehensive guide to the processing of projects that affect floodplains; however, it does not establish legally enforceable responsibilities beyond what is required by the terms of the applicable statutes, regulations or binding judicial precedent (City of San Diego 2023).

l. Municipal Waterways Maintenance Plan

Under City Charter Section 26.1 and Council Policy 800-04, the City is responsible for maintaining adequate drainage facilities to remove stormwater runoff in an efficient, economic, and environmentally and aesthetically acceptable manner for the protection of property and life. The City generally accepts responsibility for maintenance of public drainage facilities that are designed and constructed to City standards and located within a public street or drainage easement dedicated to the City. The City's stormwater conveyance system serves to convey stormwater flows to protect the life and property of its citizens from potential flooding within the six WMAs and seven HUs within the City. The Municipal Waterways Maintenance Plan (MWMP) provides the regulatory guidance and parameters for the City's Stormwater Department to maintain and repair existing storm water facilities necessary to reduce and manage flood risk.

4.9.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to hydrology are based on applicable criteria in the California Environmental Quality Act Guidelines Appendix G and the City's California Environmental Quality Act Significance Determination Thresholds (2022). The following issue questions are addressed in this section:

- 1) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
- 2) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - Result in substantial erosion or siltation on- or off-site?
 - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?
 - Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
 - Impede or redirect flood flows?
- 3) In flood hazard, tsunami, or seiche zones, would the project, risk release of pollutants due to project inundation?

4.9.4 Impact Analysis

Issue 1 Groundwater

Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Based on the Water Quality Control Plan for the San Diego Basin (City of San Diego 2021), most of the groundwater in the region has been extensively developed, and the availability of potential future uses of groundwater resources is limited. Further development of groundwater resources would likely necessitate groundwater recharge programs to maintain adequate groundwater table elevations.

Future development under the Blueprint SD Initiative, the University CPU and Hillcrest FPA could decrease groundwater supplies or interfere with groundwater recharge if it proposes to use groundwater or if an increase in impervious surfaces would impede groundwater infiltration and recharge. Groundwater use in the City is limited due to the availability of imported water. However,

development commonly increases impervious surfaces, particularly on undeveloped sites. While a majority of the development anticipated in the project areas would consist of redevelopment of existing developed sites, some development of vacant land could occur. Generally, redevelopment would increase the capacity for groundwater recharge due to most existing development being constructed prior to current water quality standards being in place that require some level of site infiltration, where feasible.

As new development or redevelopment occurs within the project areas, compliance with stormwater standards would ensure site design BMPs are implemented that support infiltration, where feasible, although some sites have conditions that do not allow for infiltration.

Current stormwater regulations would ensure infiltration of stormwater runoff and protection of water quality, which would also protect the quality of groundwater resources and support infiltration where appropriate. In addition, future development that may occur due to implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU is not anticipated to include or require the extraction of groundwater and would, therefore, not deplete groundwater supplies. Thus, impacts would be less than significant.

Issue 2 Drainage

Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- a) Result in substantial erosion or siltation on- or off-site?*
- b) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?*
- c) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
- d) Impede or redirect flood flows?*

a. Erosion & Siltation

Future development that may occur due to implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would have the potential to result in increased erosion or siltation both on-site and off-site. The alteration of drainage patterns and increase in runoff associated with the addition of impervious surfaces and structures can increase the frequency and amount of flooding and potentially result in accelerating the rate of erosion and siltation throughout the watershed. All development projects are required to comply with the City's Stormwater Standards Manual, Drainage Design Manual, and JRMP. Generally, smaller infill projects would not substantially increase impervious surface area and implementation of onsite stormwater construction BMPs in compliance with the City's JRMP would suffice. For larger projects involving substantial changes in drainage patterns, impervious surfaces, and resulting surface runoff,

additional studies are required to determine compliance with the City's Stormwater Standards Manual as further detailed in Section 4.9.4, Issue 1.

A hydrology or drainage study would determine the pre- and post-construction peak runoff flow rates and velocities exiting the project site, as well as the potential for siltation and erosion for sites discharging to natural waterbodies. Erosion and siltation resulting from increased runoff can be generally avoided or reduced through site design, source control and structural pollutant control BMPs, and hydromodification management requirements, as required for certain types of projects in compliance with the City Stormwater Standards Manual and Drainage Design Manual. Future projects would be required to comply with the extensive regulatory framework in place that ensures development is designed to avoid drainage impacts due to erosion and siltation; therefore, impacts would be less than significant.

b. Surface Run-off

Future development that may occur due to implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would have the potential to increase surface runoff and change stream-flow velocities or quantities. The project areas are mostly developed with extensive impervious surfaces associated with existing buildings, roadways, and parking areas. Floodways are primarily limited to canyon areas and the San Diego River.

There may be significant impacts on downstream properties if drainage patterns are changed. Impacts would be determined on a case-by-case basis and would be affected by streambed characteristics. A project directly affecting a stream or river would be required to prepare a hydrology or drainage study for the hydraulic analyses.

Most rainfall becomes runoff because there are minimal opportunities for infiltration in developed areas. This results in high peak flow rates for short durations with the potential for flooding from runoff. Future development anticipated to be implemented under the project may result in an increase in impervious surfaces (outside of the City's MHPA) and has the potential to change runoff characteristics, including the volume of runoff, rate of runoff, and drainage patterns, which could result in flooding.

Future projects implemented under the project would be required to comply with the City's Stormwater Standards Manual. These regulations ensure the City's compliance with the NPDES permit requirements and San Diego Regional MS4 permit issued by the San Diego RWQCB. The Stormwater Standards Manual contains requirements that dictate design elements in development and redevelopment projects. Requirements pertaining to stormwater runoff include the implementation of onsite Low Impact Development (LID) BMPs, such as detention/retention basins, permeable pavement, cisterns, and rain barrels, to retain stormwater on-site and limit runoff. The Stormwater Standards Manual also includes the applicable requirements of the Final Hydromodification Management Plan prepared by the County of San Diego and implemented by the MS4 Permit Co-permittees of the San Diego Region. These requirements include design elements to limit stormwater runoff discharge rates and durations, specifically in locations where downstream channels are susceptible to erosion.

All development in the City is subject to the drainage regulations contained in the SDMC Chapter 14, Article 2, Division 2, Stormwater Runoff and Drainage Regulations and the JRMP, which require that all development be conducted to prevent erosion and stop sediment and pollutants from leaving the property to the maximum extent practicable. Since future development under the proposed project would be required to adhere to applicable drainage regulations, development would not result in alterations to existing drainage patterns in a manner that would result in flooding on- or off-site. In addition, the majority of the City's open space areas, including canyons and natural slopes, are located within the MHPA, the City's planned habitat preserve within its Multiple Species Conservation Program Subarea Plan (City of San Diego 1997). Development is limited within the MHPA to ensure the long-term viability and recovery of protected or special status species. Future development in accordance with the Blueprint SD Initiative, Hillcrest FPA, and University CPU would be focused in previously disturbed and developed urban areas. Further, the Blueprint SD Initiative, University CPU and Hillcrest FPA include policies that support open space preservation, drainage management, and stormwater infrastructure improvements. These policies also support urban greening, consistent with the City's CAP. Such design elements would help create "green streets" that incorporate vegetation, trees, soil, and engineered systems (such as permeable pavement, bioswales, etc.) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g. concrete and asphalt). As such, implementation of the proposed project would not result in flooding due to an increase in impervious surfaces, changes in absorption rates, drainage patterns, or the rate of surface runoff, therefore, impacts would be less than significant.

c. Stormwater Drainage Systems

Future development that may occur due to implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would have the potential to exceed the capacity of existing or planned stormwater drainage facilities. Stormwater drainage facilities are designed to prevent flooding by collecting stormwater runoff and directing flows to the nearest downstream waterbody and/or away from urban development. If drainage facilities are not adequately designed, built, or properly maintained, the capacity of the existing facilities can be exceeded, resulting in flooding and increased sources of polluted runoff. The capacity of a drainage structure can typically be adequately determined by a hydrology and drainage study. Required compliance with the City's Stormwater Standards Manual and Drainage Design Manual, which are elements of the Land Development Manual, would ensure that future development would not contribute runoff that exceeds the capacity of stormwater drainage systems and that drainage from an existing site is treated to remove pollutants. The requirements for onsite LID BMPs, such as stormwater detention/retention BMPs set forth in the City's Stormwater Standards Manual, minimize impervious areas and, as a result, simultaneously reduce project runoff and the potential transport of pollutants to the City's stormwater drainage systems. Furthermore, the City's Stormwater Department actively maintains and repairs the City's existing stormwater infrastructure to ensure adequate stormwater conveyance through implementation of the MWMP. Therefore, impacts would be less than significant.

d. Flood Flows

Future development under the project would be required to adhere to applicable regulations regarding flood protection; thus, it is not anticipated that the development or redevelopment of properties that would impede or redirect flood flows. Development within floodways must be consistent with the uses allowed by the SDMC (Table 131-02B). Development in floodways would also need to be offset by improvements or modifications to enable the passage of a base flood, in accordance with the FEMA standards and regulations provided in SDMC Section 143.0146, and demonstrate compliance with the City's Flood Mitigation Plan and development regulations for SFHAs (SDMC Section 143.0145 and 143.0146).

All development occurring within the project areas would be subject to the drainage and floodplain regulations in the SDMC and would be required to adhere to the City's Drainage Design Manual, ESL Regulations protecting floodplains, FEMA standards, and the City's Stormwater Standards Manual. Impacts related to changes in drainage patterns affecting flood flows would be avoided through site specific evaluation of local hydrology and preparation of design plans approved by the City Engineer. Hydrological and drainage studies must analyze erosional characteristics, flow velocities, volume, sediment transport, and maintenance of hydrology, which would ensure flood flows would not be redirected or impeded as a result of development. With implementation of the City's SDMC, Drainage Design Manual, ESL Regulations protecting floodplains, FEMA standards, and the City's Stormwater Standards Manual, impacts related to drainage changes affecting flood flows would be less than significant.

Issue 3 Inundation

Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Approximately 25,055 linear feet of the San Diego River runs through the Climate Smart Village Areas. Floodways and floodplains in relation to the project areas are depicted on Figures 4.9-2a through d and 4.9-3. As shown, the 100-year and 500-year floodways are primarily limited to canyon areas and the San Diego River. Portions of the mapped 100-year floodplain are also designated SFHAs, which are high risk areas defined as any land that would be inundated by the 100-year flood (the flood having a 1 percent chance of occurring in any given year). The Hillcrest FPA area is not located in a 100-year floodplain, 500-year floodplain, or 100-year floodway, as shown in Figure 4.9-2b. The University CPU area contains 100-year floodway, 100-year floodplains, and 500-year floodplains, which are areas subject to major flooding (see Figure 4.9-3).

Within the City, most of the floodplain areas are located within the MHPA, which would be retained as Open Space with the project. However, future development within the Climate Smart Village Areas may be affected by flood zones. Future development under the project could potentially encroach into mapped floodplains, including SFHAs. However, future development would be subject to applicable City SDMC requirements in the ESL regulations related to SFHA and federal requirements, including City requirements for protection from flooding, including elevating the lowest floor of a structure at least 2 feet above the base flood elevation (SDMC 143.0146(b)(2)). Fully enclosed areas below the lowest floor that are subject to flooding are required to comply with FEMA

requirements for flood proofing. Pursuant to SDMC Sections 143.0145 and 143.0146, future development projects within SFHAs must also undergo a project-level analysis to determine the effects of the project to base flood elevations and ensure that no flooding, erosion, or sedimentation impacts occur on or offsite.

As described in Section 4.9.1, the project areas are subject to inundation from floods, tsunami and dam inundation. Approximately 10,454.8 acres of the Climate Smart Village Areas are located within dam inundation areas and approximately 21.5 acres of the University CPU area are located in dam inundation areas. The Hillcrest FPA area is not located in a dam inundation area. The “inundation zone” is the area downstream of the dam that would be flooded in the event of a failure or uncontrolled release of water. Dam failure is considered a low-probability event because dams are inspected annually by the California Division of Safety of Dams to ensure they are in good operating condition. With continued evaluation of dam stability, continued compliance with State regulations would ensure risk associated with flooding due to dam failure is considered minimal, and therefore, impacts associated with risk of pollutant release in the event of dam failure would be less than significant. Additionally, seiches pose a minimal threat because there are no large, confined bodies of water in the City.

The project would result in additional multi-family and mixed-use development capacity within the project areas. Residential and commercial land uses anticipated by the project would generally be associated with less potential for release of pollutants than other uses such as industrial land uses. However, in the event of inundation due to flooding, pollutants could be released.

While compliance with SDMC and FEMA regulations pertaining to flood zones would generally be adequate to ensure risk of release of pollutants due to project inundation could be avoided; however, a portion of the Climate Smart Village Areas are located within the Mission Valley Community Plan area which is designated Zone X with a PAL note. While Zone X is not typically subject to regulations for the flood fringe, the Mission Valley Community Plan contains policies recommending that development located behind the PAL consider designs to meet the City's regulations regarding buildings within SFHA Zone AE. Designing projects to meet the flood protection requirements of Zone AE is encouraged as it would ensure protection up to the 100-year flood in the event levees were removed on the next FIRM revision. Consistent with the findings in the Mission Valley CPU FEIR, impacts related to development behind the PAL area are considered significant due to the level of uncertainty regarding this potential flooding impact. Within the University CPU area, while there are no PALs, there are areas subject to existing flooding; therefore, at a program level of review impacts related to flooding in University CPU area are considered significant. Impacts related to flooding in the Hillcrest FPA area would be less than significant due to no flood hazard zones being present.

Impacts related to pollutant release resulting from inundation within the project areas are anticipated to be less than significant for most areas due to required compliance with applicable SDMC and FEMA regulations that require protection from flooding. Future development would be required to conform to the City's Flood Mitigation Plan and the SDMC for Development Regulations for SFHAs (Section 143.0145 and 143.0146) which would ensure flood hazards and the corresponding risk of release of pollutants due to inundation are minimized. However, due to portions of the Climate Smart Village Areas being located within the Mission Valley Community Plan

area which is designated Zone X with a PAL note and portions of University being subject to flooding, impacts related to the potential for pollutant release due to inundation within the Climate Smart Village Areas and University CPU areas area are considered significant. Impacts related to the potential for pollutant release due to inundation would be less than significant for the Hillcrest FPA area.

Cumulative Impacts

Future development resulting from implementation of the proposed project could contribute to cumulative impacts related to hydrology, including downstream flooding, flood hazards from tsunami and mudflow, and erosion and sedimentation. However, all future development within the project areas would be required to comply with all NPDES permit requirements, and the City's Stormwater Standards Manual and Drainage Design Manual. Cumulative downstream flooding impacts would be avoided through regulatory compliance, including the City's ESL Regulations and stormwater regulations contained in the SDMC. While development downstream of the PAL in Mission Valley would be a significant impact, it is a localized impact and would not contribute to a cumulative flooding impact. Thus, cumulative impacts would be less than significant.

4.9.5 Significance of Impacts

4.9.5.1 Groundwater

New development occurring within the project areas would be required to implement onsite LID BMPs into the design of future projects within the project areas to address the potential for transport of pollutants of concern through either detention/retention or infiltration, consistent with the requirements of the MS4 Permit issued by the San Diego RWQCB, and the City's Stormwater Standards Manual and Drainage Design Manual. Implementation of LID BMP design elements would reduce the amount of pollutants transported from the project areas to receiving waters. Thus, through compliance with the existing regulatory framework addressing protection of water quality, impacts would be less than significant.

4.9.5.2 Drainage

Future projects would be required to comply with the City's drainage and floodplain regulations in the SDMC and would be required to adhere to the City's Drainage Design Manual, ESL Regulations protecting floodplains, FEMA standards, and the City's Stormwater Standards Manual which would ensure development is designed to avoid drainage impacts due to erosion and siltation, surface runoff, stormwater drainage systems, and flood flows; therefore, impacts would be less than significant.

4.9.5.3 Inundation

Impacts related to pollutant release resulting from inundation within the project areas are anticipated to be less than significant for most areas due to required compliance with applicable SDMC and FEMA regulations that require protection from flooding. Future development would be

required to conform to the City's Flood Mitigation Plan and the SDMC for Development Regulations for SFHAs (Section 143.0145 and 143.0146) which would ensure flood hazards and the corresponding risk of release of pollutants due to inundation are minimized. However, due to portions of the Climate Smart Village Areas being located within the Mission Valley Community Plan area which is designated Zone X with a PAL note, impacts related to development behind the PAL area are considered significant due to the level of uncertainty regarding this potential flooding impact. Within the University CPU area, while there are no PALs, there are areas subject to existing flooding; therefore, at a program level of review impacts related to flooding in University CPU and Blueprint SD Initiative project areas are considered significant. Impacts related to flooding in the Hillcrest FPA area would be less than significant due to no flood hazard zones being present.

4.9.6 Mitigation, Monitoring and Reporting

As detailed in the preceding analysis, all impacts would be less than significant except impacts related to inundation (Issue 3) within the Climate Smart Village Areas and within the University CPU area would be considered a significant impact due to existing flood risks being present that could affect pollutant release. As future development occurs, project level evaluation would occur to ensure development does not exacerbate flood conditions. Implementation of the City's drainage and floodplain regulations in the SDMC, the City's Drainage Design Manual, ESL Regulations protecting floodplains, FEMA standards, would be sufficient to reduce impacts to less than significant for most areas of the City. However, due to the level of uncertainty regarding the potential flooding impact associated with potential future development located behind the PAL in Mission Valley, in addition to other areas of flooding concern, impacts would be significant.

4.10 Land Use and Planning

This section analyzes the potential for significant impacts related to land use to occur due to implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes the adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), rezones, amendments to the City of San Diego’s (City’s) Land Development Code (LDC), and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the LDC, and associated discretionary actions.

Issues addressed in this section include potential conflicts with the environmental goals of the City’s General Plan, Local Coastal Program (LCP), and Environmentally Sensitive Lands (ESL) Regulations; the San Diego Municipal Code (SDMC); the San Diego Association of Governments’ (SANDAG’s) San Diego Forward: The Regional Plan (Regional Plan); and the Airport Land Use Compatibility Plans (ALUCPs) for San Diego International Airport (SDIA), Brown Field, Marine Corps Air Station (MCAS) Miramar, Naval Outlying Landing Field (NOLF) Imperial Beach, and Montgomery Field. Consistency with the City’s adopted Multiple Species Conservation Program (MSCP) Subarea Plan (SAP), Vernal Pool Habitat Conservation Plan (VPHCP), the City’s 2022 Climate Action Plan (CAP), and the Historical Resources Regulations (HRR) are also addressed in this section.

4.10.1 Existing Conditions

Existing land use conditions for each of the project components are described below.

4.10.1.1 Land Use

a. Blueprint SD Initiative

As described in Chapter 3.0, Project Description, the Blueprint SD Initiative anticipates land use changes throughout the City, with a focus on land use change within Climate Smart Village Areas, which include areas with a village propensity value of 7 through 14 (see Figure 3-1). These areas are defined by an existing or future propensity to support alternative transportation modes including walking/rolling, bicycling, and transit. These are generally located in developed, urban lands with proximity to major transit corridors. The Climate Smart Village Areas include approximately 2,859 acres within the Coastal Zone.

b. Hillcrest Focused Plan Amendment

The Hillcrest FPA area is located at the center of the Uptown Community Plan area. Existing land use in Hillcrest includes residential, commercial, schools, open space, and public facilities/institutions. Hillcrest is characterized by a commercial core, older mixed-use housing, and a large institutional employment center. Residential-only uses account for approximately 79 acres or approximately 21 percent of the land within the Hillcrest FPA area, with multifamily housing comprising approximately 29 percent and single-family at approximately 10 percent. Residential uses are generally located along the perimeter of the Hillcrest FPA area, away from major commercial streets like University, Washington, and Fifth Avenue. Three primarily residential neighborhoods exist within the Hillcrest FPA area, including a largely multifamily residential area between the University of California San Diego (UCSD) Medical Center and Scripps Mercy Hospital. A mixture of single family and multi-family units are located east of State Route (SR) 163 along Essex Street and the Cleveland and Normal Street area. A mixture of single family, multifamily, and commercial uses are located in the core of the Hillcrest FPA area west of SR-163 and south of Washington Street. Mixed-use developments are concentrated along major commercial corridors. Commercial land uses, including office, retail, and visitor uses, account for approximately 112 acres or approximately 29 percent of the land in the Hillcrest FPA area. Primary east-west commercial corridors include Washington Street and University Avenue. Primary north-south commercial corridors include Fourth, Fifth, and Sixth avenues. Public and community facilities, including education and institutional uses, account for approximately 52 acres or approximately 29 percent of the land in the Hillcrest FPA area. The two major hospitals, UCSD Medical Center and Scripps Mercy Hospital, account for a significant portion of this acreage. Other land uses include parking, transportation and utilities, and vacant parcels (City of San Diego 2020).

c. University Community Plan Update

The University Community Plan, last amended in 2019, provides the policy framework that guides the future physical development of the community. The Community Plan is a component of the General Plan and both provide land use planning direction for focused planning and implementation efforts. The update as part of this project plans more opportunities for homes, jobs and mixed-use development connected to UCSD, retail and employment centers, hospitals, health care facilities, residential areas, public spaces, and bus rapid and light rail stations. The University CPU encourages a variety of uses and building typologies to encourage the economic development of University into a robust, transit-oriented neighborhood. Detailed in the Urban Design chapter of the CPU are the six village areas, with strategies to concentrate density near transit stops while supporting an active public realm. Improved infrastructure and transit connections between these villages lays the groundwork for low-emissions trips while mitigating car traffic. Redevelopment within these focus areas will provide key community amenities, increase the local supply of housing, and accommodate job and employment growth in healthcare and tech-sector industries.

The University CPU area includes approximately 2,596 acres within the Coastal Zone and those areas are subject to the California Coastal Act. The Coastal Act requires all jurisdictions within the Coastal Zone to prepare a LCP, which includes issue identification, a land use plan, and implementation (zoning) Ordinances. Actions associated with this CPU would be integrated into the LCP upon Coastal

Commission approval. The Land Use Framework also includes additional regulations associated with the Airport Land Use Compatibility Overlay Zone for MCAS Miramar.

Nexus Technology Centre Specific Plan

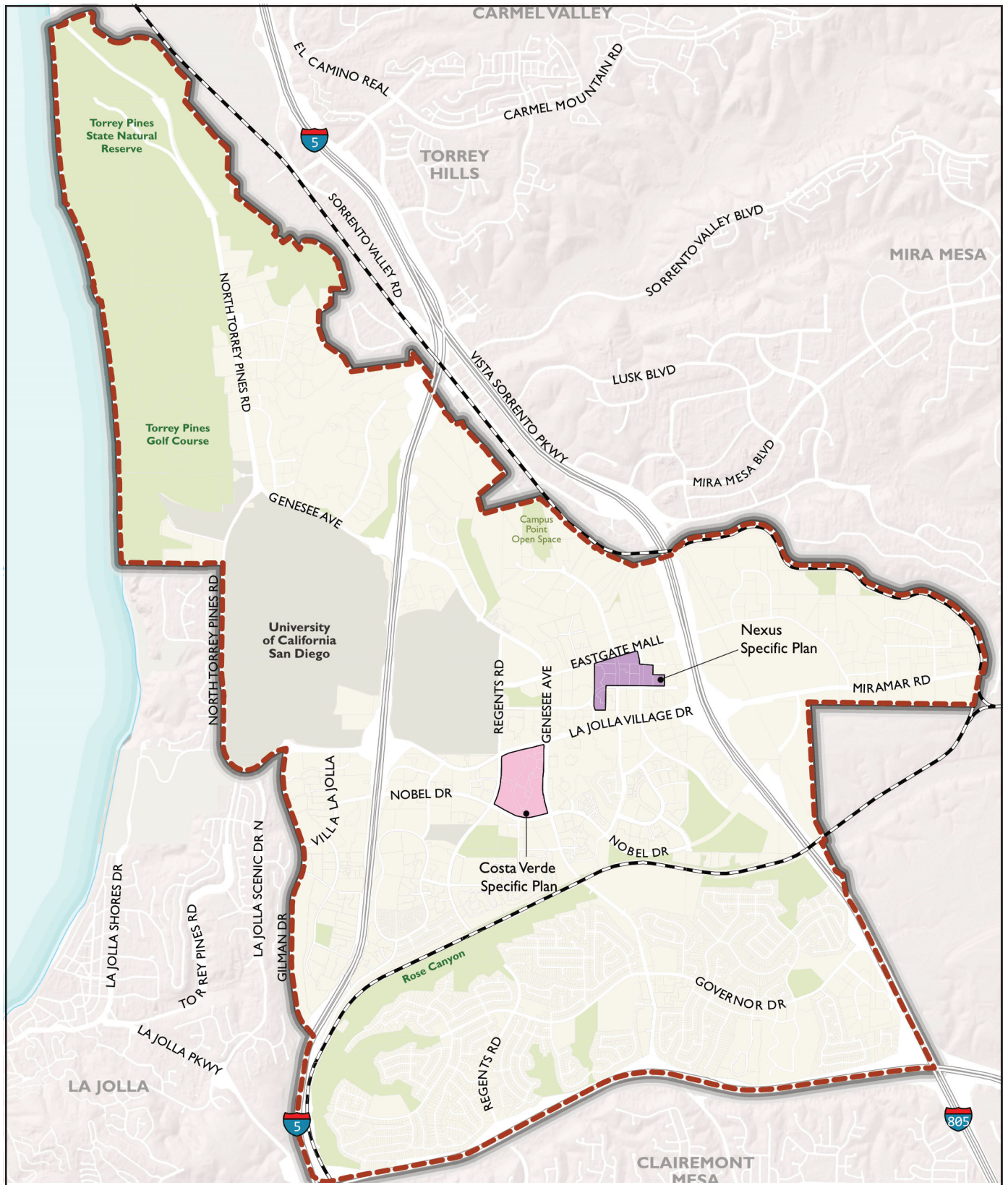
The Nexus Technology Centre Specific Plan area is located within the University CPU area, on the south side of Eastgate Mall between Interstate (I) 5 and I-805 (Figure 4.10-1). As part of this project, the Nexus Technology Centre Specific Plan would be rescinded and would be replaced with the land use designations proposed by the CPU. Adjacent uses are generally described as office, hotel, and retail to the south with residential to the northwest across Eastgate Mall and industrial/scientific research to the west and northeast.

The plan incorporates industrial and scientific research uses in a campus environment. The buildings are low scale, similar in style, and symmetrically arranged around a formal plaza. The area represents a transition between the dense high-rise office towers, hotel, and regional commercial uses to the south and southeast, and the lower scale residential, industrial, and scientific research uses to the north and northeast.

Costa Verde Specific Plan

An amendment to the Costa Verde Specific Plan was approved on November 10, 2020. The revised Specific Plan envisioned the reconfiguration, revitalization, and expansion of the existing Costa Verde Center to create a local, walkable hub that provides neighborhood services, retail shops, restaurants, office/research and development uses, a hotel, and community gathering spaces. The existing approximately 178,000 square feet) of commercial/retail uses would be retained and new uses would be added including approximately 360,000 square feet of research and development and 40,000 square feet of office uses. A one-acre portion of the Specific Plan was designated Visitor Commercial to reintroduce a 200-room hotel, up to 10 stories in height and approximately 125,000 square feet. The maximum building heights would be 45 feet for commercial/retail structures, and 135 feet for commercial/office/research and development and hotel uses.

The Costa Verde Specific Plan area is bounded on the north and east by existing arterial roads (La Jolla Village and Genesee); on the south by Nobel Drive; and on the west by Regents Road (see Figure 4.10-1). The Specific Plan area consists of approximately 58 acres (53 net buildable acres after dedication of major perimeter roads), bounded by a mixture of existing residential, commercial and office land uses.



- Nexus Specific Plan
- Costa Verde Specific Plan
- UCSD Campus
- City Parks and Open Space
- Freeway
- Railroad
- Community Plan Boundary

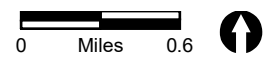


FIGURE 4.10-1

University Community Plan Update Area - Specific and Master Plans

University of California, San Diego La Jolla Campus 2018 Long Range Development Plan

The UCSD La Jolla Campus 2018 Long-Range Development Plan (LRDP) is a general land use plan that guides the physical development of the campus (see Figure 4.10-1). The LRDP outlines the possibilities for growth in a way that acknowledges the campus's historic foundations, natural beauty and unique character while ensuring that UCSD can continue to advance its mission: To transform California and a diverse global society by educating, by generating and disseminating knowledge and creative works, and by engaging in public service. The LRDP aligns with the goals of UCSD's Strategic Plan while adhering to urban planning principles established by previous LRDPs and the University's 1989 Master Plan study. The UC Regents approved the LRDP in November 2018. The 2018 LRDP is the sixth comprehensive long-range plan for the physical development of the campus and will guide development through 2035. UCSD produced previous plans in 1963, 1966, 1981, 1989, and 2004.

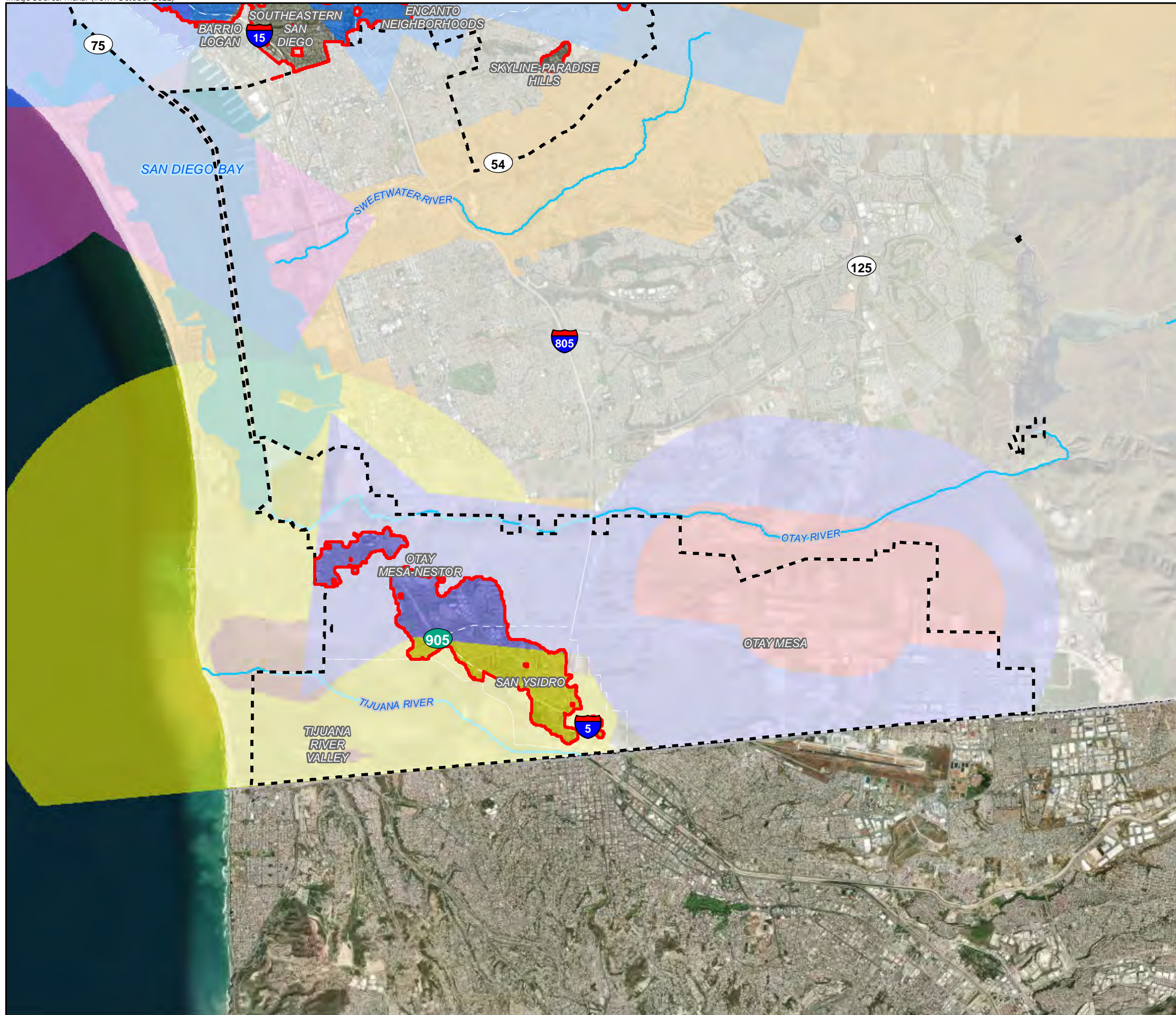
4.10.1.2 Airports










Risks associated with airport operations include risks to people and property located in the vicinity of an airport in the event of an accident, and risks to the safety of persons aboard an aircraft. Airspace protection policies may address the height of objects on the ground and activities that can cause electronic or visual impairment to navigation or attract large numbers of birds (California Department of Transportation [Caltrans] 2011).

Portions of the project areas are located within the Airport Influence Areas (AIAs) of five airports including the SDIA, Montgomery-Gibbs Executive Airport, MCAS Miramar, NOLF Imperial Beach, and Brown Field Municipal Airport (Brown Field). AIAs in relation to the Climate Smart Village Areas are depicted in Figure 4.10-2a through 4.10-2e. AIAs in relation to the Hillcrest FPA area and the University CPU area are shown on Figures 4.10-3 and 4.10-4, respectively.

a. San Diego International Airport

SDIA at Lindbergh Field is the commercial air carrier airport serving the region located in the City's urban center and is adjacent to downtown. Aircraft operations averaged 543 trips per day over a 12-month period ending May 2018. Ninety percent of operations were commercial, and the remainder were air taxi, transient general aviation, and military. Although various industrial, commercial, and residential uses surround the airport, residential is the primary use and the most affected by the airport. Primarily commercial air carrier aircraft with a limited number of general aviation corporate jet aircraft use SDIA. The airport has one runway with approaches from the east and west. Normally, aircraft arrive from the east and depart to the west. Noise from aircraft taking off and climbing affect more areas west or adjacent to SDIA, whereas noise from aircraft approaching and landing affects fewer areas east of the airport. Commercial aircraft noise has been declining due to advances in engine technology. However, noise will affect more areas as operations at SDIA increase in the future.



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
- Airport Influence Area (AIA)**
-  Brown Field Review Area 1
-  Brown Field Review Area 2
-  NOLF Imperial Beach Review Area 1
-  NOLF Imperial Beach Review Area 2
-  North Island NAS Review Area 1
-  North Island NAS Review Area 2
-  San Diego International Airport (Lindbergh Field) Review Area 2

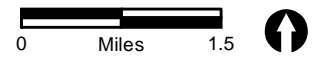
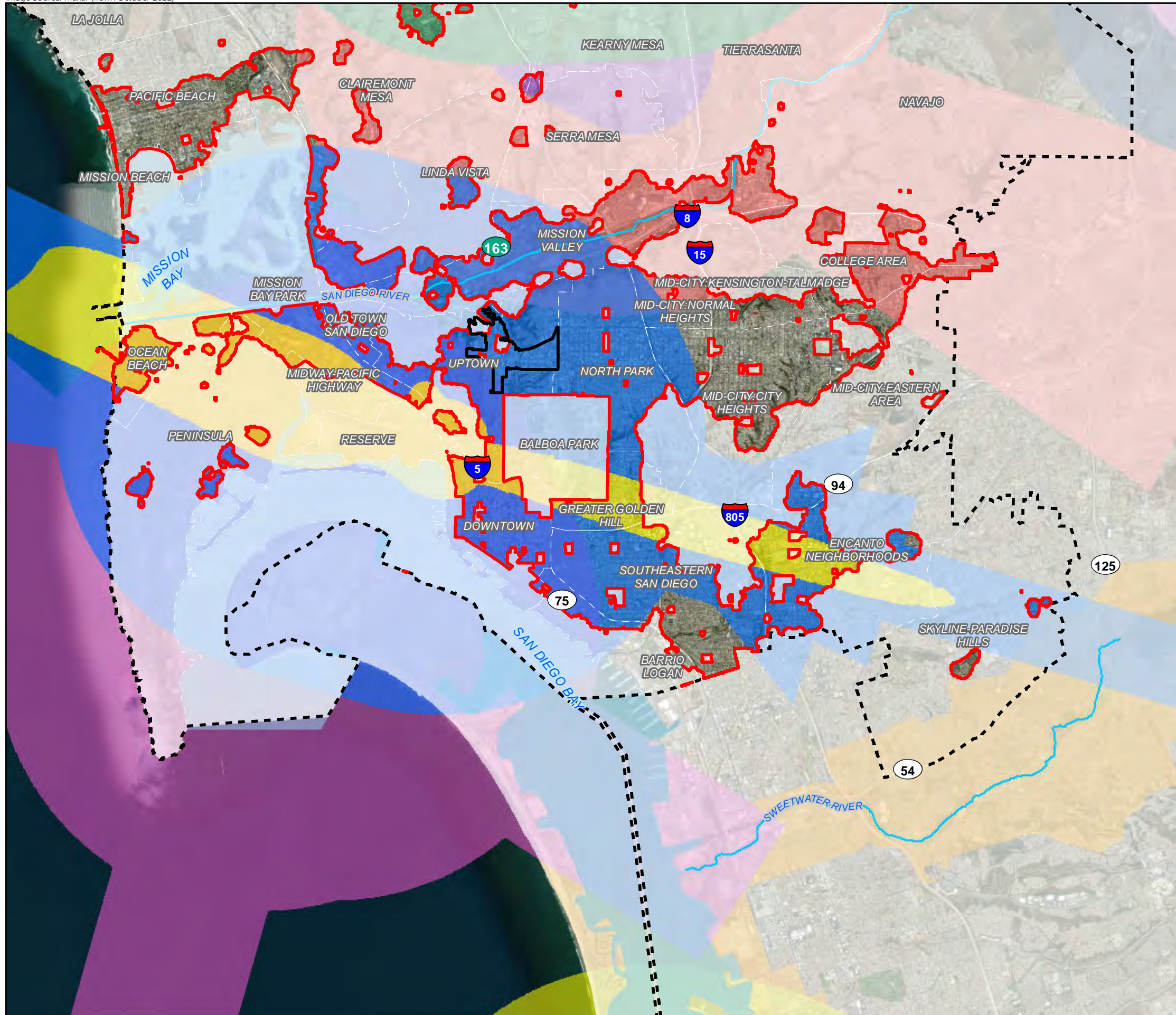


FIGURE 4.10-2a
Airport Influence Areas (AIAs)
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - South



- Hillcrest Focused Plan Amendment Area
- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- Airport Influence Area (AIA)**
- Gillespie Field Review Area 1
- Gillespie Field Review Area 2
- Miramar Review Area 2
- Montgomery Field Review Area 1
- Montgomery Field Review Area 2
- NOLF Imperial Beach Review Area 2
- North Island NAS Review Area 1
- North Island NAS Review Area 2
- San Diego International Airport (Lindbergh Field) Review Area 1
- San Diego International Airport (Lindbergh Field) Review Area 2

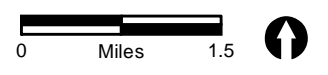
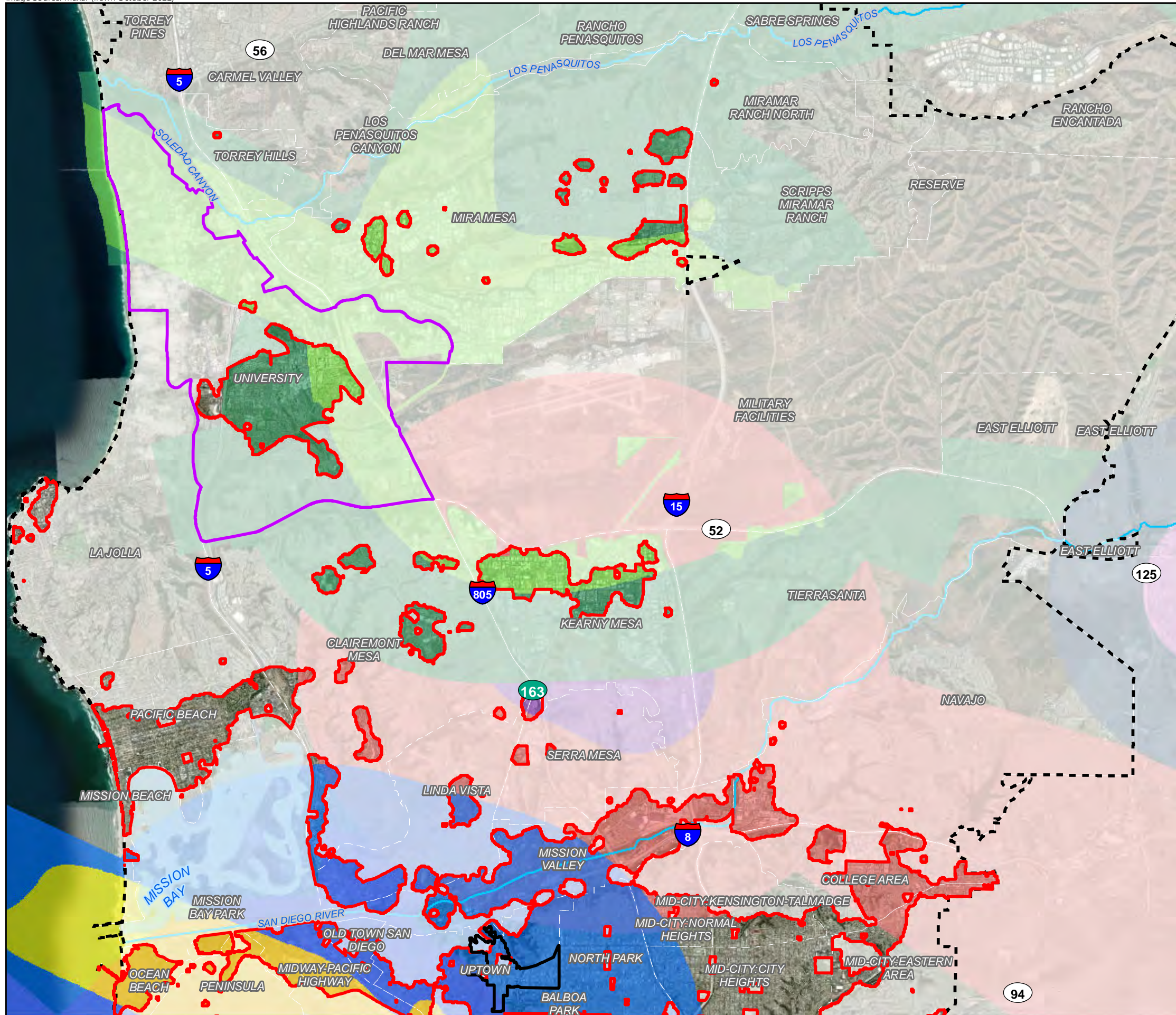


FIGURE 4.10-2b
 Airport Influence Areas (AIAs)
 in Relation to Blueprint SD Initiative
 Climate Smart Village Areas - South Central



- Hillcrest Focused Plan Amendment Area
- University Community Plan Update Area
- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- Airport Influence Area (AIA)**
- Gillespie Field Review Area 1
- Gillespie Field Review Area 2
- Miramar Review Area 1
- Miramar Review Area 2
- Montgomery Field Review Area 1
- Montgomery Field Review Area 2
- North Island NAS Review Area 1
- North Island NAS Review Area 2
- San Diego International Airport (Lindbergh Field) Review Area 1
- San Diego International Airport (Lindbergh Field) Review Area 2

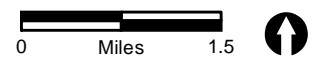
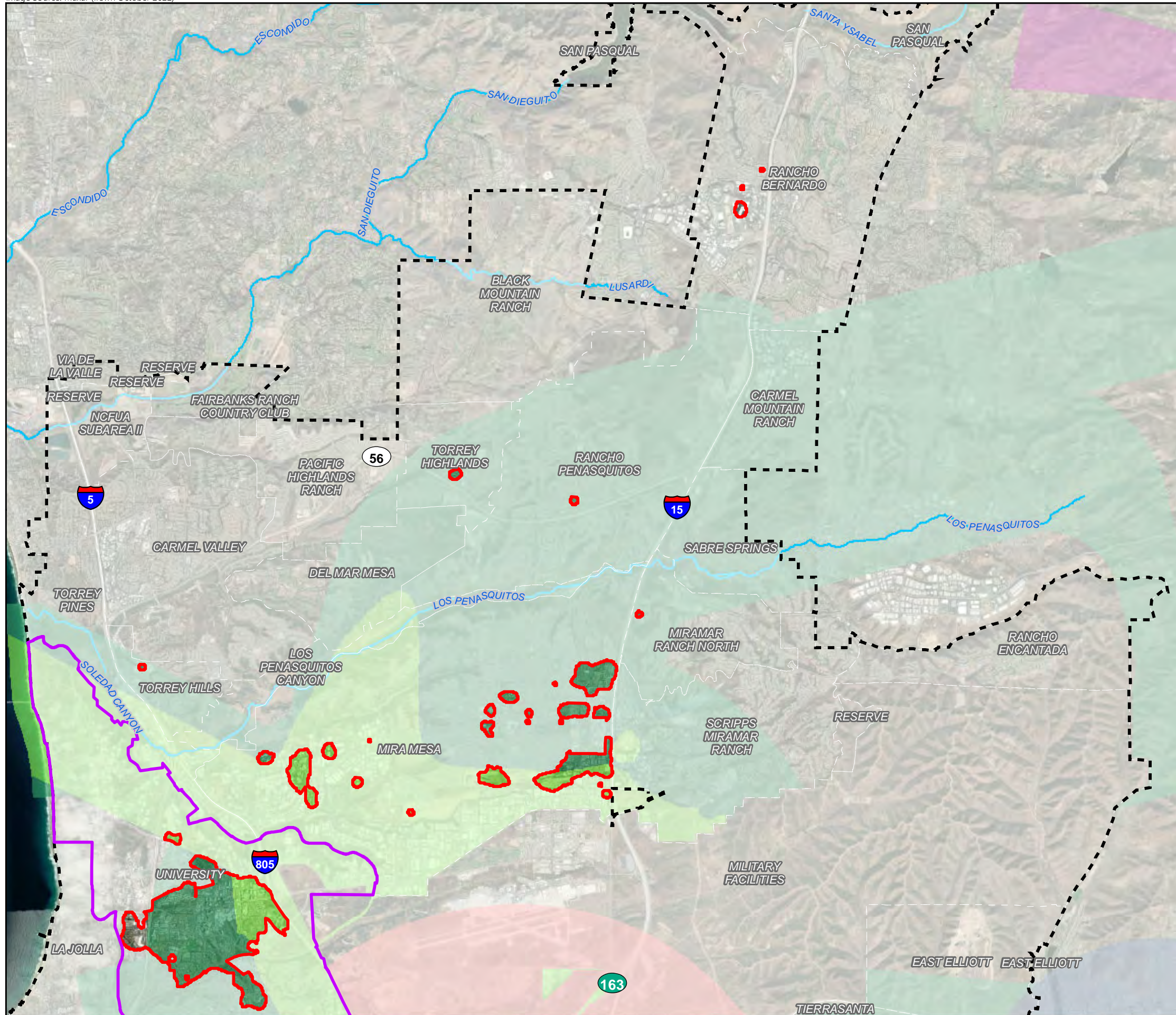


FIGURE 4.10-2c
Airport Influence Areas (AIAs)
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - North Central



- University Community Plan Update Area
- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- Airport Influence Area (AIA)**
- Gillespie Field Review Area 2
- Miramar Review Area 1
- Miramar Review Area 2
- Montgomery Field Review Area 2
- Ramona Review Area 2

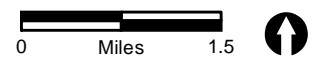
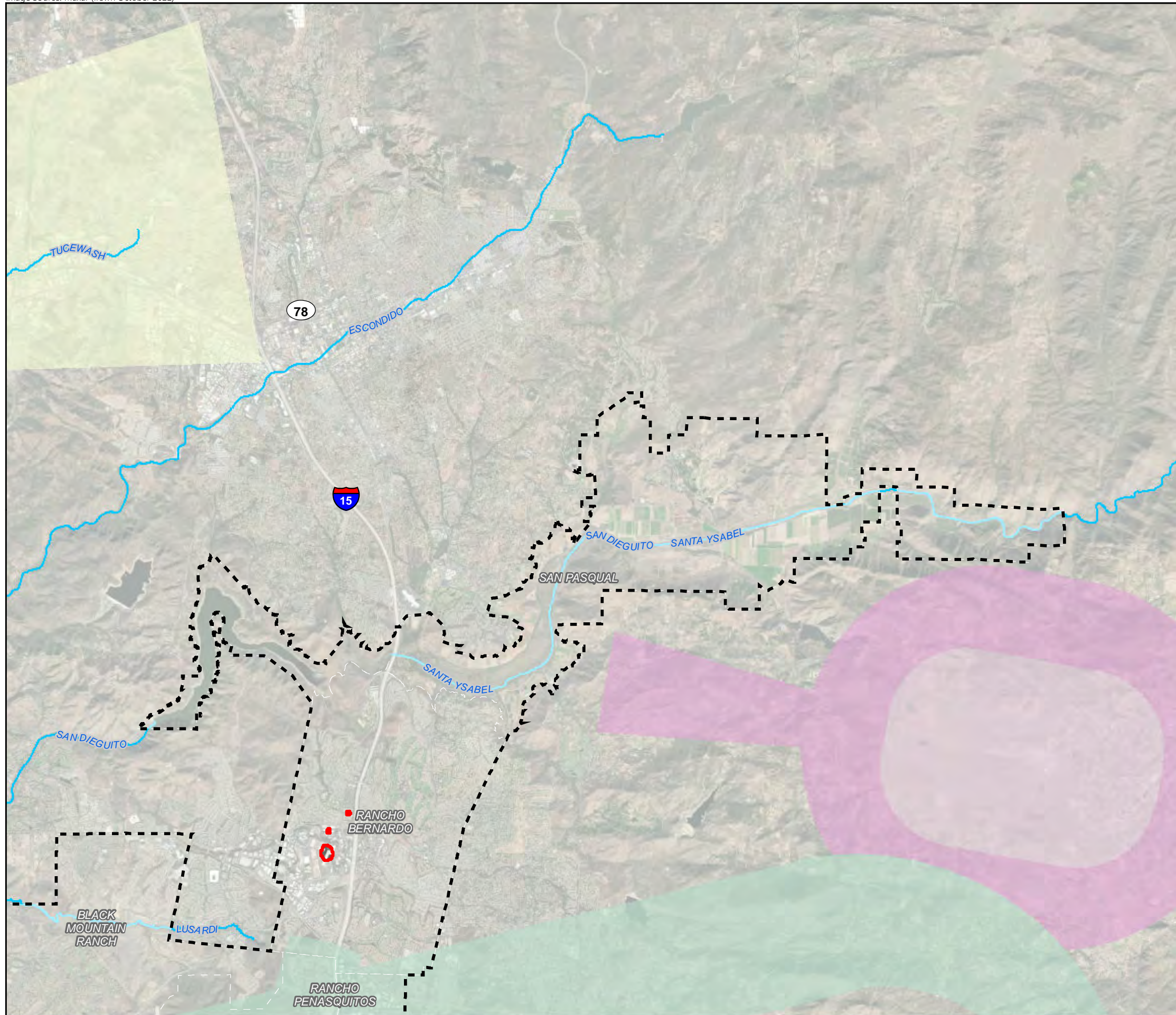








FIGURE 4.10-2d
Airport Influence Areas (AIAs)
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - North



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
- Airport Influence Area (AIA)**
-  McClellan-Palomar Review Area 2
-  Miramar Review Area 2
-  Ramona Review Area 1
-  Ramona Review Area 2

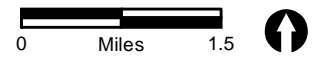
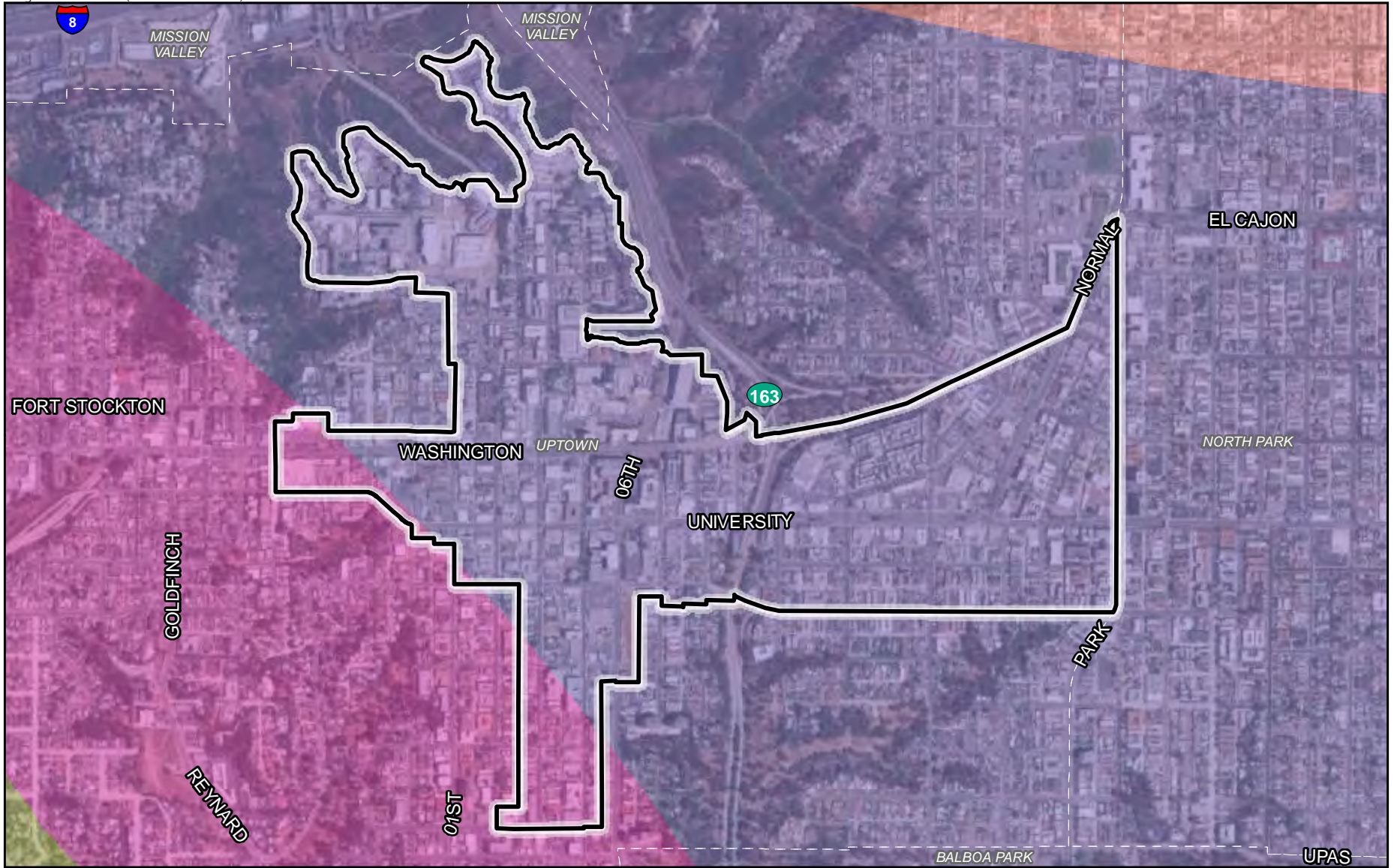







FIGURE 4.10-2e
Airport Influence Areas (AIAs)
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - Northeast



-  Hillcrest Focused Plan Amendment Area
- Airport Influence Area (AIA)**
-  Lindbergh Field Review Area 1
-  Lindbergh Field Review Area 2
-  Montgomery Field Review Area 2
-  North Island NAS Review Area 1

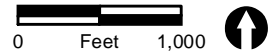
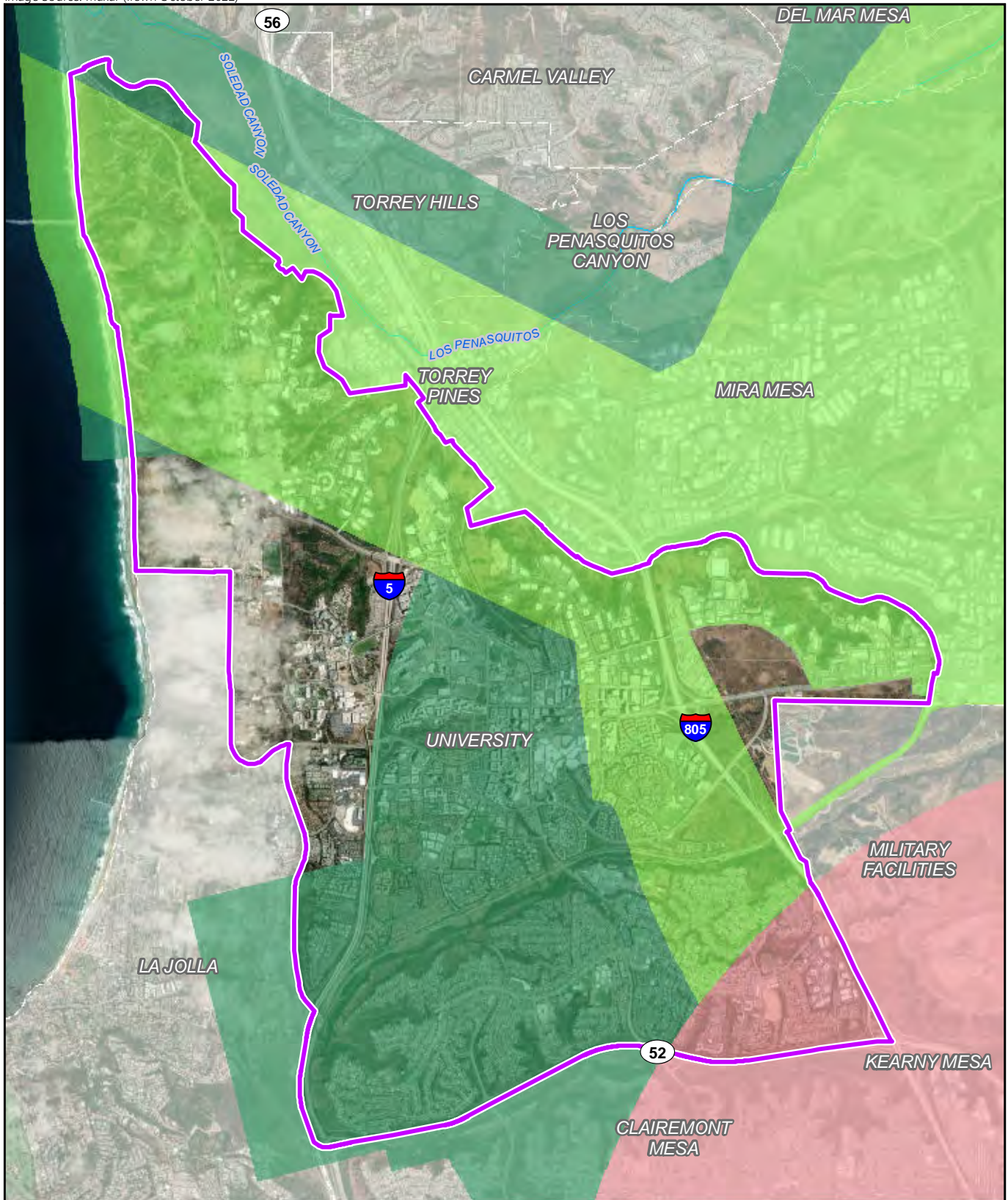






FIGURE 4.10-3
Airport Influence Areas (AIAs) in Relation to
Hillcrest Focused Plan Amendment Area



-  University Community Plan Update Area
- Airport Influence Area (AIA)**
-  Miramar Review Area 1
-  Miramar Review Area 2
-  Montgomery Field Review Area 2

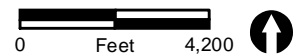


FIGURE 4.10-4
Airport Influence Areas (AIAs) in Relation to
University Community Plan Update Area

The SDIA requires a variance from the California Airport Noise Standards in order to operate with noise in excess of the 65 A-weighted decibels [dB(A)] Community Noise Equivalent Level (CNEL) affecting residential uses. As the airport operator, the San Diego County Regional Airport Authority (SDCRAA) has implemented monitoring and mitigation measures to minimize aircraft noise affecting residential areas. The SDIA prohibits most late night takeoffs to help limit noise impacts. As a mitigation measure, the Quieter Home Program retrofits affected homes to reduce interior noise levels to an acceptable level. The variance requires that the SDCRAA obtain aviation easements for new residential uses and other noise sensitive uses above the 60 dB(A) CNEL and for participating homes in the Quieter Home Program.

Communities surrounding SDIA contain existing and planned areas for residential uses including higher-density residential uses. Higher-density residential structures use construction materials that can mitigate higher exterior noise levels to acceptable levels. Higher-density residential uses also contain limited outdoor areas, which limit the length of outdoor exposure to higher noise levels. Given the geographic extent of the areas above the 65 dB(A) CNEL within the SDIA airport influence area and the desire to maintain and enhance the character of these neighborhoods, the City conditionally allows future single home, multiple home, and mixed-use residential uses in the areas above the 65 dB(A) CNEL.

Although not generally considered compatible with aircraft noise, the City conditionally allows multiple home development and mixed-use residential uses above the 65 dB(A) CNEL only in areas with existing residential uses, and single unit home residential uses only on existing single unit home lots. Any future residential use above the 65 dB(A) CNEL must include noise attenuation measures to ensure an interior noise level of 45 dB(A) CNEL, provision of an aviation easement, and be located in an area where a community plan and the ALUCP allow residential uses.

b. Montgomery-Gibbs Executive Airport

Montgomery-Gibbs Executive Airport (formerly known as Montgomery Field) is a general aviation airport and is classified by the Federal Aviation Administration (FAA) as a reliever airport for SDIA. A reliever airport is an airport that serves general aviation aircrafts that might otherwise use a congested air carrier airport. The airport has three runways and a helipad. Aircraft operations averaged 567 trips per day over a 12-month period ending in April 2017. Fifty-one percent of operations were local general aviation, 46 percent were transient general aviation, and the remainder were air taxi, military, or commercial operations (Airnav 2018).

Due to the length of its runways, Montgomery-Gibbs Executive Airport Field cannot accommodate all types of general aviation aircraft. Noise-compatible commercial and industrial uses are adjacent to the airport. Aircraft noise affects residential areas in surrounding communities. To minimize the impact on surrounding residential areas, Montgomery-Gibbs Executive Airport Field has a noise monitoring program to assess aircraft noise and regulations, including a nighttime noise limits and a weight limit for aircraft using the airport.

c. Marine Corps Air Station Miramar

MCAS Miramar operates a mixture of jet fighter, transport, and helicopter aircrafts. MCAS Miramar serves as home to the 3rd Marine Aircraft Wing, including MAG-11's fixed-wing F/A-18 and KC-130

Hercules squadrons and MAG-16's MV-22 Osprey tiltrotors and CH-53E Super Stallion helicopters. The support command Marine Air Control Group 38, the 3rd MAW Band, the 4th Marine Air Wing, an MV-22 Osprey squadron, the H&HS Marine Flight Division's UC-12, and UC-38 squadrons are also located at MCAS Miramar (MCAS Miramar 2019). Noise from military air installations presents different noise issues compared to civilian airports. Military readiness requires constant training. Aircraft training includes touch and goes (takeoffs and landings with a close-in circuit around the airport), aircraft carrier simulated landings, practice instrument approaches, and normal departures to and arrivals from other installations or training areas. As a result, noise can affect more areas than from civilian airports. Helicopter noise can be an annoyance since helicopter noise events last longer and pulsate.

As indicated by the Air Installations Compatibility Use Zones (AICUZ) study, adjacent industrial and commercial uses are compatible with MCAS Miramar's noise levels. Noise from MCAS Miramar affects residential areas in surrounding communities. To minimize aircraft noise impact on residential areas, the Marine Corps implements noise abatement and monitoring programs as described in the AICUZ study.

d. Brown Field

Brown Field is a port of entry for private aircrafts coming from Mexico. Brown Field is a busy general aviation airport. General aviation encompasses all aviation except air carrier and military, although the military continues to maintain a strong presence. The types of general aviation aircrafts that operate at Brown Field include private, corporate, charter, air ambulance, law enforcement, fire rescue, flight training, cargo, skydiving, banner towing, and airships (City of San Diego 2019).

General aviation propeller and jet aircraft, as well as law enforcement and military aircraft, use Brown Field. Noise-compatible open space and industrial uses are primarily adjacent to Brown Field. Aircraft noise affects residential uses to the west of the airport.

e. NOLF Imperial Beach

NOLF Imperial Beach is a part of the South Bay community, between Imperial Beach and the United States-Mexico border. It is nine miles south of the City and is connected to Coronado by the Silver Strand Beach and Causeway. Almost half of NOLF's 1,100 acres is a part of the Tijuana River National Estuarine Research Reserve. It is the only exclusive-use Naval helicopter airfield on the West Coast (Millie 2019).

f. Airports Outside of the City

Aircraft noise from airports outside of the City is also less extensive than noise from SDIA and MCAS Miramar. Military aircraft operations at Naval Air Station (NAS) North Island and NOLF Imperial Beach primarily use the airspace over the Pacific Ocean and the San Diego Bay. The primary traffic pattern for helicopters training at NOLF Imperial Beach is along the Tijuana River Valley and then offshore. Overflight noise from general aviation aircraft operating at Gillespie Field has the potential to affect residential areas in the City west of the airport. Aircraft noise from commercial air carrier

operations at the Tijuana International Airport in Mexico primarily affect open space and industrial uses adjacent to the international border in the Otay Mesa area.

4.10.2 Regulatory Setting

4.10.2.1 State Regulations

a. State Airport Land Use Commission Statute

Public Utilities Code Section 21675 requires each airport land use commission (ALUC) to formulate an ALUCP for each public-use and military airport within the ALUC's oversight. The State Legislature assigned the ALUC function in San Diego County to the SDCRAA. After the ALUC adopts an ALUCP, local agencies with jurisdiction within the AIA covered by the ALUCP must either amend their land use plans and regulations to be consistent with the ALUCP or overrule the ALUCP. A local agency can overrule the ALUCP (or a part of the ALUCP) with a two-thirds majority vote of its governing body. The overrule resolution must include findings describing how the local agency's current land use plans and regulations achieve the objectives of the State ALUC statute.

b. Sustainable Communities and Climate Protection Act of 2008

The Sustainable Communities and Climate Protection Act of 2008 (Chapter 728, Statutes of 2008), otherwise known as SB 375, requires the integration of land use, housing, and transportation planning to achieve regional GHG emission reductions, adopted by the California Air Resources Board. SB 375 requires MPOs to develop a Sustainable Communities Strategy—a new element of the regional transportation plan—to plan for achieving these GHG reduction targets. The Sustainable Communities Strategy must demonstrate the attainment of the regional GHG emissions reduction targets while accommodating the full projected population of the region.

c. California Coastal Act of 1976

The California Coastal Act applies to all Coastal Zone areas in the state. Coastal Act policies are carried out on a local level through LCPs, which implement the Coastal Act taking local conditions into consideration. LCPs consist of land use plans that govern the types and intensities of allowable uses, as well as the applicable parts of the zoning code that carry out the land use plan, consistent with the Coastal Act. Section 30253 of the Coastal Act requires new development to assure stability and structural integrity, and to not require shoreline protective devices that would alter natural landforms along bluffs and cliffs. In other words, new development must be safe from coastal hazards.

d. State Aeronautics Act

Through the State Aeronautics Act, every county that contains a public airport must develop and comply with an ALUCP with a 20-year planning horizon. The purpose of an ALUCP is to protect public health, safety, and welfare by providing for the orderly growth and land use development of the area surrounding the airport. ALUCP policies generally set controls on land use and development

standards that ensure safe and efficient airport and flight operations and minimize the public's exposure to excessive noise and safety hazards within the airport's vicinity. An ALUCP does not designate land uses, but instead establishes criteria to encourage the development of compatible land uses. It also has no ability to alter existing non-conforming uses; the focus is on future development. The body responsible for creating and carrying out the ALUCP is each respective county's ALUC or other designated agency. The SDCRAA serves as the ALUC for San Diego County.

4.10.2.2 Local Plans and Regulations

a. San Diego Forward: The 2021 Regional Plan

SANDAG is the regional authority that creates regional -specific documents to provide guidance to local agencies, as SANDAG does not have land use authority. The 2021 Regional Plan (Regional Plan) was adopted by the SANDAG Board of Directors on December 10, 2021 (SANDAG 2021). The Regional Plan provides a long-term blueprint for the San Diego region that seeks to meet regulatory requirements, address traffic congestion, and create equal access to jobs, education, healthcare, and other community resources.

The Regional Plan is intended to provide a plan for future growth through the year 2050 based on principles of sustainability and smart growth. It is intended to result in more compact development patterns with greater emphasis on use of transit and less need to rely on private vehicle travel; it is to be updated every four years to monitor its progress. The Regional Plan contains the following required elements: Policy Element; Sustainable Communities Strategy; Financial Element; and Action Element.

Relevant objectives of the Regional Plan include the following:

- Healthy and complete communities.
- Create great places for everyone to live, work, and play.
- Connect communities through a variety of transportation choices that promote healthy lifestyles, including walking and biking.
- Increase the supply and variety of housing types—affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services.

b. Airport Land Use Compatibility Plans

The SDCRAA serves as the ALUC for San Diego County. The ALUC is responsible for adopting ALUCPs for 16 public use and military airports in San Diego County. ALUCPs provide guidance on appropriate land uses surrounding airports to protect the health and safety of people and property within the vicinity of an airport, as well as the public in general. An ALUCP contains policies and criteria that address compatibility between airports and the future land uses that surround them in the areas of noise, overflight, safety, and airspace protection, in order to minimize the public's exposure to hazards within the AIA for each airport. Each AIA is divided into two review areas. Review Area 1 is defined by the combination of the 60 decibel (dB) CNEL noise contour, the outer boundary of all safety zones, and the airspace Threshold Siting Surfaces. Review Area 1 consists of locations where noise or safety concerns may necessitate limitations on the types of land use

actions. All compatibility policies and standards in the ALUCP apply within Review Area 1. Review Area 2 is defined by the combination of the airspace protection and overflight boundaries beyond Review Area 1. Only airspace protection and overflight policies and standards apply within Review Area 2. The ALUC has no jurisdiction over the operation of airports or over existing land uses, regardless of whether or not such uses are incompatible with airport activities. Once ALUCPs have been adopted by the ALUC, local agencies with land located within the AIA boundary for any of the airports must, by law, amend their planning documents to conform to the applicable ALUCP. However, if a local agency makes special findings in accordance with state law, it can override the ALUCPs with a two-thirds vote of its governing body. Since the ALUC does not have land use authority, the City implements the compatibility plans through land use plans and zoning regulations (specifically, the Airport Approach Overlay Zone, Airport Environs Overlay Zone, and Airport Land Use Compatibility Overlay Zone. = Until the policies of an ALUCP have been adopted by a local jurisdiction, ALUC consistency review for all development projects within AIA Review Area 1 is required. After the policies of an ALUCP have been implemented by a local jurisdiction, only land use plan adoptions or amendments, rezonings, and regulatory amendments require ALUC consistency review.

The objective of the airspace protection policies and standards is to ensure new development around airports does not interfere with safe and efficient air navigation. Policies include requirements limiting construction or objects exceeding 200 feet in height; sources of glare or lighting systems that can distract pilots; sources of dust, vapor, smoke, and thermal plumes; electromagnetic interference; and bird attractants. Overflight compatibility policies require an overflight notification agreement to be recorded for any new dwelling unit within the overflight area. In Review Area 2, ALUC review is required for land use plans and regulations proposing increases in height limits and for land use projects that have received from the FAA a Notice of Presumed Hazard, a Determination of Hazard, or a Determination of No Hazard subject to conditions, limitations, or marking and lighting requirements; and/or would create any of the following hazards: glare, lighting, electromagnetic interference, dust, water vapor, smoke, thermal plumes, and bird attractants.

The purpose of the noise compatibility policies within the ALUCPs is to minimize the exposure of sensitive receptors to levels of aircraft noise that can disrupt the activities involved. The characteristics of the airport and the surrounding community are taken into account in determining the level of noise deemed acceptable for each type of land use.

San Diego International Airport ALUCP

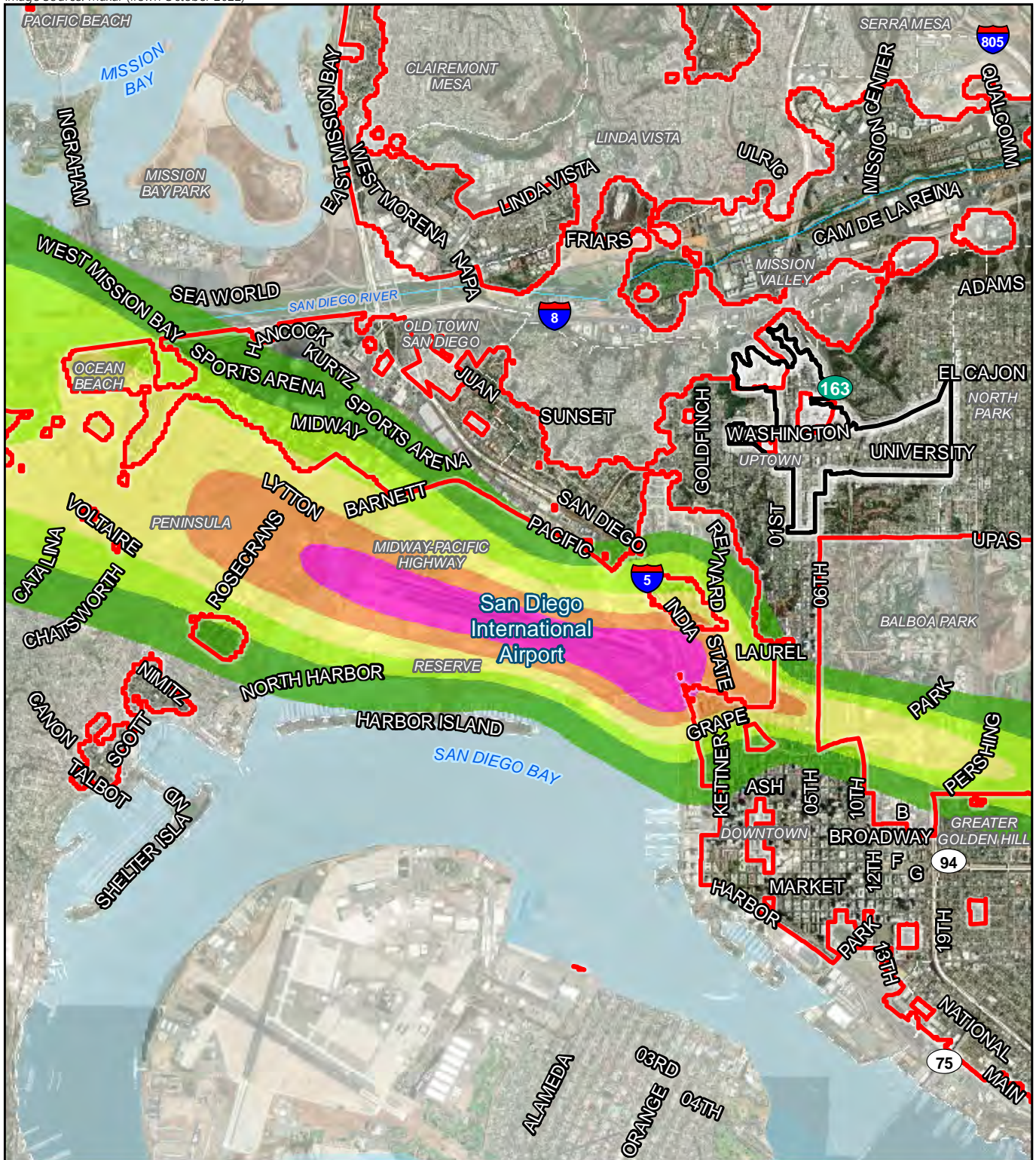
The SDIA is located in central San Diego between the Peninsula, Midway-Pacific Highway, and the Downtown Community Planning Areas, adjacent to the San Diego Bay. The SDIA ALUCP was adopted on April 3, 2014, and amended May 1, 2014. Each compatibility factor is included in the AIA maps of the ALUCP as Exhibits 1-1, 2-1, 3-1, 4-1, and 5-1. Noise contours and Safety Zones in relation to the project areas are shown on Figures 4.10-5a and 4.10-5b, respectively. As detailed in Table 4.10-1, SDIA noise contours ranging from 60 CNEL to 80 CNEL affect the Climate Smart Village Areas. The SDIA ALUCP contains the following noise compatibility policies regarding future development associated with the project.

- a) Policy N.1: The ALUCP establishes the 60 dB CNEL contour as the threshold above which noise compatibility standards apply.
- b) Policy N.3: When a land use project involves a combination of different land uses as listed in the ALUCP, each component use must comply with the applicable noise standards.
- c) Policy N.4: New residential development is allowed at or above the 70 dB CNEL contour only if the affected property is currently designated to allow for residential use in the applicable general or community plan and it complies with the conditions described in the ALUCP. In areas exposed to airport noise at or above 70 dB CNEL, general and community plan amendments from non-residential to residential designations are not allowed.

Table 4.10-1					
Airport Noise Contours within the Blueprint SD Initiative Climate Smart Village Areas					
(acres)					
Airport	60 CNEL	65 CNEL	70 CNEL	75 CNEL	80 CNEL
MCAS Miramar	1156	124			
Montgomery-Gibbs Executive Airport	2.3				
San Diego International Airport	851.5	700.8	239.8	49.9	3.04
CNEL = community noise equivalent level					

As detailed in Table 4.10-2, land within the Climate Smart Village areas are located within Safety Zones 2, 3 and 4. In these safety zones, the SDIA ALUCP identifies single and multi-family residential as allowed uses in areas designated for residential in the applicable Community Plan, subject to dwelling unit limitations defined in Table 3-1 of the SDIA ALUCP (SDCRAA 2014).

Table 4.10-2							
Airport Safety Zones within the Project Areas							
(acres)							
Airport	San Diego International			Montgomery-Gibbs	MCAS Miramar		
	Zone 2	Zone 3	Zone 4	Zone 6	Transition Zone	Accident Potential Zone 1	Accident Potential Zone 2
Blueprint SD Initiative Climate Smart Village Areas	77.39	101.27	38.87	625.93	174.21		
University CPU Area	-	-	-	-	1,133.3	124.7	2,028.60
SOURCE: SDCRAA 2014, 2010, and 2015							
NOTE: No airport safety zones overlap with the Hillcrest FPA area.							



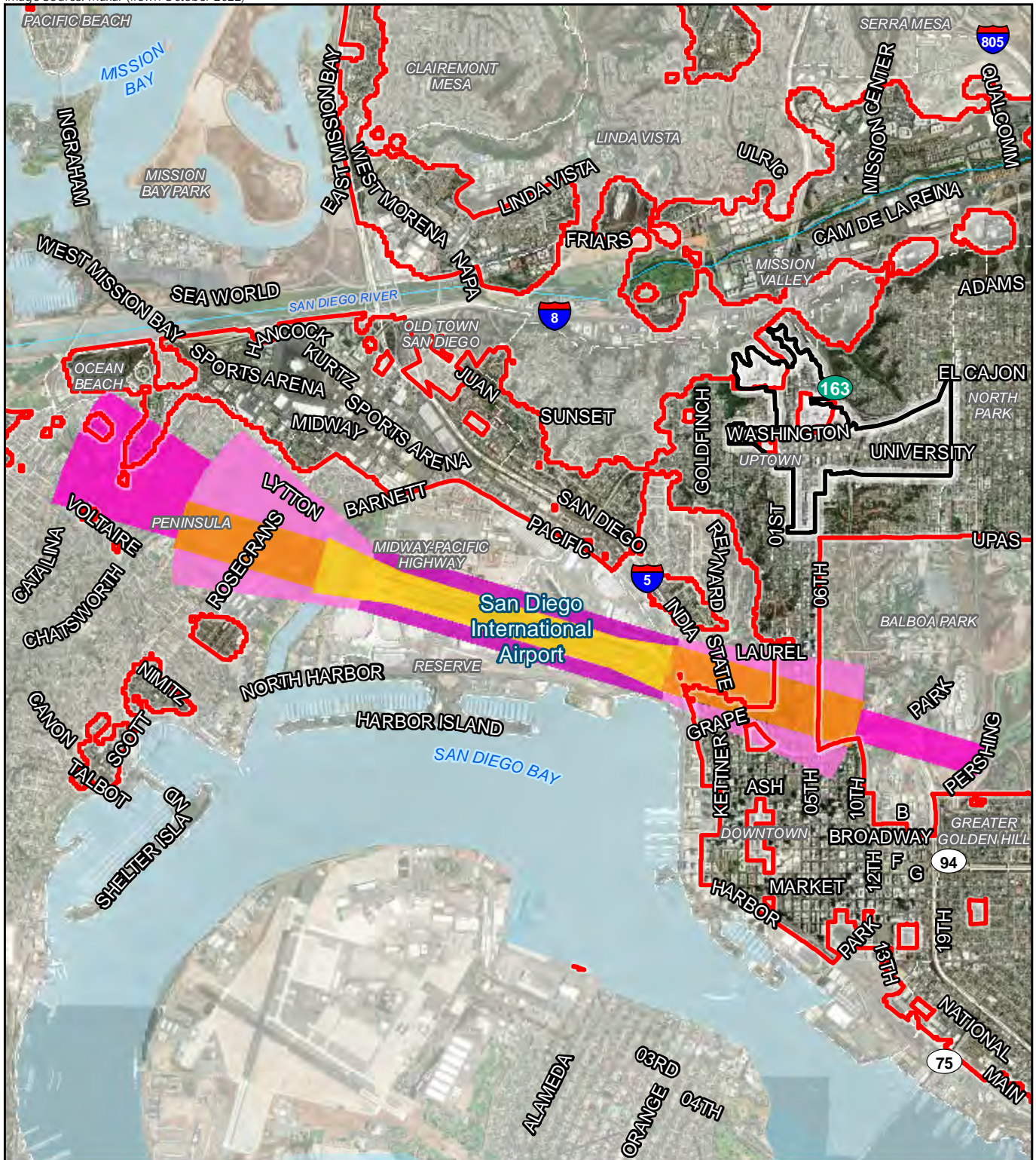
- Hillcrest Focused Plan Amendment Area
- Blueprint SD Initiative Climate Smart Village Areas

ALUCP Noise

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL
- 80 CNEL



FIGURE 4.10-5a
San Diego International Airport Noise Contours



- Hillcrest Focused Plan Amendment Area
- Blueprint SD Initiative Climate Smart Village Areas

Airport Safety

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

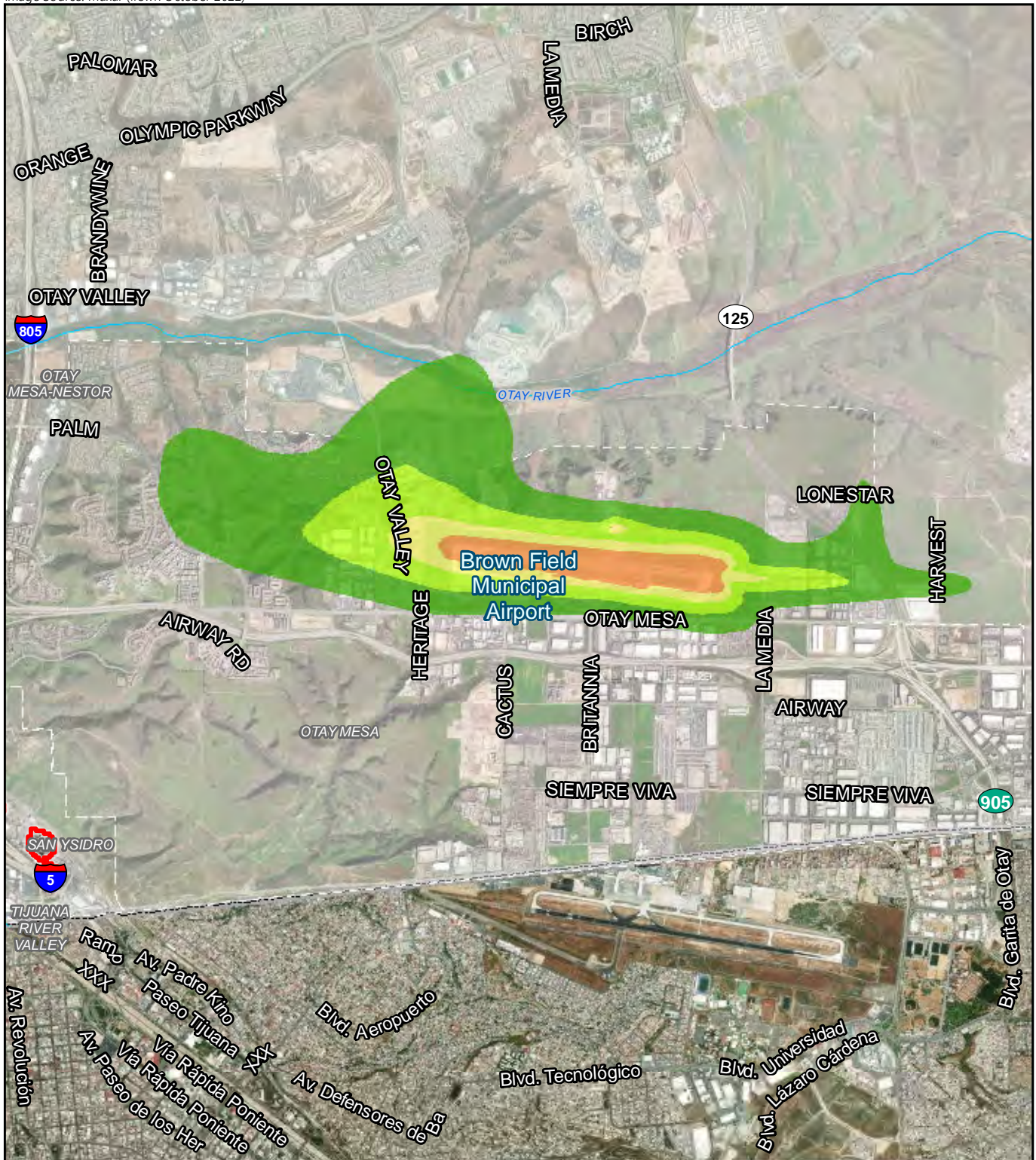


FIGURE 4.10-5b
San Diego International Airport Safety Zones

Brown Field Municipal Airport ALUCP

Brown Field is located within the Otay Mesa Community Planning area. The Brown Field ALUCP was adopted on January 25, 2010, and amended on December 20, 2010. Each compatibility factor is included in the AIA maps of the ALUCP as Exhibits III-1 through III-6. As shown in Figure 4.10-2a, portions of the project areas are within both AIA Review Areas for Brown Field Airport. No noise contours or safety zones affect the project areas as shown on Figures 4.10-6a and 4.10-6b (SDCRAA 2010a). For development affected by noise contours for Brown Field the following noise compatibility policies would apply:

- a) Policy 3.3.2: Measures of Noise Compatibility: The criteria in the ALUCP indicate the maximum acceptable airport-related noise levels, measured in terms of CNEL, for residential and a range of nonresidential land uses. Factors considered in setting the criteria include the following:
 - Established federal and state regulations and guidelines
 - The ambient noise levels in the community. Ambient noise levels influence the potential intrusiveness of aircraft noise upon a particular land use and vary greatly between rural, suburban, and urban communities.
 - The extent to which noise would intrude upon and interrupt the activity associated with a particular use.
 - The extent to which the activity itself generates noise.
 - The extent of outdoor activity associated with a particular land use.
- b) Policy 3.3.3: Acceptable Noise Levels for Specific Types of Land Use Actions:
 - The threshold for evaluation is the projected 60 dB CNEL contour. This contour defines the noise impact area of the airport. All land uses located outside this noise contour are consistent with the noise compatibility policies.
 - The maximum airport-related noise level considered compatible for new residential development in the environs of the airport is 65 dB CNEL.
- c) Policy 3.3.4: Application of Noise Contours to Individual Project Sites to Determine Compatibility: Projected noise contours are inherently imprecise because, especially at general aviation airports, flight paths and other factors that influence noise emissions are variable and activity projections are always uncertain. Given this imprecision, noise contours shall be utilized, as follows, in assessing the compatibility of a proposed use at a specific development site.
 - In general, the highest CNEL to which a project site is anticipated to be exposed to shall be used in evaluating the compatibility of development over the entire site.
 - An exception to this policy is where no part of the building(s) or residential unit(s) proposed on the site fall within the higher CNEL range; the criteria for the CNEL range where the buildings are located shall apply.



Blueprint SD Initiative Climate Smart Village Areas

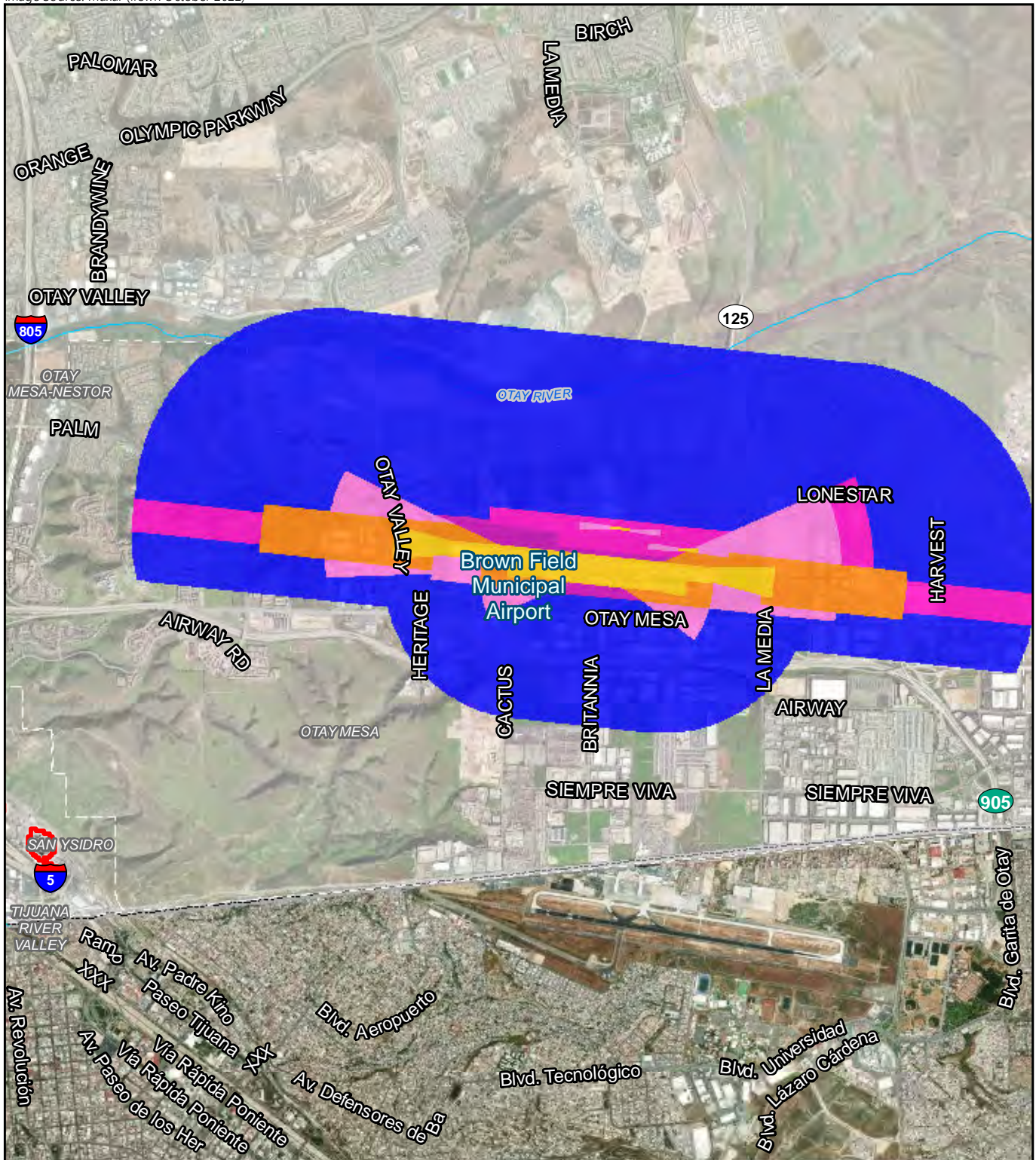
ALUCP Noise

- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

0 Feet 4,500



FIGURE 4.10-6a
Brown Field Municipal Airport Noise Contours



Blueprint SD Initiative Climate Smart Village Areas

Airport Safety

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5
- Zone 6

0 Feet 4,500



FIGURE 4.10-6b
Brown Field Municipal Airport Safety Zones

Marine Corps Air Station Miramar ALUCP

The MCAS Miramar ALUCP was adopted on October 2, 2008, and amended in December 20, 2010 and November 3, 2011. MCAS Miramar is located north of State Route 52 and south of the Mira Mesa Community Planning Area. Each compatibility factor is included in the AIA maps of the ALUCP as Exhibits MIR-9, MIR-10, MIR-11, and MIR-12. The AIA of MCAS Miramar includes lands within four general land use jurisdictions: the County of San Diego and the cities of Poway, San Diego, and Santee. The complete boundaries that comprise the airport's AIA are shown in Figure 4.10-2b through 4.10-2e. As shown, portions of the project areas are located within the MCAS Miramar AIA Review Areas 1 and 2. Figure 4.10-7a shows MCAS Miramar ALUCP airport noise contours in relation to the project areas. Figure 4.10-7b shows the MCAS Miramar ALUCP airport safety zones in relation to the project areas. As detailed in Tables 4.10-1 and 4.10-2, approximately 1,156 acres of land within the Climate Smart Village Areas, largely within the University CPU area are located within the 60 CNEL airport noise contour. An additional 124 acres of Climate Smart Village areas are located within the 65 CNEL airport noise contour. Within the University CPU area, additional land area is located within the 65, 70 and 75 CNEL airport noise contours, as detailed in Table 4.10-3. As detailed in Table 4.10-2, approximately 174 acres of Climate Smart Village areas are located within the Transition Zone for MCAS Miramar. The Transition Zone is the outermost safety zone that was created for the MCAS Miramar ALUCP for low-altitude fixed-wing aircraft. Within the Transition Zone, the ALUCP identifies residential land use of less than or equal to 20 dwelling units per acre as either compatible or conditionally compatible. Within the transition zone, the ALUCP identifies residential density greater than 20 dwelling units per acre as incompatible. Within the University CPU area, additional land is located within the Transition Zone, Accident Potential Zone 1 and Accident Potential Zone 2 (see Table 4.10-2; SDCRAA 2011).

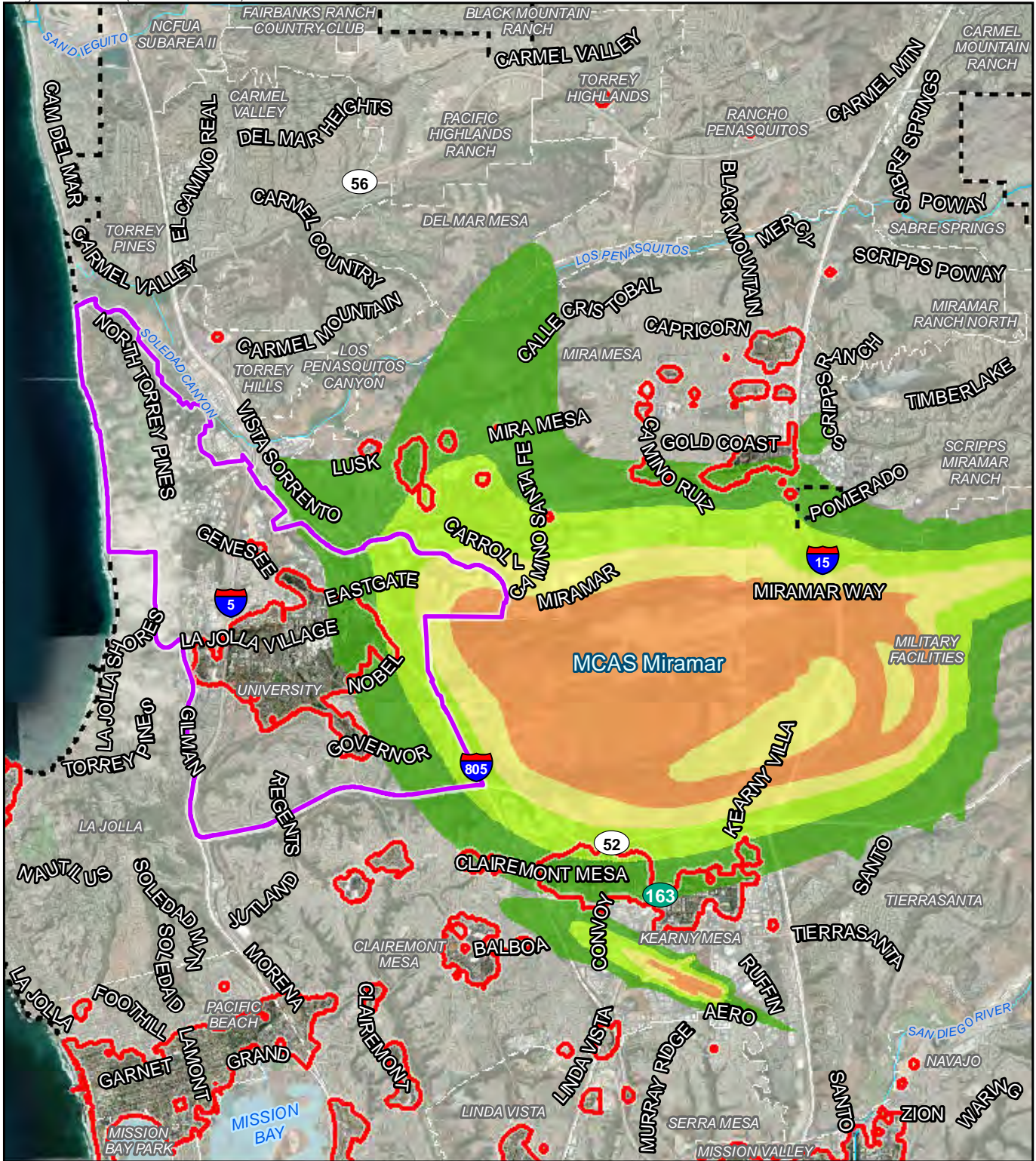
Airport	60 CNEL	65 CNEL	70 CNEL	75 CNEL
MCAS Miramar	1,134	777	289	117

The MCAS Miramar ALUCP contains the following noise compatibility policies regarding future development associated with the project.

- a) Policy 3.3.1: Evaluating Acceptable Noise Levels for New Development: The noise compatibility of proposed land uses within the AIA of MCAS Miramar shall be evaluated in accordance with the policies set forth in the ALUCP.
- b) Policy 3.3.2: Noise Exposure Levels: For noise compatibility planning purposes around MCAS Miramar, the ALUC shall use the projected noise contours as calculated by the U.S. Marine Corps.
- c) Policy 3.3.3: Measures of Noise Compatibility: The criteria in the ALUCP indicate the maximum acceptable airport-related noise levels, measured in terms of CNEL, for residential and various nonresidential land uses.

- d) Policy 3.3.4: Factors Considered in Setting Noise Compatibility Criteria: The principal factors considered in setting noise compatibility criteria for MCAS Miramar are:
- The noise compatibility recommendations set forth in the Air Installations Compatible Use Zone. The California state law (Pub. Util. Code, §21675) requirement that compatibility plans for military airports "shall be consistent with the safety and noise standards in the Air Installation Compatible Use Zone prepared for that military airport."
 - The ambient noise levels in the community. Ambient noise levels influence the potential intrusiveness of aircraft noise upon a particular land use and vary greatly between rural, suburban, and urban communities. For the purposes of this Compatibility Plan, the communities within the MCAS Miramar AIA are considered urban communities.
 - The extent to which noise would intrude upon and interrupt the activity associated with a particular use.
 - The extent to which the activity itself generates noise.
 - The extent of outdoor activity associated with a particular land use.
- e) Policy 3.3.5: Acceptable Noise Levels for Specific Types of Land Use Development: The threshold for MCAS Miramar noise impact evaluation is the projected CNEL 60 dB contour. This contour defines the noise impact area of MCAS Miramar. The majority of land uses located outside this noise contour are consistent with the noise compatibility policies of this section. The federal property that comprises MCAS Miramar is not part of the noise impact area subject to the policies of this Compatibility Plan. The maximum airport-related noise level considered compatible for new residential development in the environs of MCAS Miramar is 65 dB CNEL.
- f) Policy 3.3.6: Parcels Located Within 2 or More Noise Exposure Contours: Noise contours shall be utilized as follows in assessing the proposed use of a specific development site.
- Where no part of the building(s) proposed on the site fall within the higher CNEL range, the criteria for the CNEL range where the proposed building(s) are located shall apply for the purposes of evaluating the compatibility of the proposed uses and for determining sound attenuation and other requirements.
 - Where the proposed building(s) fall within multiple CNEL ranges, the criteria for the highest CNEL range where the proposed building(s) are located shall apply for purposes of evaluating the compatibility of the proposed use and for the purposes of determining sound attenuation and other requirements.

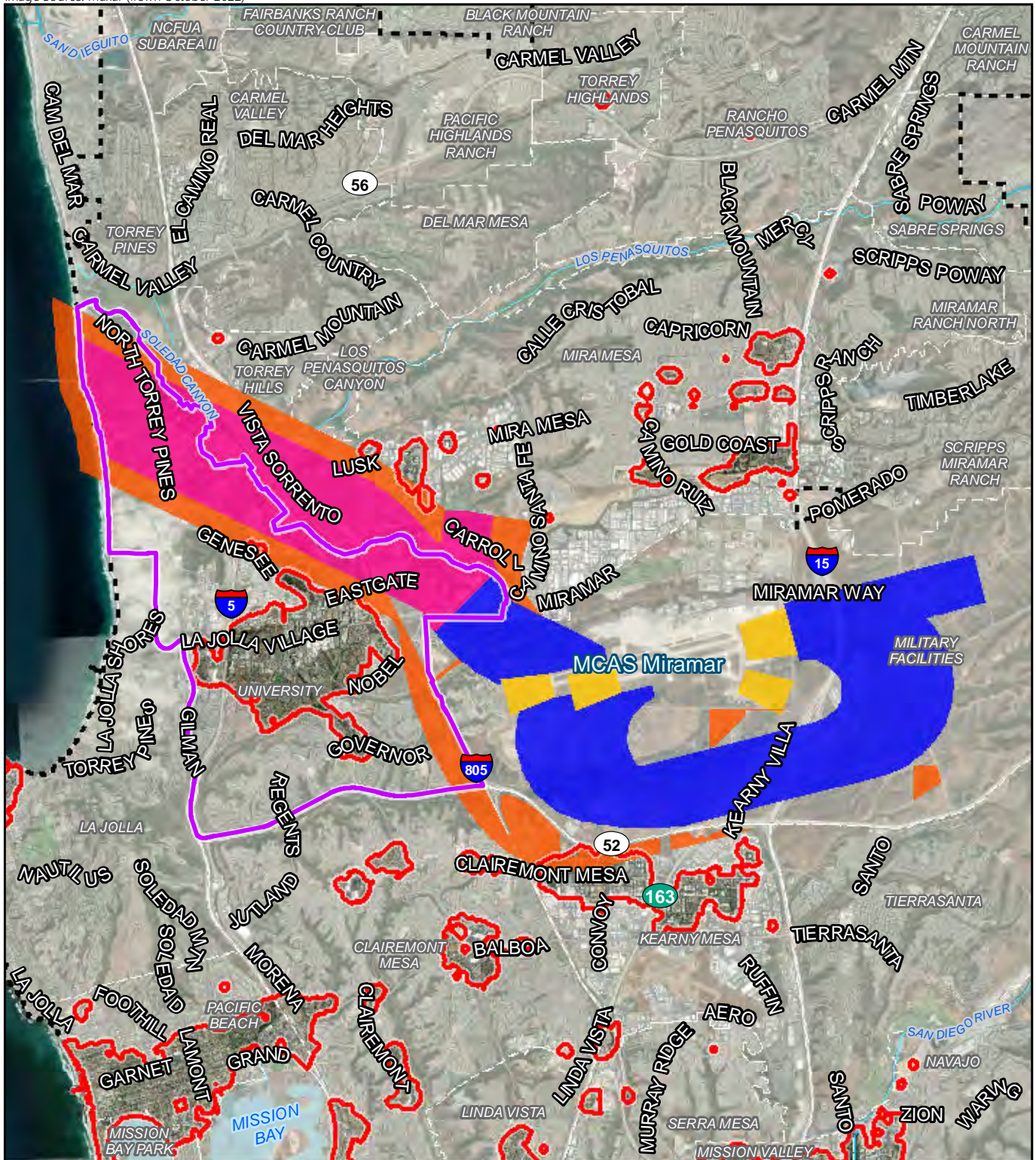
The airspace protection zones established for the purpose of evaluating the airspace compatibility of land use development in the AIA of MCAS Miramar represent the imaginary surfaces defined for the airport in accordance with the Federal Aviation Regulations Part 77 height notification area and airspace protection surfaces and are areas intended for the safe use of the airport airspace.



- University Community Plan Update Area
- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- ALUCP Noise**
- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL



FIGURE 4.10-7a
Marine Corps Air Station (MCAS)
Miramar Airport Noise Contours



- University Community Plan Update Area
- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- Airport Safety**
- Accident Potential Zone 1
- Accident Potential Zone 2
- Clear Zone
- Transition Zone

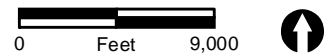


FIGURE 4.10-7b
 Marine Corps Air Station (MCAS)
 Miramar Airport Safety Zones

Montgomery-Gibbs Executive Airport ALUCP

The ALUCP for the Montgomery-Gibbs Executive Airport, also known as Montgomery Field was adopted on January 25, 2010, and amended December 20, 2010. Montgomery Field has since been renamed to Montgomery-Gibbs Executive Airport. Each compatibility factor is included in the AIA maps included as Exhibits III-1 through III-5 of the ALUCP. The complete boundaries that comprise the airport's AIA are shown in Figures 4.10-2b through 4.10-2d. Airport noise contours and safety zones in relation to the Climate Smart Village Areas are shown on Figures 4.10-8a and 4.10-8b. As detailed in Table 4.10-1, approximately 2.3 acres of the Climate Smart Village areas are located within the 60 CNEL noise contour for the Montgomery-Gibbs Executive Airport. As detailed in Table 4.10-2, approximately 626 acres of the Climate Smart Village Areas are located within airport safety zone 6. As detailed in the ALUCP for Montgomery-Gibbs Executive Airport, in Safety Zone 6, new residential development is "compatible" and there is no limits on the intensity of people per acre within this zone (SDCRAA 2010b).

The Montgomery Field ALUCP contains the following noise compatibility policies regarding future development associated with the project.

- a) Policy 3.3.1: Evaluating Acceptable Noise Levels for New Development: The noise compatibility of proposed land use actions within the AIA of the Airport shall be evaluated in accordance with the policies set forth in the ALUCP.
- b) Policy 3.3.2: Measures of Noise Compatibility: The criteria in the ALUCP indicate the maximum acceptable airport-related noise levels, measured in terms of CNEL, for residential and a range of nonresidential land uses. Factors considered in setting the criteria include the following:
 - Established federal and state regulations and guidelines.
 - The ambient noise levels in the community. Ambient noise levels influence the potential intrusiveness of aircraft noise upon a particular land use and vary greatly between rural, suburban, and urban communities. For the purposes of this Compatibility Plan, the Airport vicinity is considered an urban community.
 - The extent to which noise would intrude upon and interrupt the activity associated with a particular use.
 - The extent to which the activity itself generates noise.
 - The extent of outdoor activity associated with a particular land use.
- d) Policy 3.3.3: Acceptable Noise Levels for Specific Types of Land Use Actions:
 - The threshold for evaluation is the projected 60 dB CNEL contour. This contour defines the noise impact area of the Airport. All land uses located outside this noise contour are consistent with the noise compatibility policies.
 - The maximum airport-related noise level considered compatible for new residential development in the environs of the Airport is 65 dB CNEL.

- e) Policy 3.3.4: Application of Noise Contours to Individual Project Sites to Determine Compatibility: Projected noise contours are inherently imprecise because, especially at general aviation airports, flight paths and other factors that influence noise emissions are variable and activity projections are always uncertain. Given this imprecision, noise contours shall be utilized, as follows, in assessing the compatibility of a proposed use at a specific development site.
- In general, the highest CNEL to which a project site is anticipated to be exposed shall be used in evaluating the compatibility of development over the entire site.
 - An exception to this policy is where no part of the building(s) or residential unit(s) proposed on the site fall within the higher CNEL range; the criteria for the CNEL range where the buildings are located shall apply.

NOLF Imperial Beach ALUCP

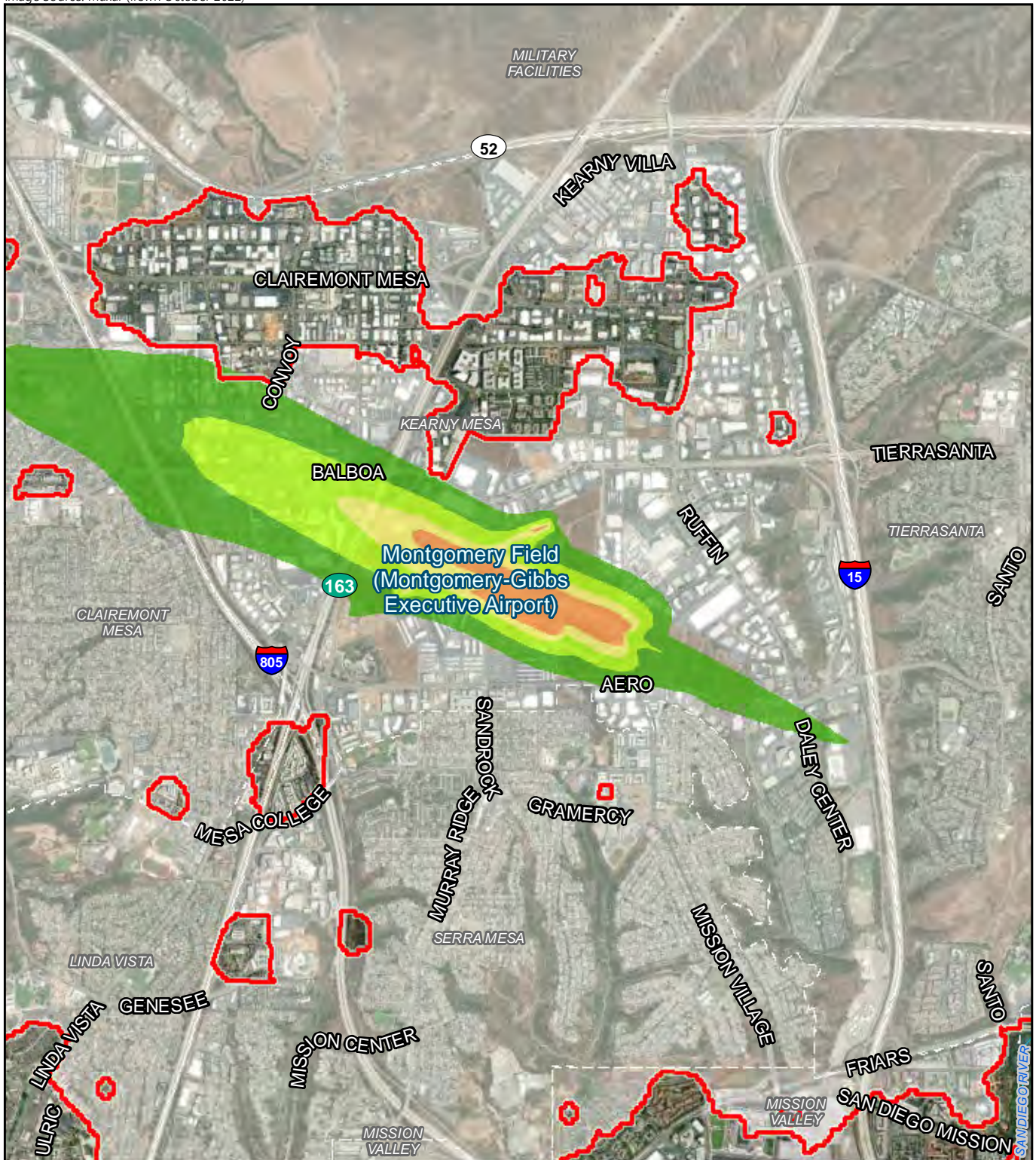
The NOLF Imperial Beach ALUCP was adopted in October 15, 2015. As required by State law, this ALUCP is consistent with the safety and noise standards in the AICUZ Update prepared by the U.S. Department of Defense, Naval Facilities Command Southwest for NOLF Imperial Beach. The primary goal of the U.S. United States Department of Defense AICUZ Program is to protect the health, safety, and welfare of those living on and near a military airfield while preserving the operational capability of the airfield. Each compatibility factor is included in the AIA maps of the ALUCP included as Exhibits 1-1, 2-1, 3-1, 4-1, and 5-1. The complete boundaries that comprise the airport's AIA are shown in Figure 4.10-2a. As shown, portions of the Climate Smart Village Areas are located within the NOLF Imperial Beach AIA Review Area 2. As shown in Figures 4.10-9a and 4.10-9b, none of the NOLF Imperial Beach ALUCP airport noise contours or safety zones intersect with the project areas (SDCRAA 2015).







The NOLF Imperial Beach Airport ALUCP contains the following noise compatibility policies regarding future development associated with the project.

- a) Policy N.2: Sound Attenuation: Conditionally compatible land uses must incorporate sound attenuation to achieve noise levels as specified in Table 2-1 in the ALUCP.
- b) Policy N.3: Evaluation of Noise Compatibility for Development with a Mix of Uses: When a land use project involves a combination of different land uses listed in Table 2-1 in the ALUCP, each component use must comply with the applicable noise standards.

c. City of San Diego General Plan

The citywide General Plan was adopted on March 10, 2008 and is the City's long-range vision and guide for future development. The City's growth strategy is referred to as the City of Villages and relies on infill development to accommodate growth while acknowledging the character of its communities, natural resources, and amenities. The General Plan provides the overall structure to guide CPUs and amendments, as well as the implementation of an action plan.



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
- ALUCP Noise**
-  60 CNEL
-  65 CNEL
-  70 CNEL
-  75 CNEL

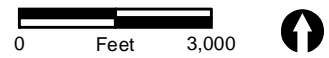
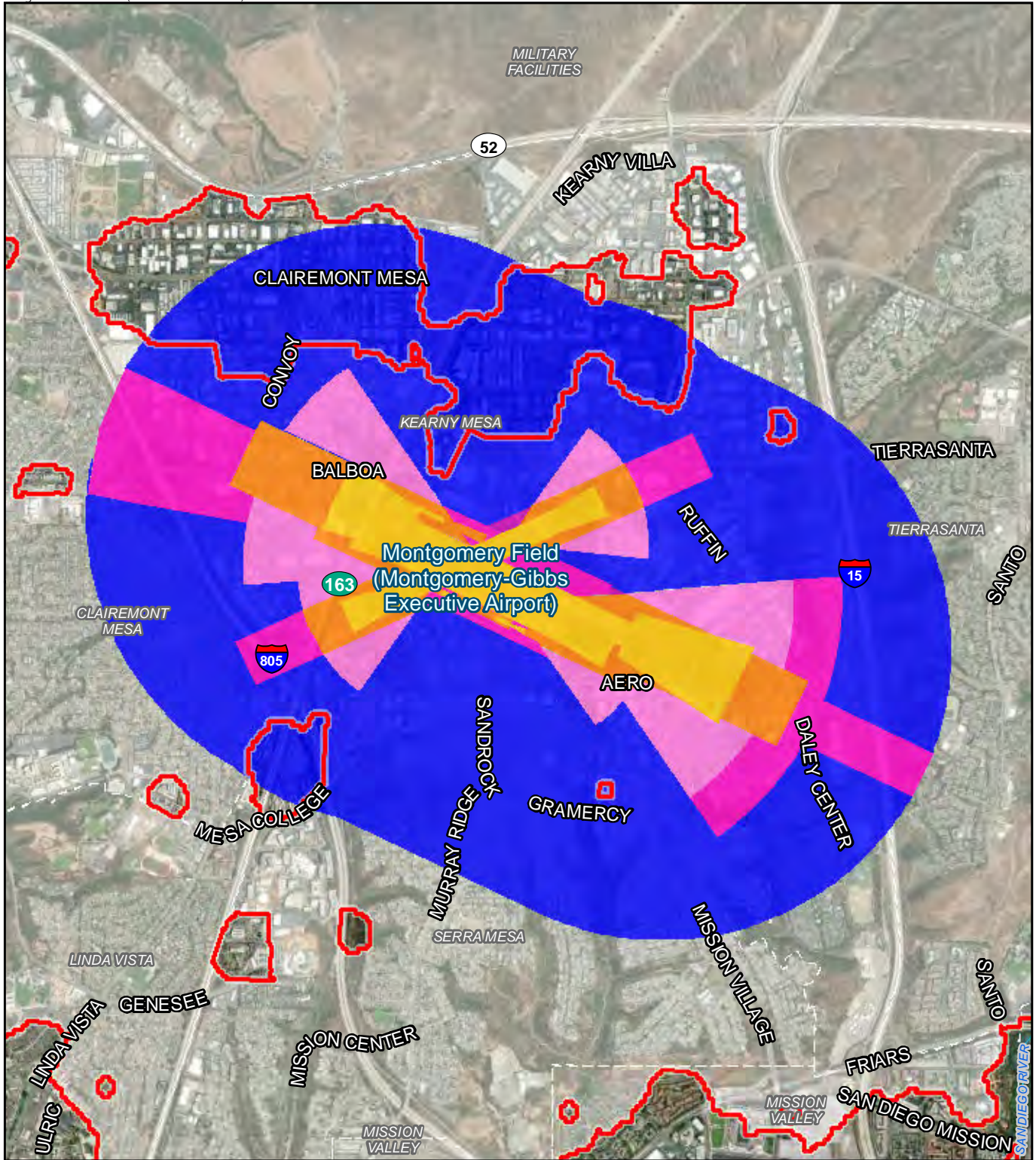


FIGURE 4.10-8a
Montgomery Field Airport Noise Contours



Blueprint SD Initiative Climate Smart Village Areas
 San Diego City Limits

Airport Safety

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5
- Zone 6

0 Feet 3,000 ↑

FIGURE 4.10-8b
 Montgomery Field Airport Safety Zones









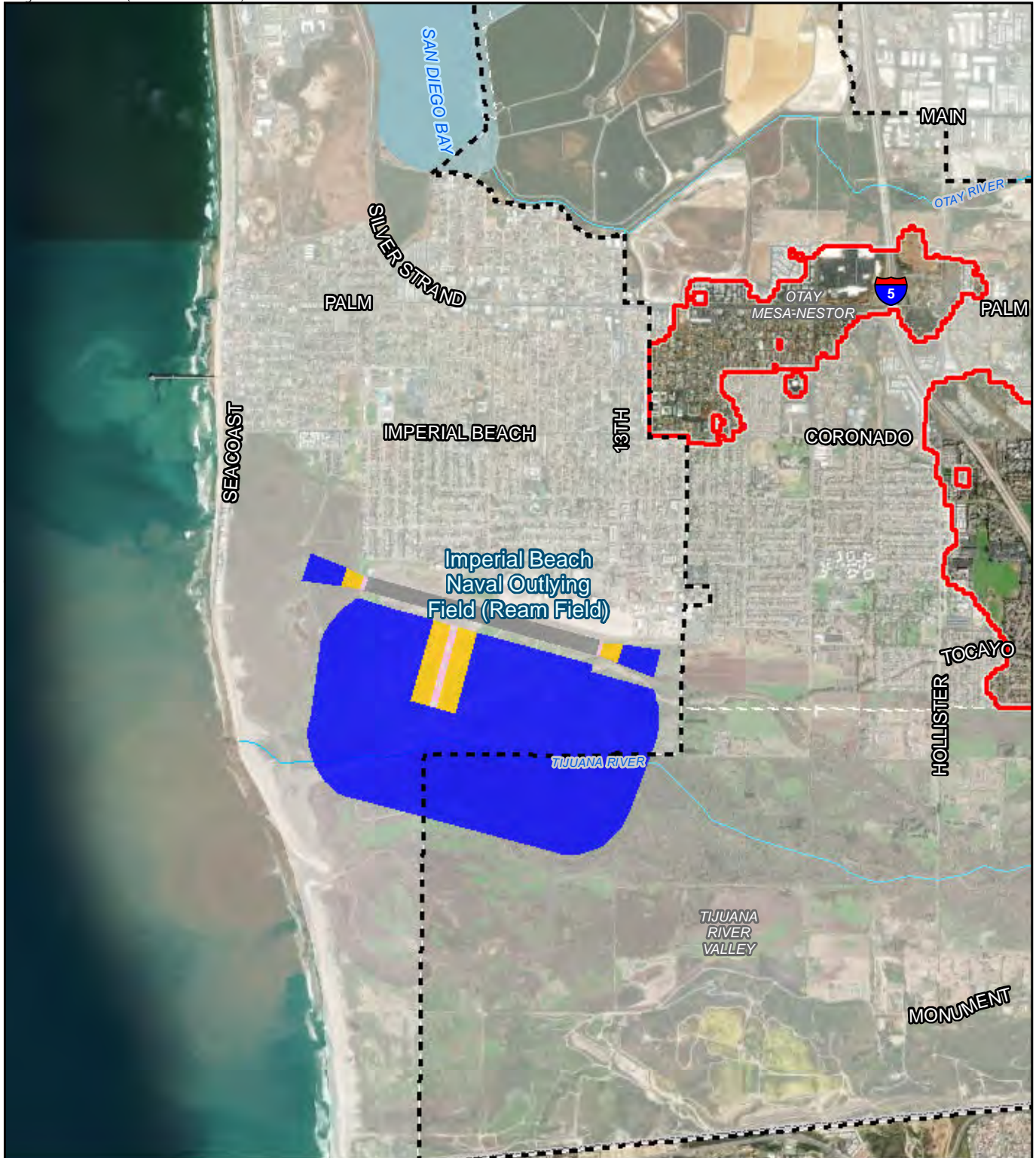






-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
- Noise Level**
-  60 CNEL
-  65 CNEL
-  70 CNEL
-  75 CNEL



FIGURE 4.10-9a
NOLF Imperial Beach Airport Noise Contours



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
- Airport Safety**
-  Accident Potential Zone 1
-  Clear Zone
-  Runway
-  Primary Surface

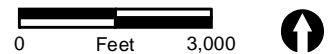


FIGURE 4.10-9b
NOLF Imperial Beach Airport Safety Zones

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

The General Plan includes 10 elements which provide guidance for future development and other City land use plans. These are listed here and discussed in more detail below: (1) Land Use and Community Planning Element; (2) Mobility Element; (3) Urban Design Element; (4) Economic Prosperity Element; (5) Public Facilities, Services, and Safety Element; (6) Recreation Element; (7) Conservation Element; (8) Noise Element; (9) Historic Preservation Element; and (10) Housing Element. The Housing Element is required to be consistent with the General Plan goals and City of Villages strategy and is required to be updated every eight years under state law. The last Housing Element update was in 2020 and revised in 2021 to incorporate updates required by the Department of Housing and Community Development. The Housing Element was certified by the Department of Housing and Community Development on September 10, 2021.

Land Use and Community Planning Element

The Land Use and Community Planning Element (Land Use Element) provides policies to guide the City's growth and implement the City of Villages strategy within the context of the City's community planning program. The City's General Plan does not designate land uses but guides the preparation of community plans (community-specific land use policy plans) and provides citywide land development goals and policies. The policy areas addressed in this Element include zoning and policy consistency, the plan amendment process, coastal planning, airport-land use compatibility planning, annexation policies, balanced communities, equitable development, and environmental justice.

The Land Use Element acknowledges that as the majority of the City is developed, infill development and redevelopment will play an increasingly significant role in providing needed housing, and guidance for infill development and redevelopment as provided by the City of Villages strategy. The City of Villages strategy calls for growth to be focused into mixed-use activity centers that are pedestrian-friendly, serve as the center of the community, and are linked to the regional transit system. The Land Use Element states that implementation of the City of Villages strategy is an important component of the City's strategy to reduce citywide GHG emissions, because the strategy makes it possible for larger numbers of people to make fewer and shorter vehicle trips, resulting in reduced vehicle miles traveled. Identified types of village areas include Downtown San Diego, Subregional Employment Areas, Urban Village Centers, Community and Neighborhood Village Centers, and Transit Corridors, all of which are defined to have transit connections and to support transit ridership. Figure LU-1 in the Land Use and Community Planning Element maps "village propensity" within the City, based on existing and community plan-designated land uses, community-plan identified capacity for growth, existing public facilities, or an identified funding source for facilities, existing or an identified funding source for transit service, community character, and environmental constraints.

The Land Use Element includes the following policy relating to airport land use compatibility: LU-G.6: Require that all proposed development projects (ministerial and discretionary actions) notify the FAA

in areas where the proposed development meets the notification criteria as defined by Code of Federal Regulation Title 14, Part 77.

Mobility Element

The Mobility Element contains policies that seek to promote a balanced, multi-modal transportation network while minimizing environmental and neighborhood impacts. In addition to addressing walking/rolling, streets, and transit, the Mobility Element also includes policies related to regional collaboration, bicycling, parking, the movement of goods, and other components of the transportation system.

Urban Design Element

The Urban Design Element implements “core values” related to urban form, including: the natural environment; the City’s extraordinary setting, defined by its open spaces, natural habitat, and unique topography; a compact, efficient, and environmentally sensitive pattern of development; and the physical, social, and cultural diversity of the City and its neighborhoods. The principles of the urban design strategy are to contribute to the qualities that distinguish San Diego as a unique living environment, enhancing the City’s existing communities, direct growth into transit-oriented mixed-use and commercial areas where a high level of activity already exists or can potentially be realized, create a sense of place, where community members can enjoy time outside their homes and jobs with each other. The policies in the Urban Design Element are aimed at respecting the natural environment, preserving open space systems, and targeting new growth into compact villages.

Economic Prosperity Element

The Economic Prosperity Element contains policies intended to ensure that the economy grows in ways that strengthens San Diego industries and creates jobs with self-sufficient wages, increases average income, and stimulates economic investment in the community. As stated in the Economic Prosperity Element, “The achievement of economic prosperity goals also relies on policies in the Land Use and Community Planning Element to appropriately designate land for economic development, the Housing Element to provide workforce housing accessible to employment areas, the Mobility Element to provide a critical link between housing and jobs, and the Public Facilities, Services and Safety Element to address the provision of regional facilities needed to reinforce the viability of our industrial areas.”

Public Facilities, Services, and Safety Element

The Public Facilities, Services, and Safety (Public Facilities) Element is intended to plan for adequate public facilities and services through policies that address public financing strategies, public and developer financing responsibilities, and prioritizing infrastructure and public spaces in areas with the greatest need. Policies in the Public Facilities Element also apply to fire-rescue, police, wastewater collection and treatment, stormwater infrastructure, water supply and distribution, waste management, libraries, schools, public utilities, and disaster preparedness.

Recreation Element

The goals and policies of the Recreation Element build on the City's natural environment and resources and existing recreational facilities and services, to help achieve an equitable balance of recreational resources, address historic disinvestment in areas with the greatest need due to racist and other exclusionary planning policies and development patterns, and to adapt to future recreation needs. The Recreation Element policies address the challenge of meeting the community's park and recreational needs; the inequitable distribution of parks citywide, especially in older, developed communities, in areas with the greatest need; and the need to achieve a sustainable, accessible, and diverse park and recreation system. Refer to Section 4.13.2.2b for a discussion of the Parks Master Plan.

Conservation Element

The Conservation Element's goals and policies guide the conservation of resources that are fundamental components of San Diego's environment, that help define the City's identity, and that are relied upon for continued economic prosperity. Resources addressed in the Conservation Element include, but are not limited to, water, land, air, biodiversity, minerals, natural materials, recyclables, topography, viewsheds, and energy.

Noise Element

The intent of the Noise Element is to minimize excessive noise effects and improve the quality of life of people working and living in the City. The Noise Element identifies goals and related policies with regards to noise and land use compatibility, motor vehicle traffic noise, and trolley and train noise.

The Noise Element (City of San Diego 2015) provides goals and policies to guide compatible land uses, and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from exposure to excessive noise. To evaluate noise compatibility, the Noise Element establishes noise compatibility guidelines for uses affected by traffic noise, as detailed in Table 4.10-2. As shown in Table 4.10-2, the "compatible" noise level for noise sensitive receptors, such as single- and multi-family residential, is 60 CNEL. Compatibility indicates that standard construction methods would attenuate exterior noise to an acceptable indoor noise level and people can carry out outdoor activities with minimal noise interference.

Exterior noise levels ranging between 65 and 70 CNEL are considered "conditionally compatible" for multiple units, mixed-use commercial/residential, live work, and group living accommodations. The Noise Element (Section B, Motor Vehicle Traffic Noise) also states that although not generally considered compatible, the City conditionally allows multi-family and mixed-use residential uses up to 75 dB(A) CNEL in areas affected primarily by motor vehicle traffic noise with existing residential uses, as long as any future residential use above the 70 dB(A) CNEL includes noise attenuation measures to ensure an interior noise level of 45 dB(A) CNEL and is located in an area where a community plan allows multi-family and mixed-use residential uses.

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

Interior Noise

Noise-sensitive residential/habitable interior spaces are required to have an interior noise level no greater than 45 CNEL pursuant to the California Noise Insulation Standards of the California Building Code (CBC). Proposed new construction and major renovations must demonstrate compliance with the current interior noise standards through submission and approval of a Title 24 Compliance Report. Per the General Plan Land Use - Noise Compatibility Guidelines, building structures that contain retail sales and/or commercial services must attenuate exterior noise to achieve an interior noise level of 50 CNEL for occupied areas. Standard construction techniques would provide a 20-25 dB reduction of exterior noise levels to an interior receiver assuming windows remain closed (Federal Highway Administration 2011). Given this reduction, standard building construction would result in interior noise levels of 40 dB CNEL or less when exterior noise sources are 60 dB(A) CNEL or less.

Applicable Noise Element Policies

The General Plan contains policies applicable to the project which are intended to prevent and mitigate adverse impacts of excessive noise including, but not limited to, the following:

Land Use

- NE-A.1: Separate excessive noise-generating uses from residential and other noise-sensitive land uses with a sufficient spatial buffer of less sensitive uses.
- NE-A.2: Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible use (shown on Table NE-3) to minimize the effects on noise-sensitive land uses.
- NE-A.3: Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.
- NE-A.4: Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use - Noise Compatibility Guidelines (Table NE-3 of the General Plan; Table 4.10-4 below), so that noise mitigation measures can be included in the proposed project design to meet those noise guidelines.
- NE-A.5: Prepare noise studies to address existing and future noise levels from noise sources that are specific to a community when updating community plans.
- NE-A.6: Consider the new construction projects for land uses indicated as incompatible if noise mitigation measures are included in the project that would make the indoor noise environment acceptable.

Table 4.10-4 City of San Diego Land Use – Noise Compatibility Guidelines					
Land Use Category	Exterior Noise Exposure (CNEL)				
	60	65	70	75	
<i>Parks and Recreational</i>					
Parks, Active and Passive Recreation					
Outdoor Spectator Sports, Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities					
<i>Agricultural</i>					
Crop Raising and Farming; Community Gardens, Aquaculture, Dairies; Horticulture Nurseries and Greenhouses; Animal Raising, Maintaining and Keeping; Commercial Stables					
<i>Residential</i>					
Single Dwelling Units; Mobile Homes		45			
Multiple Dwelling Units <i>*For uses affected by aircraft noise, refer to Policies NE-D.2. & NE-D.3.</i>		45	45		
<i>Institutional</i>					
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Child Care Facilities		45			
Other Educational Facilities including Vocational/Trade Schools and Colleges and Universities		45	45		
Cemeteries					
<i>Retail Sales</i>					
Building Supplies/Equipment; Food, Beverage, and Groceries; Pets and Pet Supplies; Sundries, Pharmaceutical, and Convenience Sales; Wearing Apparel and Accessories			50	50	
<i>Commercial Services</i>					
Building Services; Business Support; Eating and Drinking; Financial Institutions; Maintenance & Repair; Personal Services; Assembly and Entertainment (includes public and religious assembly); Radio and Television Studios; Golf Course Support			50	50	
Visitor Accommodations		45	45	45	
<i>Offices</i>					
Business and Professional; Government; Medical, Dental, and Health Practitioner; Regional and Corporate Headquarters			50	50	
<i>Vehicle and Vehicular Equipment Sales and Services Use</i>					
Commercial or Personal Vehicle Repair and Maintenance; Commercial or Personal Vehicle Sales and Rentals; Vehicle Equipment and Supplies Sales and Rentals; Vehicle Parking					
<i>Wholesale, Distribution, Storage Use Category</i>					
Equipment and Materials Storage Yards; Moving and Storage Facilities; Warehouse; Wholesale Distribution					
<i>Industrial</i>					
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking and Transportation Terminals; Mining and Extractive Industries					
Research and Development				50	
	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level.		
		Outdoor Uses	Activities associated with the land use may be carried out.		
45, 50	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number for occupied areas.		
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable.		
	Incompatible	Indoor Uses	New construction should not be undertaken.		
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.		

SOURCE: City of San Diego 2015.

Motor Vehicle Traffic Noise

- NE-B.1: Encourage noise-compatible land uses and site planning adjoining existing and future highways and freeways.
- NE-B.3: Require noise reducing site design, and/or traffic control measures for new development in areas of high noise to ensure that the mitigated levels meet acceptable decibel limits.
- NE-B.4: Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic.
- NE-B.5: Designate local truck routes to reduce truck traffic in noise-sensitive land uses areas.
- NE-B.7: Promote the use of berms, landscaping, setbacks, and architectural design where appropriate and effective, rather than conventional wall barriers to enhance aesthetics.
- NE-B.9: When parks are located in noisier areas, seek to reduce exposure through site planning, including locating the most noise sensitive uses, such as children's play areas and picnic tables, in the quieter areas of the site; and in accordance with the other policies of this section.
- NE-B.10: For future multi-home residential uses located in areas above 70 dB(A) CNEL affected primarily by motor vehicle traffic noise, ensure the following:
 - Limit the amount of outdoor areas subject to exposure above the 70 dB(A) CNEL; and
 - Provide noise attenuation to ensure an interior noise level that does not exceed 45 dB(A) CNEL.

Trolley and Train Noise

- NE-C.1: Use site planning to help minimize exposure of noise sensitive uses to rail corridor and trolley line noise.
- NE-C.2: Work with SANDAG, Caltrans, Metropolitan Transit System, California High-Speed Rail Authority, and passenger and freight rail operators to install noise attenuation features to minimize impacts to adjacent residential or other noise sensitive uses. Such features include rail and wheel maintenance, grade separation along existing and future rail corridors, and other means.
- NE-C.4: Work with SANDAG, Caltrans, Metropolitan Transit System, and passenger and freight rail operators to install grade separation at existing roadway-rail grade crossings as a noise and safety measure.

Aircraft Noise

- NE-D.1: Encourage noise-compatible land use within AIAs in accordance with federal and state noise standards and guidelines.
- NE-D.2: Limit future residential uses within airport influence areas to the 65 dB(A) CNEL airport noise contour, except for multiple-home, mixed-use, and live work residential uses within the SDIA influence area in areas with existing residential uses and where a community plan and the ALUCP allow future residential uses.
- NE-D.3: Ensure that future multiple-home, mixed-use, and live work residential uses within the SDIA influence area that are located greater than the 65 dB(A) CNEL airport noise

contour are located in areas with existing residential uses and where a community plan and ALUP allow future residential uses.

- Limit the amount of outdoor areas subject to exposure above the 65 dB(A) CNEL; and;
- Provide noise attenuation to ensure an interior noise level that does not exceed 45 dB(A) CNEL.
- NE-D.4: Discourage outdoor uses in areas where people could be exposed to prolonged periods of high aircraft noise levels greater than the 65 dB(A) CNEL airport noise contour.
- NE-D.7: Limit future uses within airport influences areas when the noise policies in the compatibility plans are more restrictive for uses affected by aircraft noise than shown on Table NE-3 of the General Plan.

Commercial and Mixed-Use Activity Noise

- NE-E.1: Encourage the design and construction of commercial and mixed-use structures with noise attenuation methods to minimize excessive noise to residential and other noise-sensitive land uses.
- NE-E.2: Encourage mixed-use developments to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noisier components away from the residential component of the development.
- NE-E.3: Encourage daytime truck deliveries to commercial uses abutting residential uses and other noise-sensitive land uses to minimize excessive nighttime noise unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at other hours.
- NE-E.5: Implement night and daytime on-site noise level limits to address noise generated by commercial uses where it affects abutting residential and other noise-sensitive uses.

Historic Preservation Element

The Historic Preservation Element guides the preservation, protection, restoration, and rehabilitation of historical and cultural resources. It provides goals and policies related to the identification and preservation of historical resources; as well as historic preservation education, benefits, and incentives.

Housing Element

The 2021-2029 Housing Element of the General Plan is intended to plan for adequate housing to serve San Diegans of every economic level and demographic group. It provides goals, objectives and programs related to accommodating the City's diverse housing needs; preserving and conserving at-risk housing; facilitating residential development; affordable housing opportunities and sustainable development.

d. Community Plans

Community plans are community-specific land use policy plans that are consistent with the City's General Plan. The City's community planning program is the mechanism to refine the General Plan's citywide policies; designate land uses; identify needed public facilities, mobility and utility

infrastructure, and recreation facilities; and make additional as-needed community-specific recommendations. In addition to the University CPU and Hillcrest FPA, the project areas encompass multiple community planning areas, each with its own community plan. Many of the City's community plans that were updated after the adoption of the 2008 General Plan include goals, land use maps and policies that target residential and non-residential growth, and increased residential density to be located within close proximity to existing and planned transit, in order to create village cores with improved pedestrian and multi-modal circulation. Other community plans that were adopted prior to the 2008 General Plan reflect the guidance of previous General Plans; nevertheless, General Plan Figure LU-1: Village Propensity Map (see Figure 2-2), currently identifies village opportunities across the City and incorporates the 2050 regional transportation network.

e. Climate Action Plan

The CAP is the City's policy commitment that sets clear goals and strategies to reduce GHG emissions; and outlines federal, regional, and local actions to achieve them. Strategic land use planning is critical to reducing citywide vehicle emissions that result from vehicular travel, the single largest source of GHG emissions. As such, the City is developing a land use strategy and complementary policies to support GHG emissions reductions, including an amendment to the City's General Plan (Blueprint SD Initiative) with a focus on higher density and intensity land uses around transit and job centers to guide future growth. The City updated the SDMC to include zero parking minimums and unbundled parking requirements citywide within Transit Priority Areas (TPAs). The SDMC amendments require transportation amenities, such as on-site bicycle or micromobility fleets, secure storage for grocery deliveries, on-site shuttle services, or other amenities to support a reduced reliance on cars. In 2021, the City adopted a complementary SDMC update for non-residential uses within existing or near-term future TPAs to create flexibility for businesses to provide parking to meet the demand and incentivize more transportation demand management programs by employers.

f. San Diego Municipal Code Regulations

Chapters 11 through 15 of the SDMC are referred to as the LDC as they regulate how land can be subdivided and developed, the form that development can take, and the land uses that are permitted in various parts of the City. The LDC implements the policies in the General Plan and the land use designations and policies in community plans. The LDC contains citywide base zones that specify permitted land uses, residential density, floor area ratio, and other development requirements for given zoning classifications; planned district regulations that provide community-specific zoning and development regulations; as well as overlay zones and supplemental regulations that provide additional development requirements. The SDMC also provides for other affordable housing density bonuses in order to achieve the goals of the General Plan. The City's HRR (SDMC Chapter 14, Article 3, Division 2) are part of the LDC and are further detailed in Section 4.4 of this PEIR.

Environmentally Sensitive Lands Regulations

The LDC includes the City's ESL Regulations. The purpose of the ESL Regulations is to protect, preserve, and, where damaged, restore the environmentally sensitive lands of the City of San Diego

and the viability of the species supported by those lands (SDMC Chapter 14, Article 3, Division 1). These regulations are intended to assure that development occurs in a manner that protects the overall quality of the resources and the natural and topographic character of the area, encourages a sensitive form of development, retains biodiversity and interconnected habitats, maximizes physical and visual public access to and along the shoreline, and reduces hazards due to flooding in specific areas while minimizing the need for construction of flood control facilities. These regulations are intended to protect public health, safety, and welfare while employing regulations that are consistent with sound resource conservation principles and the rights of private property owners. ESL include sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs, and special flood hazard areas (SDMC Chapter 14, Article 3, Division 1). Under existing regulations, development on premises where ESL is present would require a Site Development Permit in accordance with Section 126.0502 of the SDMC and would therefore be processed as a discretionary action.

Affordable Housing Regulations

Consistent with State Density Bonus Law, the City has adopted Affordable housing regulations (SDMC Chapter 14, Article 3, Division 7) to provide incentives for development that provides housing for very low income, low income, moderate income, or senior households, or lower income students, transitional foster youth, disabled veterans, or homeless persons. The regulations specify how compliance with California Government Code Section 65915 through 65918 (State Density Bonus Law) will be implemented and are intended to assist in providing adequate and affordable housing for all economic segments of the community and to provide a balance of housing opportunities throughout the City. As a result of density bonus allowances as implemented through the SDMC Affordable Housing Regulations, development throughout the City may qualify for waivers and/or incentives that allow for deviations to City development regulations such as increases in allowable height and/or floor area ratios, which can result in development allowances in excess of City base zone regulations. It is intended that the affordable housing density bonus, and any additional development incentive, be available for use in all residential development of five or more units, using criteria and standards provided in the General Plan and applicable Community Plans. All requests are required to be processed by the City and implemented by the San Diego Housing Commission.

Airport Land Use Compatibility Overlay Zone

The SDMC addresses issues related to safety compatibility in the Airport Land Use Compatibility Overlay Zone. SDMC Chapter 13, Article 2, Division 15 establishes the Airport Land Use Compatibility Overlay Zone, which ensures that new development located within an AIA for San Diego International Airport, MCAS Miramar, Montgomery-Gibbs Executive Airport, Brown Field, and Gillespie Airport, Naval Outlying Landing Field Imperial Beach, and NAS North Island is compatible with respect to airport-related noise, public safety, airspace protection, and aircraft overflight areas. Regulations include safety compatibility and aircraft overflight notification.

g. Complete Communities

Complete Communities is a planning initiative that focuses on planning strategies to integrate housing, mobility, parks, and infrastructure.

- **Housing Solutions:** Housing Solutions is an optional affordable housing incentive program aimed at encouraging the building of homes near high-frequency transit. The focus is intended to create a variety of housing options, particularly those at low- and middle-income levels.
- **Mobility Choices:** Mobility Choices aims to provide more mobility options to commute and recreate by streamlining development in areas of the City of San Diego that are most aligned with the City's climate goals and by investing in active transportation infrastructure, such as pedestrian and bicycle facilities. Specifically, the Mobility Choices Program ensures that new development mitigates transportation vehicle miles traveled impacts to the extent feasible, while incentivizing development near transit. The Mobility Choices Program included amendments to the SDMC to adopt the Mobility Choices Regulations (Chapter 14, Article 3, Division 11 of the SDMC). Additionally, the Mobility Choices Program included adoption of a new California Environmental Quality Act (CEQA) significance threshold for transportation to implement SB 743.
- **Play Everywhere:** The City's adopted Parks Master Plan (2021) provides a framework to support the planning vision for a citywide interconnected park system which expands recreation facilities beyond traditional parks.
- **Build Better SD:** Build Better SD provides a modernized funding structure to enable faster and more efficient delivery of public facilities and infrastructure across all communities by consolidating funding, proposing structural and operational changes to the existing development impact fee program, and investing in neighborhood amenities that help implement long-range planning strategies and enhance opportunities.

h. Multiple Species Conservation Program

The MSCP is a comprehensive habitat conservation planning program for southwestern San Diego County. A goal of the MSCP is to preserve a network of habitat and open space, thereby protecting biodiversity, while streamlining environmental permitting for development. Local jurisdictions, including the City, implement their portions of the MSCP through SAPs, which describe specific implementing mechanisms.

Multiple Species Conservation Program Subarea Plan

The MSCP is a comprehensive, long-term habitat conservation planning program that covers approximately 900 square miles in southwestern San Diego County under the federal and state Endangered Species Acts and state Natural Community Conservation Planning Act of 1991. Local jurisdictions, including the City, implement their portions of the regional umbrella MSCP through subarea plans, which describe specific implementing mechanisms. The City's MSCP SAP was approved in March 1997 and covers approximately 206,000 acres within the City's jurisdictional

boundary. The primary goal of the MSCP SAP is to conserve viable populations of sensitive species to conserve regional biodiversity while allowing for reasonable economic growth. The City, U.S. Fish and Wildlife Service, and the California Department of Fish and Wildlife have signed an MSCP Implementing Agreement that allows the City to issue incidental take authorizations for “MSCP covered” species. Applicable state and federal permits are still required for wetlands and listed species that are not covered by the MSCP.

The City’s Biology Guidelines and ESL regulations are the implementing ordinances for the MSCP SAP and VPHCP.

Multi-Habitat Planning Area

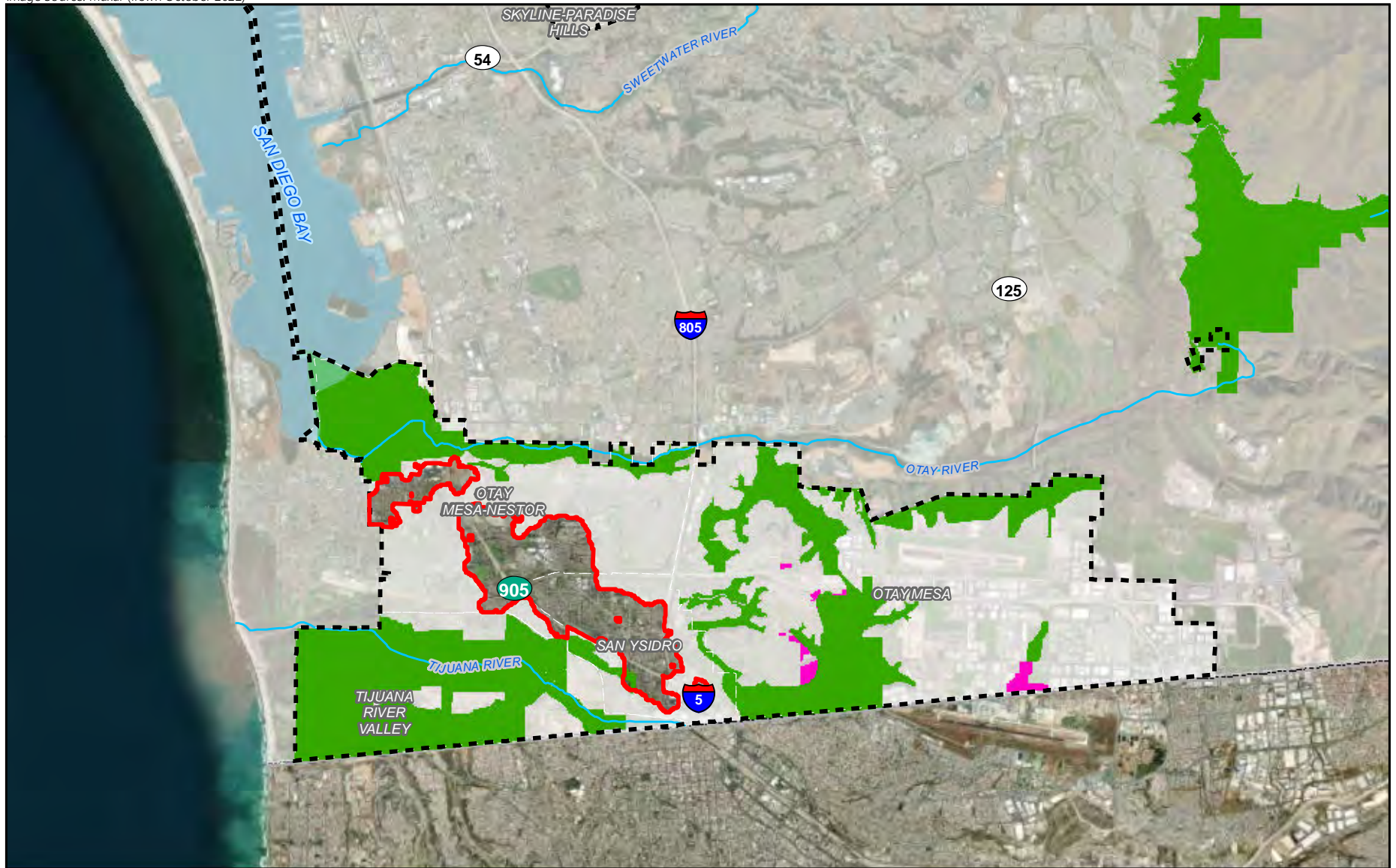
The MHPA is the area within which the permanent MSCP preserve will be assembled and managed for its biological resources. Input from responsible agencies and other interested participants resulted in the adoption of the City’s MHPA in 1997. The City’s MHPA areas are defined by “hard-line” limits, “with limited development permitted based on the development area allowance of the OR-1-2 zone [open space residential zone].” Portions of the MHPA in and around the project areas including the Climate Smart Village Areas, the Hillcrest FPA area and the University CPU area, respectively, are shown on Figure 4.10-10a through 4.10-10e, Figure 4.10-11 and Figure 4.10-12.





The MSCP Section 1.5 Framework Management Plan includes management priorities to be undertaken by the City as part of its MSCP implementation requirements. Those actions identified as Priority 1 are required to be implemented by the City as a condition of the MSCP Take Authorization to ensure that covered species are adequately protected. The actions identified as Priority 2 may be undertaken by the City as resources permit.

Multi Habitat Planning Area Land Use Adjacency Guidelines

The City’s MSCP SAP provides Land Use Adjacency Guidelines to avoid or reduce significant indirect impacts to the MHPA from adjacent land uses. The MSCP establishes adjacency guidelines to be addressed on a project-by-project basis to minimize direct and indirect impacts and maintain the function of the MHPA. The Land Use Adjacency Guidelines would be incorporated as project conditions of approval, which would preclude indirect impacts to the MHPA. Note that MHPA adjacency guidelines would apply to both land within the MHPA and land part of the VPHCP/MHPA.

Section 1.5.2 of the MSCP SAP provides general management recommendations to implement these guidelines, as summarized below in Table 4.10-5.



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Baseline MHPA
-  Vernal Pool Habitat Conservation Plan (VPHCP) Area

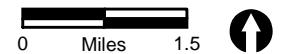
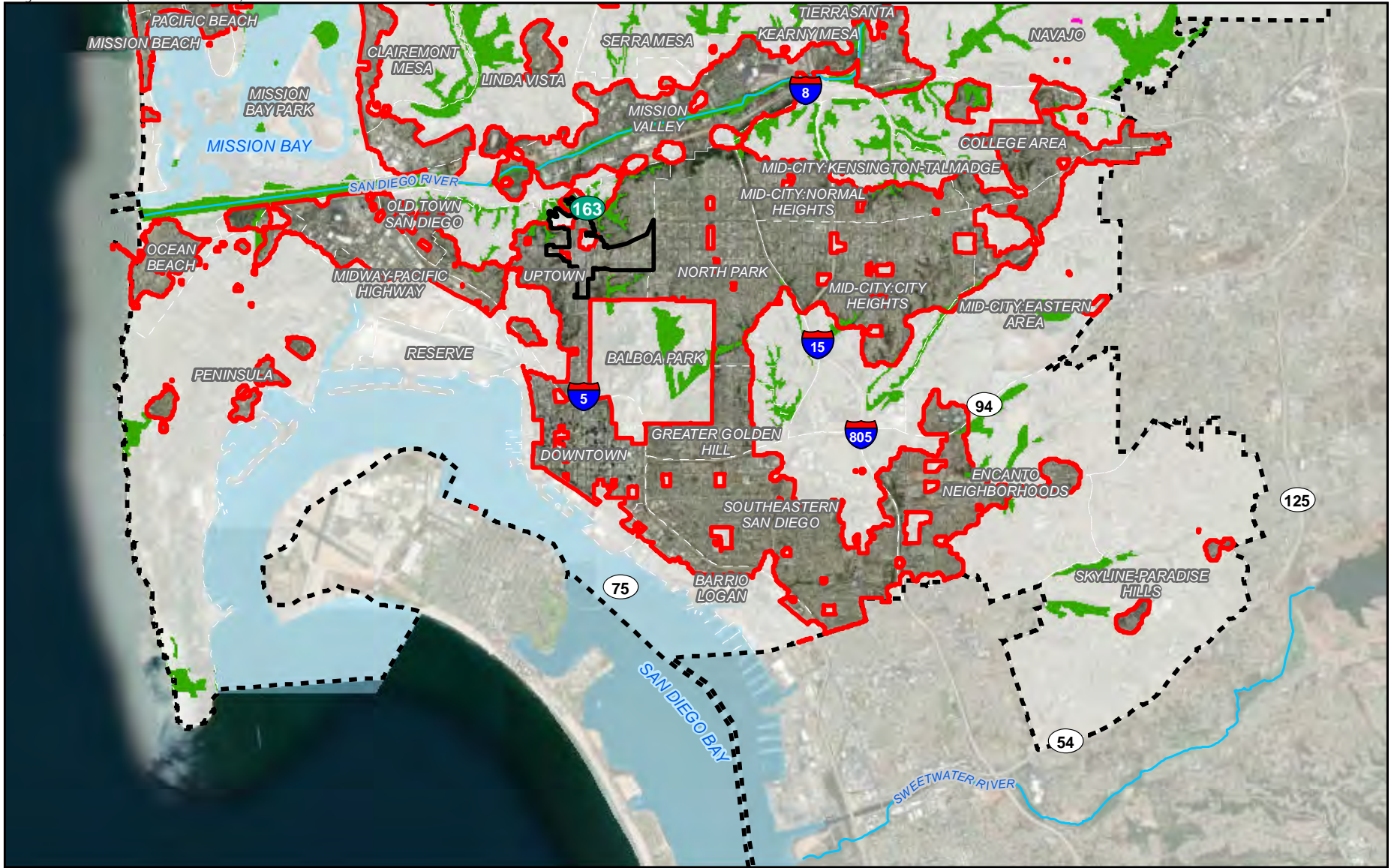







FIGURE 4.10-10a
Multi-Habitat Planning Area (MHPA)
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - South



-  Hillcrest Focused Plan Amendment Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Baseline MHPA
-  Vernal Pool Habitat Conservation Plan (VPHCP) Area

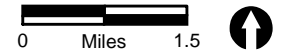
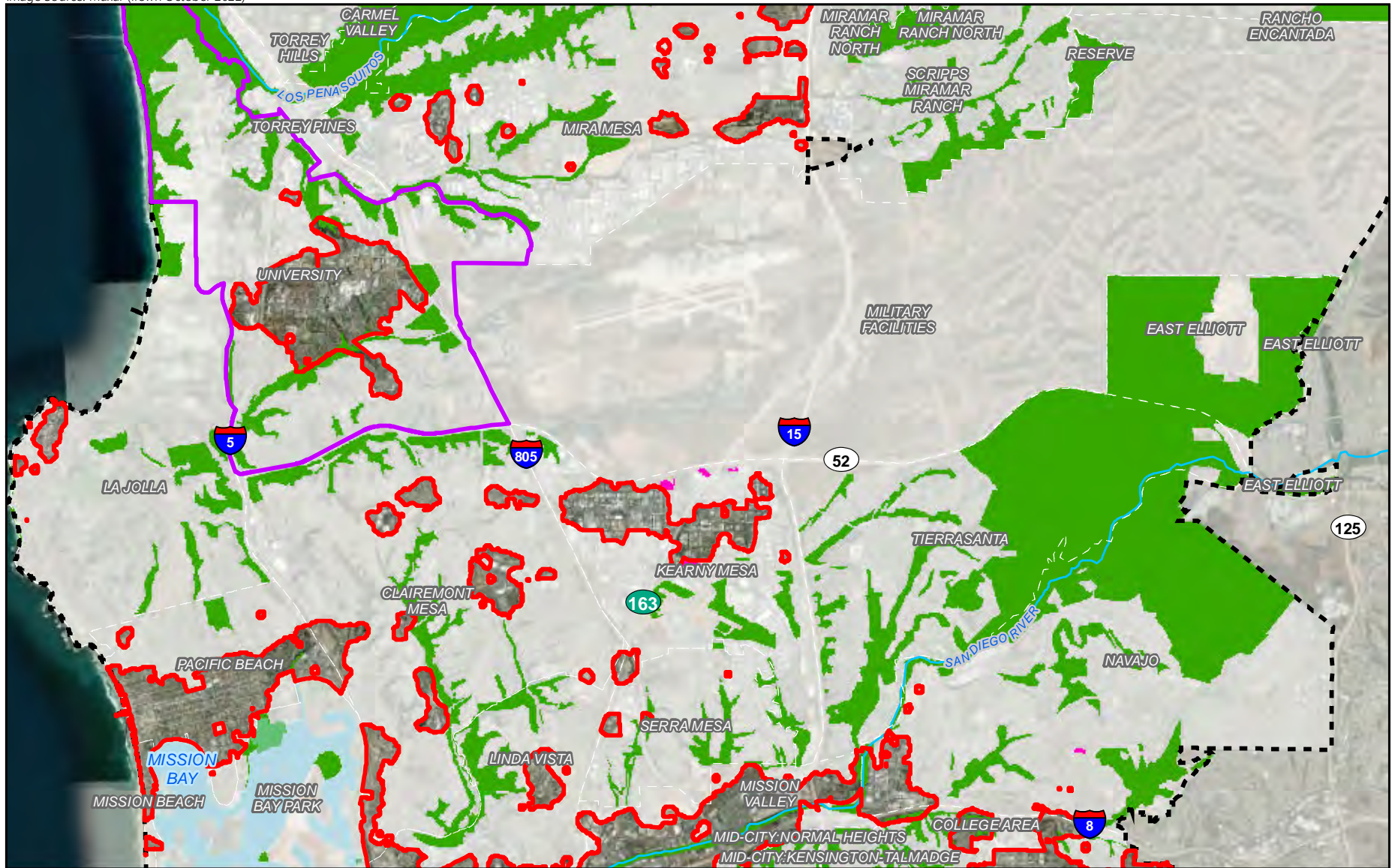


FIGURE 4.10-10b
Multi-Habitat Planning Area (MHPA)
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - South Central



- University Community Plan Update Area
- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- Baseline MHPA
- Vernal Pool Habitat Conservation Plan (VPHCP) Area

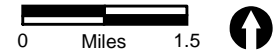
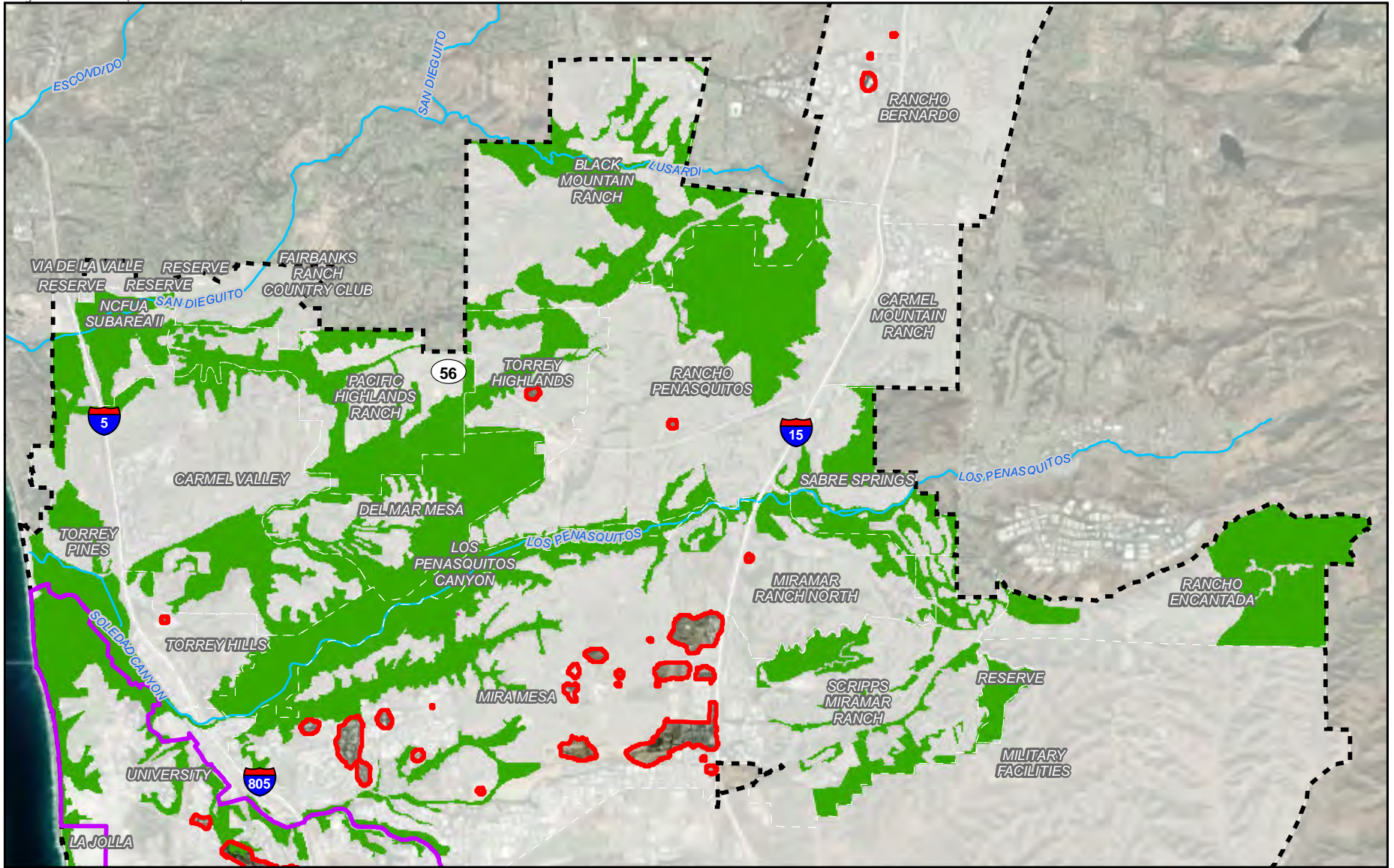







FIGURE 4.10-10c
Multi-Habitat Planning Area (MHPA)
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - North Central



-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Baseline MHPA
-  Vernal Pool Habitat Conservation Plan (VPHCP) Area

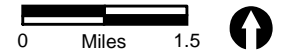
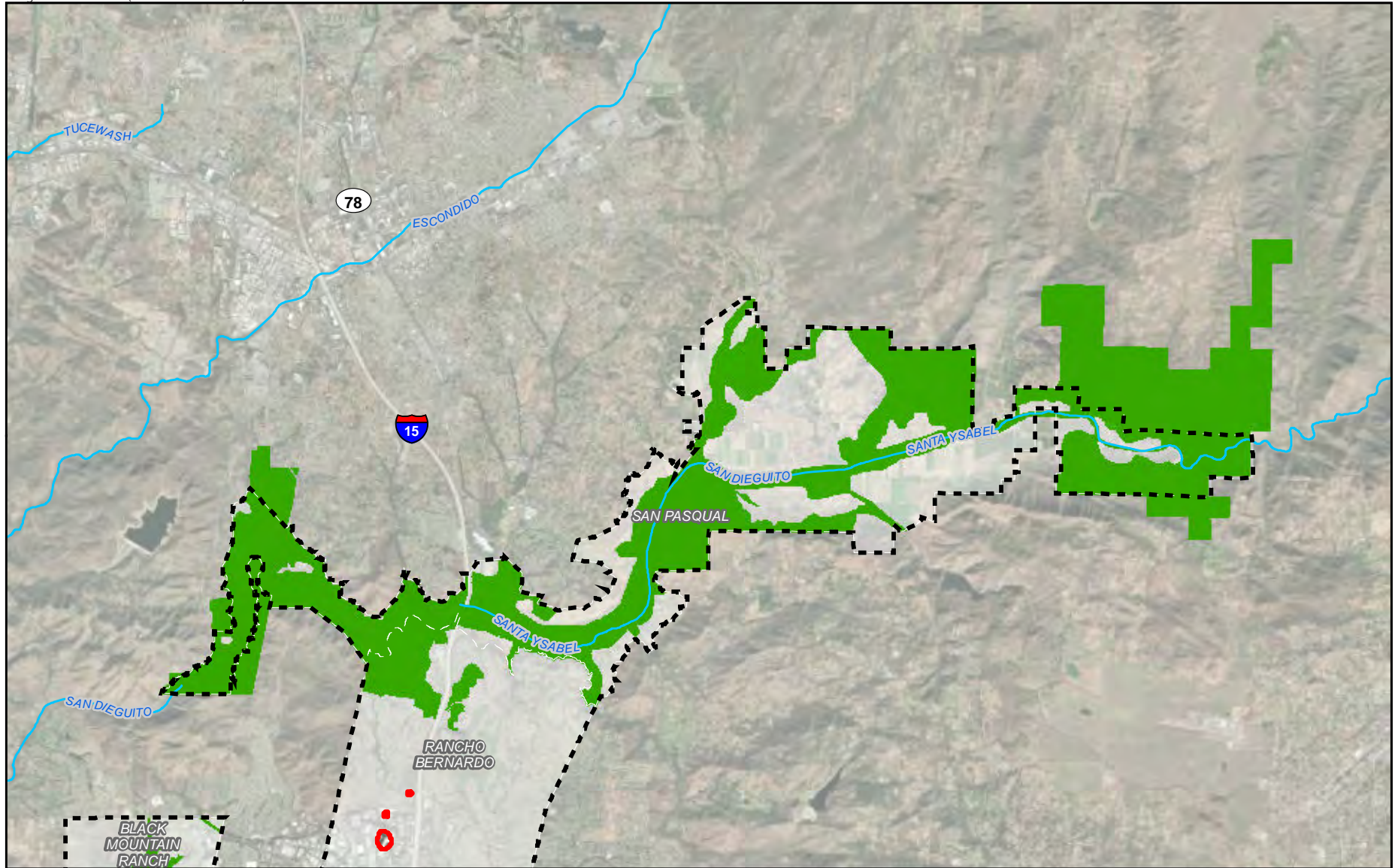





FIGURE 4.10-10d
Multi-Habitat Planning Area (MHPA)
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - North



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Baseline MHPA

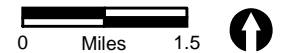
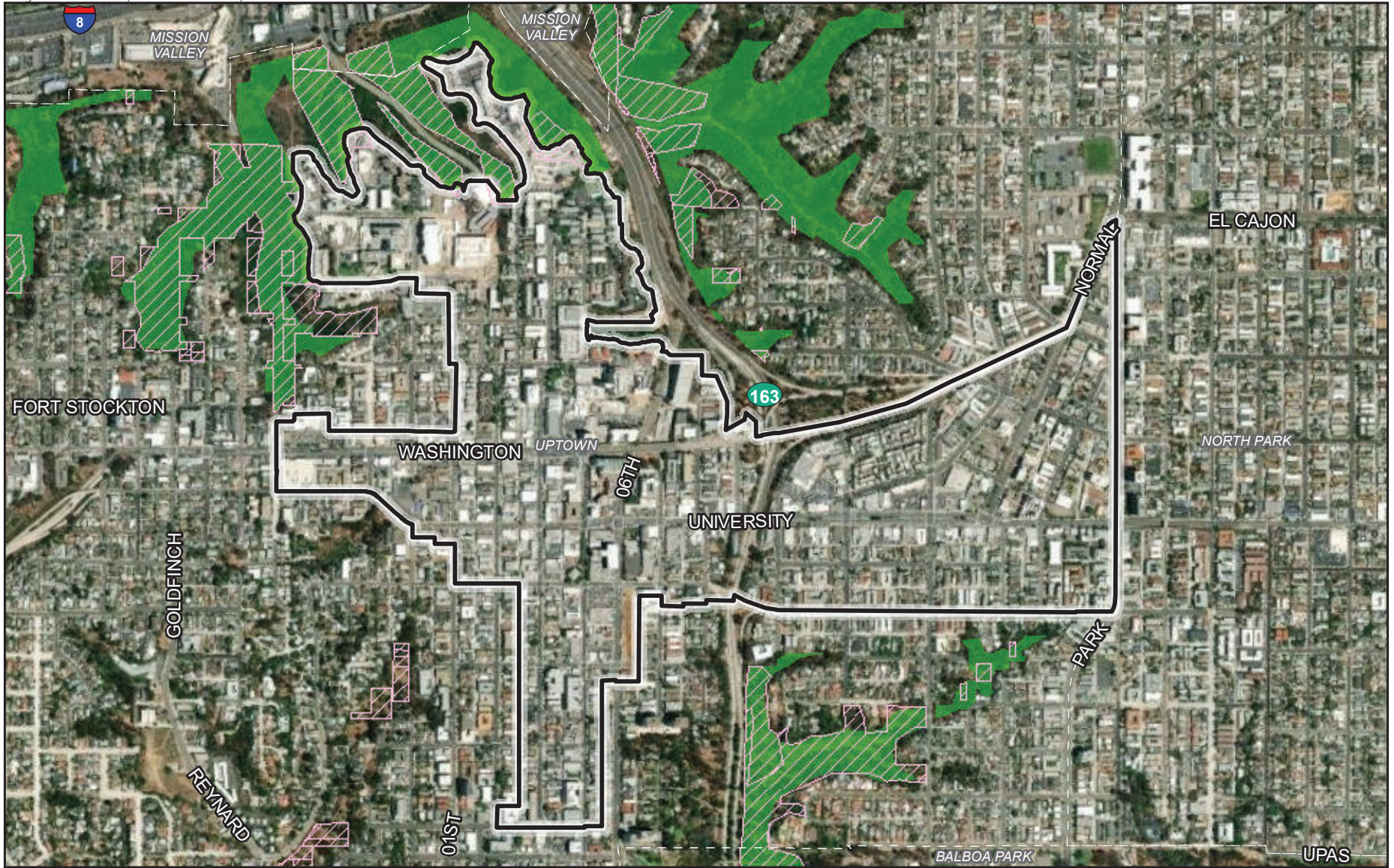


FIGURE 4.10-10e
Multi-Habitat Planning Area (MHPA)
in Relation to Blueprint SD Initiative
Climate Smart Village Areas - Northeast






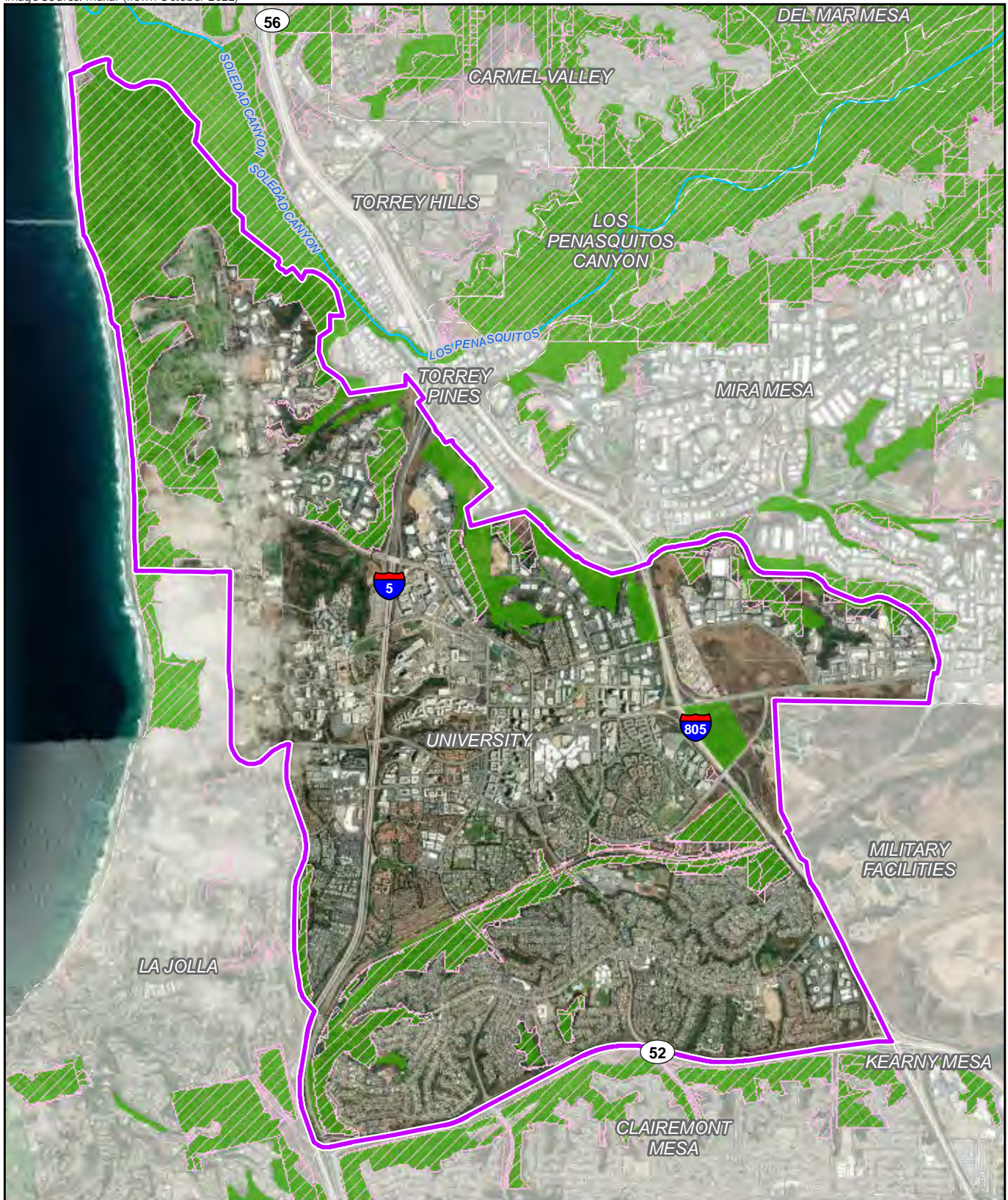




-  Hillcrest Focused Plan Amendment Area
-  Baseline MHPA
-  Conserved Lands



FIGURE 4.10-11
Multi-Habitat Planning Area (MHPA) and Conserved Lands
in Relation to Hillcrest Focused Plan Amendment Area



-  University Community Plan Update Area
-  Baseline MHPA
-  Vernal Pool Habitat Conservation Plan (VPHCP) Area
-  Conserved Lands

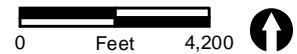


FIGURE 4.10-12
Multi-Habitat Planning Area (MHPA) and Conserved Lands
in Relation to University Community Plan Update Area

Table 4.10-5 Land Use Adjacency Guidelines Summary	
Topic	Regulation
Drainage	All new and proposed parking lots and developed areas in and adjacent to the preserve must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. These systems should be maintained approximately once a year, or as often as needed, to ensure proper functioning. Maintenance should include dredging out sediments if needed, removing exotic plant materials, and adding chemical-neutralizing compounds (e.g., clay compounds) when necessary and appropriate.
Toxics	Land uses, such as recreation and agriculture, that use chemicals or generate by-products such as manure, that are potentially toxic or impactful to wildlife, sensitive species, habitat, or water quality need to incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. Such measures should include drainage/detention basins, swales, or holding areas with non-invasive grasses or wetland-type native vegetation to filter out the toxic materials. Regular maintenance should be provided. Where applicable, this requirement should be incorporated into leases on publicly owned property as leases come up for renewal.
Lighting	Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting.
Noise	Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas, recreational areas, and any other use that may introduce noises that could impact or interfere with wildlife utilization of the MHPA. Excessively noisy uses or activities adjacent to breeding areas must incorporate noise reduction measures and be curtailed during the breeding season of sensitive species. Adequate noise reduction measures should also be incorporated for the remainder of the year.
Barriers	New development adjacent to the MHPA may be required to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls and/or signage) along the MHPA boundary to direct public access to appropriate locations and reduce domestic animal predation.
Invasives	No invasive non-native plant species shall be introduced into areas adjacent to the MHPA.
Brush Management	New residential development located adjacent to and topographically above the MHPA (e.g., along canyon edges) must be set back from slope edges to incorporate Zone 1 brush management areas on the development pad and outside of the MHPA. Zone 2 should be placed in an open space easement that identifies a homeowners association or other private party that would be responsible for the ongoing Zone 2 brush management activities. The amount of woody vegetation thinning shall not exceed 50 percent of the vegetation existing when the initial thinning is done. Vegetation thinning shall be done consistent with San Diego standards and shall avoid/minimize impacts to covered species to the maximum extent possible. For all new development, regardless of the ownership, the brush management in the Zone 2 area would be the responsibility of a homeowners association or other private party.
Grading/Land Development	Manufactured slopes associated with site development shall be included within the development footprint for proposed projects within or adjacent to the MHPA.

Boundary Adjustments

Section 1.1.1 of the MSCP SAP discusses MHPA boundary line adjustments. Boundary line corrections are also allowable under certain circumstances.

MHPA Boundary Line Adjustments

Private land wholly within the MHPA is allowed up to 25 percent development in the least sensitive portion of the site per the City's MSCP SAP. Should more than 25 percent development be desired, an MHPA boundary line adjustment may be proposed. MHPA boundary line adjustments may be made without the need to amend a community plan in cases where the new MHPA boundary results in an area of equivalent or higher biological value. The determination of the biological value of a proposed boundary change would be made by the City in accordance with the MSCP SAP, with the concurrence of the wildlife agencies. If the determination is that the adjustment would result in the same or higher biological value of the MHPA, no further action by the jurisdictions or wildlife agencies shall be required. Any adjustment to the MHPA boundary would be disclosed in the environmental document as part of the project description prepared for the specific future project. An evaluation of the proposed boundary adjustment would be provided in the biological technical report and summarized in the land use and biological resources sections of the environmental document associated with a future project. An adjustment that does not meet the equivalency test shall require additional documentation and may result in an amendment to the MSCP SAP. All MHPA boundary line adjustments require approval by the U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and the City.

For parcels located outside the MHPA, "there is no limit on the encroachment into sensitive biological resources, with the exception of wetlands, and listed non-covered species' habitat (which are regulated by state and federal agencies) and narrow endemic species." However, "impacts to sensitive biological resources must be assessed and mitigation, where necessary, must be provided in conformance" with the City's Biology Guidelines (2018).

MHPA Boundary Line Corrections

The original MHPA boundary was established as part of the regional MSCP mapping efforts, which became effective in March 1997. MHPA boundary line corrections are allowed under the City's MSCP SAP to rectify minor mapping inaccuracies at the project level and can be processed with the project's discretionary or ministerial review. MHPA corrections typically involve removing existing, pre-MSCP SAP development (e.g., existing homes) from the mapped MHPA. The fundamental difference between MHPA boundary line corrections and adjustments is that MHPA boundary line adjustments involve removing habitat or buffer areas from the MHPA and require concurrence with the wildlife agencies, whereas MHPA boundary line corrections do not. An MHPA boundary line correction would typically be considered by the City when it can be shown that there is a discrepancy between the adopted MHPA boundary and other historical mapping information (e.g., aerial photography, vegetation maps, topographic maps), which results in inclusion of existing developed areas in the MHPA due to the regional scale of the MHPA mapping.

During preparation of the proposed project, the City conducted a broad-scale review of the University CPU area to evaluate areas designated as open space and areas within the MHPA for their

contribution to conservation of ESL to determine if any MHPA boundary line corrections were required. The City identified an approximate additional 26 acres to be corrected into the MHPA preserve. Future projects within the City, however, may identify the need for MHPA boundary line corrections during the more detailed studies conducted during the planning process for these projects. To determine if an MHPA boundary line correction is required, the applicant should review applicable available GIS layers for the project area, document the existing conditions on the project site, and provide any pre-MSCP SAP approved permits. If there appears to be a mapping error, an MHPA boundary line correction may be considered if it would not result in (a) removal of habitat, including wetlands; or (b) impacts to biological buffer areas (e.g., wetland buffers, wildlife corridors). An MHPA boundary line correction would not prevent the applicant from having to comply with the City's MHPA Land Use Adjacency Guidelines, ESL Regulations, and Steep Hillside Regulations, and other applicable regulations as outlined in the MSCP SAP.

General Management Directives

General Management Directives outlined in Section 1.5.2 of the MSCP SAP are outlined below, including a discussion of project compliance.

Mitigation

Mitigation, when required as part of project approvals, shall be performed in accordance with the City's ESL Regulations and Biology Guidelines.

Restoration

Restoration or revegetation undertaken in the MHPA shall be performed in a manner acceptable to the City and as outlined in the Biology Guidelines. Where covered species status identifies the need for reintroduction and/or increasing the population, the covered species will be included in restoration/revegetation plans, as appropriate. Restoration or revegetation proposals will be required to prepare a plan that includes elements addressing financial responsibility, site preparation, planting specifications, maintenance, monitoring and success criteria, and remediation and contingency measures. Wetland restoration/revegetation proposals are subject to permit authorization by federal and state agencies.

Public Access, Trails, and Recreation

Policies are summarized below.

1. Provide sufficient signage to clearly identify public access to the MHPA. Barriers, such as vegetation, rocks/boulders for fencing may be necessary to protect highly sensitive areas.
2. Locate trails, view overlooks, and staging areas in the least sensitive areas of the MHPA. Locate trails along the edges of urban land uses adjacent to the MHPA, following existing dirt roads as much as possible rather than entering habitat or wildlife movement areas. Avoid locating trails between two different habitat types.
3. In general, avoid paving trails unless management and monitoring evidence shows otherwise. Clearly demarcate and monitor trails for degradation and off-trail access and use.

Provide trail repair/maintenance as needed. Undertake measures to counter the effects of trail erosion including the use of stone or wood cross-joints, edge plantings of native grasses, and mulching of the trail.

4. Minimize trail widths to reduce impacts to critical resources. For the most part, do not locate trails wider than 4 feet in core areas or wildlife corridors. Provide trail fences or other barriers at strategic locations when protection of sensitive resources is required.
5. Limit the extent and location of equestrian trails to the less sensitive areas of the MHPA.
6. Off-road or cross-country vehicle activity is an incompatible use in the MHPA, except for law enforcement, preserve management or emergency purposes. Restore disturbed areas to native habitat where possible or critical, or allow to regenerate.
7. Limit recreational uses to passive uses such as birdwatching, photography and trail use. Locate developed picnic areas near MHPA edges or specific areas within the MHPA, in order to minimize littering, feeding of wildlife, and attracting or increasing populations of exotic or nuisance wildlife (opossums, raccoons, skunks). Where permitted, restrain pets on leashes.
8. Remove homeless and itinerant worker camps in habitat areas as soon as found pursuant to existing enforcement procedures.
9. Maintain equestrian trails on a regular basis to remove manure (and other pet feces) from the trails and preserve system in order to control cowbird invasion and predation. Design and maintain trails where possible to drain into a gravel bottom or vegetated (e.g., grass-lined) swale or basin to detain runoff and remove pollutants.

Litter/Trash and Materials Storage

1. Remove litter and trash on a regular basis. Post signage to prevent and report littering in trail and road access areas. Provide and maintain trash cans and bins at trail access points.
2. Impose penalties for littering and dumping. Fines should be sufficient to prevent recurrence and also cover reimbursement of costs to remove and dispose of debris, restore the area if needed, and to pay for enforcement staff time.
3. Prohibit permanent storage of materials (e.g., hazardous and toxic chemicals, equipment, etc.) within the MHPA and ensure appropriate storage per applicable regulations in any areas that may impact the MHPA, due to potential leakage.
4. Keep wildlife corridor under crossings free of debris, trash, homeless encampments, and all other obstructions to wildlife movement.

Adjacency Management Issues

1. Enforce, prevent and remove illegal intrusions into the MHPA (e.g., orchards, decks, etc.) on an annual basis, in addition to complaint basis.
2. Disseminate educational information to residents adjacent to and inside the MHPA to heighten environmental awareness, and inform residents of access, appropriate plantings, construction or disturbance within MHPA boundaries, pet intrusion, fire management, and other adjacency issues.
3. Install barriers (fencing, rocks/boulders, vegetation) and/or signage where necessary to direct public access to appropriate locations.

Invasive Exotics Control and Removal

1. Do not introduce invasive non-native species into the MHPA. Provide information on invasive plants and animals harmful to the MHPA, and prevention methods, to visitors and adjacent residents. Encourage residents to voluntarily remove invasive exotics from their landscaping.
2. Remove giant reed, tamarisk, pampas grass, castor bean, artichoke thistle, and other exotic invasive species from creek and river systems, canyons and slopes, and elsewhere within the MHPA as funding or other assistance becomes available.
3. If funding permits, initiate a baseline survey with regular follow-up monitoring to assess invasion or re-invasion by exotics, and to schedule removal.
4. Conduct an assessment of the need for brown-headed cowbird trapping in each area of the MHPA where cattle, horse, and other animals are kept.
5. If eucalyptus trees die or are removed from the MHPA area, replace with appropriate native species. Ensure that eucalyptus trees do not spread into new areas, nor increase substantially in numbers over the years. Eventual replacement by native species is preferred.
6. On a case-by-case basis some limited trapping of non-native predators may be necessary.

Flood Control

1. Perform standard maintenance, such as clearing and dredging of existing flood channels, during the non-breeding or nesting season of sensitive bird or wildlife species utilizing the riparian habitat. For the least Bell's vireo, the non-breeding season generally includes mid-September through mid-March.
2. Review existing flood control channels within the MHPA periodically (every five to ten years) to determine the need for their retention and maintenance, and to assess alternatives, such as restoration of natural rivers and floodplains.

i. Vernal Pool Habitat Conservation Plan

The City's VPHCP is intended to provide a framework to protect, enhance, and restore vernal pool resources within the City, while improving and streamlining the environmental permitting process for impacts to threatened and endangered species associated with vernal pools. The VPHCP covered species includes the following seven threatened and endangered species:

- Otay Mesa mint (*Pogogyne nudiuscula*)
- San Diego Mesa mint (*Pogogyne abramsii*)
- Spreading navarretia (*Navarretia fossalis*)
- San Diego button-celery (*Eryngium aristulatum* var. *parishii*)
- California Orcutt grass (*Orcuttia californica*)
- Riverside fairy shrimp (*Streptocephalus woottoni*)
- San Diego fairy shrimp (*Branchinecta sandiegonensis*)

The VPHCP is compatible with and expands existing MHPA lands to conserve additional lands with vernal pool resources. The VPHCP preserve area expands on the City's existing MHPA by including areas for 75 percent and 100 percent conservation. Chapter 7 of the VPHCP addresses the management and monitoring strategy including site specific management and monitoring actions for vernal pool complexes to be managed to achieve VPHCP objectives. Impacts to land identified as 100 percent baseline conservation in the VPHCP (referred to as VPHCP/MHPA) require both mitigation and a Boundary Line Adjustments (BLA) consistent with the VPHCP. Impacts to 100 percent conservation lands require non-MHPA replacement lands that meet the City's functional equivalency requirements.

VPHCP Avoidance and Minimization Measures

Section 5.2 of the VPHCP requires indirect impacts to conserved vernal pools to be minimized by requiring development projects adjacent to the hard line preserve to comply with MSCP Land Use Adjacency Guidelines in addition to the VPHCP Section 5.2.1 avoidance and minimization measures, detailed below.

1. Any development adjacent to the MHPA shall be constructed to slope away from the extant pools to be avoided, to ensure that runoff from the project does not flow into the pools.
2. Covered projects shall require temporary fencing (with silt barriers) of the limits of project impacts (including construction staging areas and access routes) to prevent additional vernal pool impacts and prevent the spread of silt from the construction zone into adjacent vernal pools. Fencing shall be installed in a manner that does not impact habitats to be avoided. Final construction plans shall include photographs that show the fenced limits of impact and all areas of vernal pools to be impacted or avoided. If work inadvertently occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied to the satisfaction of the City. Temporary construction fencing shall be removed upon project completion.
3. Impacts from fugitive dust that may occur during construction grading shall be avoided and minimized through watering and other appropriate measures.

4. A qualified monitoring biologist that has been approved by the City shall be present during project construction activities to ensure compliance with all mitigation measures identified in the CEQA environmental document. The biologist shall be knowledgeable of vernal pool species biology and ecology. The biologist shall perform the following duties:
 - a. Oversee installation of and inspect the fencing and erosion control measures within or upslope of vernal pool restoration and/or preservation areas a minimum of once per week and daily during all rain events to ensure that any breaks in the fence or erosion control measures are repaired immediately.
 - b. Periodically monitor the work area to ensure that work activities do not generate excessive amounts of dust.
 - c. Train all contractors and construction personnel on the biological resources associated with this project and ensure that training is implemented by construction personnel. At a minimum, training shall include (1) the purpose for resource protection; (2) a description of the vernal pool species and their habitat(s); (3) the conservation measures that must be implemented during project construction to conserve the vernal pool species, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced project footprint to avoid sensitive resource areas in the field (i.e., avoided areas delineated on maps or on the project-level analysis area by fencing); (4) environmentally responsible construction practices as outlined in Measures 5, 6, and 7 below; (5) the protocol to resolve conflicts that may arise at any time during the construction process; and (6) the general provisions of the project's mitigation monitoring and reporting program, the need to adhere to the provisions of federal Endangered Species Act (FESA), and the penalties associated with violating FESA.
 - d. Halt work, if necessary, and confer with the City to ensure the proper implementation of species and habitat protection measures. The biologist shall report any violation to the City within 24 hours of its occurrence.
 - e. Submit regular (e.g., weekly) letter reports to the City during project construction and a final report following completion of construction. The final report shall include as-built construction drawings with an overlay of habitat that was impacted and avoided, photographs of habitat areas that were avoided, and other relevant summary information documenting that authorized impacts were not exceeded and that general compliance with all conservation measures was achieved.
5. The following conditions shall be implemented during project construction:
 - a. Employees shall strictly limit their activities, vehicles, equipment, and construction materials to the fenced project footprint.
 - b. The project site shall be kept as clean of debris as possible. All food-related trash items shall be enclosed in sealed containers and regularly removed from the site.

- c. Disposal or temporary placement of excess fill, brush, or other debris shall be limited to areas within the fenced project footprint.
6. All equipment maintenance, staging, parking, and dispensing of fuel, oil, coolant, or any other such activities shall occur in designated areas within the fenced project impact limits. These designated areas shall be located in previously compacted and disturbed areas to the maximum extent practicable in such a manner as to prevent any runoff from entering the vernal pools or their watersheds and shall be shown on the construction plans. Fueling of equipment shall take place within existing paved areas greater than 100 feet from the vernal pools or their watersheds. Contractor equipment shall be checked for leaks prior to operation and repaired as necessary. A spill kit for each piece of construction equipment shall be available and must be used in the event of a spill. "No fueling zones" shall be designated on construction plans.
7. Grading activities immediately adjacent to vernal pools shall be timed to avoid wet weather to minimize potential impacts (e.g., siltation) to the vernal pools unless the area to be graded is at an elevation below the pools. To achieve this goal, grading adjacent to avoided pools shall comply with the following:
 - a. Grading shall occur only when the soil is dry to the touch both at the surface and 1 inch below. A visual check for color differences (i.e., darker soil indicating moisture) in the soil between the surface and 1 inch below indicates the soil is dry.
 - b. After a rain of greater than 0.2-inch, grading shall occur only after the soil surface has dried sufficiently as described above, and no sooner than 2 days (48 hours) after the rain event ends.
 - c. To prevent erosion and siltation from storm water runoff due to unexpected rains, Best Management Practices (e.g., silt fences) shall be implemented as needed during grading.
 - d. If rain occurs during grading, work shall stop and resume only after soils are dry, as described above.
 - e. Grading shall be done in a manner to prevent runoff from entering preserved vernal pools.
 - f. If necessary, water spraying will be conducted at a level sufficient to control fugitive dust but not to cause runoff into vernal pools.
 - g. If mechanized grading is necessary, grading will be performed in a manner to minimize soil compaction (i.e., use the smallest type of equipment needed to feasibly accomplish the work).
8. Prior to project construction, topsoil shall be salvaged from the impacted vernal pools or road ruts with fairy shrimp consistent with the requirements of the approved mitigation plan (e.g., free of versatile fairy shrimp). Vernal pool soil (inoculum) shall be collected when dry to

avoid damaging or destroying fairy shrimp cysts and plant seeds. Hand tools (e.g., shovels and trowels) shall be used to remove the first 2 inches of soil from the pools. Whenever possible, the trowel shall be used to pry up intact chunks of soil, rather than loosening the soil by raking and shoveling, which can damage the cysts. The soil from each pool shall be stored individually in labeled boxes that are adequately ventilated and kept out of direct sunlight in order to prevent the occurrence of fungus or excessive heating of the soil, and stored off-site at an appropriate facility for vernal pool inoculum. Inoculum from different source pools shall not be mixed for seeding any restored pools, unless otherwise approved by the City and Wildlife Agencies. The collected soils shall be spread out and raked into the bottoms of the restored pools. Topsoil and plant materials salvaged from the upland habitat areas to be impacted shall be transplanted to, and/or used as a seed/cutting source for, the upland habitat restoration/creation areas to the maximum extent practicable as approved by the City.

9. Permanent protective fencing shall be used along any interface with developed areas and/or other measures approved by the City to deter human and pet entrance into on- or off-site habitat shall be installed. Fencing shall be shown on the development plans and should have no gates (accept to allow access for maintenance and monitoring of the biological conservation easement areas) and be designed to prevent intrusion by pets. Signage for the biological conservation easement area shall be posted and maintained at conspicuous locations. The requirement for fencing and/or other preventative measures shall be included in the project's mitigation program.

General Conditions for Compensatory Mitigation

Section 5.3.2 of the VPHCP addresses general conditions for compensatory mitigation and requires project specific vernal pool restoration, enhancement, and preservation plans consistent with these guidelines. The three general conditions and how the project is consistent with the VPHCP are listed below.

1. The project proponent shall submit a vernal pool restoration/enhancement/ preservation plan to the City (Development Services Environmental Analysis Section and Planning Department MSCP Staff) and Wildlife Agencies for approval as part of the development review process and the plan shall be included as an attachment to the project's CEQA document. The restoration plan shall be consistent (as applicable) with the restoration plan outline included in Attachment B of the City's Land Development Manual Biology Guidelines. The plan must be approved and implemented prior to or concurrent with project impacts.

The project proponent shall ensure the long-term management of the on-site areas shall occur in perpetuity. Each project proponent shall implement a perpetual management, maintenance, and monitoring plan (e.g., Habitat Management Plan) for their respective biological conservation easement areas. The plan, which shall be approved by the City and Wildlife Agencies and funding source must be established prior to, or concurrent with, impacts. The plan should include, but not be limited to, the following: method of protecting the resources in perpetuity (i.e., covenant of easement dedication to the City, or a deed restriction or other conservation mechanism consistent with California Civil Code Section 815, et seq. and/or Government Code Section 65870 and acceptable to the Wildlife Agencies;

monitoring schedule; measures to prevent human and exotic species encroachment; funding mechanism; and contingency measures should problems occur. In addition, the plan shall include the proposed land manager's name, qualifications, business address, and contact information. The project proponent shall also establish a nonwasting endowment or similar secure funding method in an amount approved by the City and the Wildlife Agencies based on a Property Analysis Record (PAR; Center for Natural Lands Management 1998), or similar cost estimation method, to secure the ongoing funding for the perpetual long-term management, maintenance, and monitoring of the biological conservation easement area by an agency, nonprofit organization, or other entity approved by the City and the Wildlife Agencies.

In the event that a new occurrence of a covered species is identified (i.e., previously undocumented) within an area to be impacted by a covered project or covered activity, mitigation shall be required in the form of salvage and restoration for the impact to the new occurrence. Mitigation shall occur consistent with Conditions 1 and 2 above, as well as the City's Land Development Manual Biology Guidelines.

j. Historical Resources Regulations

The purpose of the City's HRR (LDC Sections 143.0201 through 143.0280) is to protect, preserve, and, where damaged, restore the historical resources of San Diego. Historical resources include historical buildings, historical structures or historical objects, important archaeological sites, historical districts, historical landscapes, and traditional cultural properties. These regulations are intended to protect historical resources quality, and to protect the educational, cultural, economic, and general welfare of the public, while maintaining sound historical preservation principles and the rights of property owners.

4.10.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to land use and planning are based on applicable criteria in the CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2022). The following issue questions are addressed in this section:

- 1) Would the project physically divide an established community?
- 2) Would the project cause a significant environmental impact due to a conflict with any land use plan or policy adopted for the purpose of avoiding or mitigating an environmental effect?
- 3) Would the project require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?

4.10.4 Impact Analysis

Issue 1 Physically Divide an Established Community

Would the project physically divide an established community?

Implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU are planning level actions that propose a policy and land use framework that guides future development including code amendments and rezones; however, no specific development is proposed at this time.

Implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would guide future development in appropriate locations, including supporting higher residential density within appropriate areas including within the defined Climate Smart Village propensity areas. Within Hillcrest, changes to the mobility network are contemplated to enhance the mobility experience for pedestrians, bicyclists, and transit users; however, changes are not anticipated to divide the community or impede access. Future implementation of the mobility network in the City, including planned SANDAG transportation investments, are supportive of enhanced transit, trolley, commuter rail lines, and streetcar service. Commuter rail from Downtown San Diego to the City of El Cajon via Hillcrest and streetcar service from downtown San Diego to the Hillcrest neighborhood would support transit and represent linear infrastructure that if not properly designed could physically divide a community. However, implementation of these planned transit improvements has a key goal of connecting communities, not dividing them. City and SANDAG policies focus on enhancing pedestrian, bicycle and transit connections would be implemented through design of future infrastructure improvements, avoiding physical division of community.

Similarly, updates to the mobility plan along key corridors in the University CPU would serve to improve functionality and safety for all users of the roadway. Key mobility element policies included in the General Plan, University CPU, and Hillcrest FPA are reported in Section 4.14.4, Issue 1. As discussed therein, a key focus of the City is to support improvements to the mobility network to increase connectivity within the City by providing enhanced bicycle, pedestrian, and transit connections. Policies such as the University CPU Policy 3.1A support creating a continuous pedestrian and bicycle network with amenities to further accommodate and encourage residents to walk or ride a bike for their commuting and daily needs. Within the Hillcrest FPA, Policy MO-1.6 would support implementation of pedestrian enhancements including but not limited to bulb-outs/curb extensions, pedestrian promenades, enhanced crossing treatments, traffic calming, leading pedestrian intervals, continental crosswalk, and exclusive pedestrian phases. Such mobility improvements would be localized and would not have the potential to physically divide a community.

Updates to the General Plan Mobility Element that are part of the Blueprint SD Initiative include changes to reflect planned transit connections consistent with SANDAG's current Regional Plan. Future transit improvements may include, but are not limited to, new commuter rail lines, light rail, Next Gen Rapid Transit, and automated people movers within the City. New or expanded rail lines can divide communities if not appropriately sited. Overall policy changes related to mobility are intended to support community accessibility by all; however, as future projects are proposed

consistent with the proposed policy and land use framework defined by the Blueprint SD Initiative, the University CPU and the Hillcrest FPA, the potential for physical division of community would need to be assessed at the project-level as future site-specific projects are proposed.

At the project-level, the City's Transportation Study Manual requires projects to demonstrate consistency with key General Plan goals and policies. Relevant to physical division of community, the Transportation Study Manual requires projects to demonstrate consistency with the Land Use and Community Planning Element goal to "Improve mobility options and accessibility in every community." The following two policies (as amended to reflect the proposed revisions to this element) support this goal:

- LU-I.9 Design transportation projects so that the resulting benefits and potential burdens are equitable. Some of the benefits of transportation programs include improved accessibility, faster trips, more mobility choices, and reduced congestion. Common negative consequences include health impacts of air pollution, noise, crash-related injuries and fatalities, dislocation of community members, and division of communities.
- LU-I.10 Improve mobility options and accessibility for the non-driving elderly, disabled, low-income, and other members of the population (see also Mobility Element).

For impacts related to construction activities, such as temporary road closures, could impede access to a community; however, such effects would be temporary and public right-of way permits are required pursuant to SDMC Chapter 12, Article 9, Division 7 which could include requirements for traffic control plans to ensure community accessibility is retained and/or alternative routes are provided. Overall, implementation of the project would not include elements that could physically divide a community and impacts would be less than significant.

Issue 2 Conflict with a Land Use Plan, Policy, or Regulation

Would the project cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Plans and policies to be consulted for this analysis include the City's General Plan, City's Land LDC, including ESL Regulations, applicable community plans, Precise or Specific Plans, LCP, ALUCPs, City's CAP, SANDAG's Regional Plan, City's Bicycle Master Plan, MSCP SAP, and the City's VPHCP.

a. San Diego Forward: The Regional Plan

Implementation of the Blueprint SD Initiative, the University CPU, and Hillcrest FPA would support implementation of the SANDAG Regional Plan by supporting land use changes that would allow for increased residential and mixed-use development density and intensity in locations that either currently support transit or are planned to have access to transit improvements as outlined in the 2050 Regional Plan. An overall goal of the respective planning efforts is to add density in locations that would support a mode shift from single occupancy vehicles to non-vehicular modes including walking/rolling, bicycling and transit. Implementation of land use changes in the University CPU and

Hillcrest FPA , in addition to future land use changes proposed for consistency with the Village Climate Goal Propensity map would be consistent with and implement key goals of the Regional Plan due to growth being planned within focus areas identified as Climate Smart Village Areas. The Climate Smart Village Areas were identified based on a land use model that incorporates the transportation vision of the Regional Plan. For more information regarding the methodology for development of the Village Climate Goal Propensity Map, refer to Attachment A of Appendix J.

Within the University CPU area, development intensities are focused around the trolley line and areas with existing or future planned transit improvements. Similarly, implementation of the Hillcrest FPA would increase development intensities in Hillcrest and the Medical Complex neighborhoods that are close to employment and transit centers, which would be supportive of planned transit improvements including dedicated transit facilities along Park Boulevard and University and SANDAG Regional Plan improvements including a Streetcar, Next Gen Rapid Transit, and Commuter Rail (see Figure 3-12).

The Blueprint SD Initiative, the Hillcrest FPA and the University CPU would facilitate high-density residential and mixed-use development within Climate Smart Village Areas to create compact, walkable communities close to transit connections and consistent with the General Plan smart growth principles. The updated Village Climate Goal Propensity Map (see Figure 3-1a through 3.1e) proposed as part of the project incorporates the 2050 regional transportation network. Therefore, the adoption and implementation of the proposed project would not generate any conflict or inconsistencies with the SANDAG Regional Plan; thus, impacts would be less than significant.

b. City of San Diego General Plan

The Blueprint SD Initiative, the Hillcrest FPA and the University CPU would facilitate transit-oriented, multiple-use villages, districts, and developments within Climate Smart Village Areas in line with the General Plan's Village Climate Goal Propensity Map (see Figure 3-1). The proposed project would implement the General Plan City of Villages strategy, by allowing increased densities for multi-family residential development to occur in Climate Smart Village Areas, and would implement the General Plan's goals, objectives, and policies related to the provision of housing and affordable housing. All new development and redevelopment within the City would be required to be consistent with the Village Climate Goal Propensity map (see Figure 3-1a through 3.1e) and would be required to comply with the policies of the general plan at the project-level.

Table 4.10-5 describes how future development anticipated under the project would be consistent with the Elements of the City's General Plan. As detailed in Table 4.10-5, the project would be consistent with all applicable General Plan elements; therefore, impacts related to General Plan policy consistency would be less than significant.

Table 4.10-5 Project Consistency with General Plan Elements	
Element	Consistency
<p>Mobility Element: This element aims to improve mobility through the development of a balanced, multi-modal transportation network that minimizes environmental impacts.</p>	<p>The project would facilitate placement of non-residential and multi-family development in appropriate area of the City consistent with the Village Climate Goal Propensity Map and primarily within Climate Smart Village Areas, which are primarily areas in close proximity to existing and planned transit, pedestrian, and bicycle facilities. The Blueprint SD Initiative land use framework is intended to increase the opportunity for homes and jobs near transit, especially in areas that contribute to the reduction of per capita VMT and GHG emissions. Development facilitated by implementation of the proposed project would encourage public use of transit, as well as reduce reliance on the automobile. The Hillcrest FPA and University CPU supports high density residential and mixed-use development in an area with access to public transit, and would encourage active transportation and reduce automobile trips for work commutes. The Mobility Element is proposed to be amended as part of Blueprint SD Initiative, which would advance the City's strategy for increased mobility choices in a manner that strengthens the City of Villages strategy. The environmental impacts associated with automobile use would be minimized accordingly through implementation of Mobility Element policies at the project-level. Program-level policies of each of these plans are consistent with the Mobility Element's goals of the development of a balanced, multi-modal transportation network. Future development under the proposed project would be consistent with the proposed Mobility Element.</p>
<p>Urban Design: This element addresses urban form and design through policies aimed at respecting the natural environment, preserving open space systems and targeting new growth into compact villages.</p>	<p>Implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU would facilitate the development of context sensitive development within the City, focusing within Climate Smart Village Areas, consistent with the core values and principles of the Urban Design Element to highlight the cultural diversity of the City. Additionally, the opportunity for the development of additional homes facilitated by the Blueprint SD Initiative, the Hillcrest FPA and the University CPU is intended to encourage active transportation and provide more opportunities for quality public spaces which is consistent with the goal of the Urban Design Element. These Climate Smart Village Areas are best suited to support high multi-family residential densities to create the urban villages envisioned by the City of Villages strategy, due to existing high levels of activity and availability of transit and would help preserve open space systems by concentrating development in existing developed areas. In addition, the updated urban design elements of the University CPU and Hillcrest FPA would facilitate the development of publicly accessible promenades, and public space design which would be consistent with the Urban Design Element's goals of creating a community in which community members can enjoy time outside.</p>
<p>Public Facilities, Services, and Safety Element: This element ensures the provision and maintenance of infrastructure and public services for future</p>	<p>As the implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU would facilitate higher density development within the Climate Smart Village Areas, the provision of new and expanded infrastructure and public services would be necessitated. Future development would be required to provide or fund necessary facility improvements through payment of fees to implement</p>

Table 4.10-5 Project Consistency with General Plan Elements	
Element	Consistency
growth without diminishing services to existing development.	neighborhood supportive infrastructure. As development occurs, future public infrastructure/service needs will be evaluated. Therefore, the implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU would be consistent with the goals of the Public Facilities, Services, and Safety Element.
Recreation Element: This element provides citywide guidance for the preservation, protection, acquisition, development, and enhancement of public recreation opportunities and facilities throughout the city for all users.	Future residential developments facilitated by the implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU would be required to fund or provide public amenities. While future development allowed under the proposed project may not provide public parks as defined in the Recreation Element, individual developments would be required to provide a new community-serving infrastructure amenity, in the form of a publicly-accessible promenade, or would be required to pay a Neighborhood Enhancement Fee which would go towards the construction of neighborhood enhancing improvements (as detailed in Chapter 3.0 of this PEIR). The improvement or payment of this fee would implement and be consistent with the Recreation Element's policy to encourage private development to include recreation facilities. As part of the University CPU, the Parks and Recreation chapter is updated to refine goals and policies meant to facilitate the achievement of the General Plan Recreation Element standards.
Conservation Element: This element addresses hillside and open space conservation and habitat protection, as well as sustainability goals.	<p>The University CPU includes updates to the Open Space and Conservation Element, which includes a proposal to dedicate several City-owned properties as open space to facilitate the continuous connection of MHPA lands and includes updated goals to preserve and enhance habitat and open space. Development facilitated by the implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU within the Climate Smart Village Areas would be subject to the policies of the conservation element regarding sustainable development, preservation of open space and wildlife, management of resources, and other initiatives to protect the public health, safety and welfare and would be required to comply with applicable sections of the SDMC and LDC regarding Environmentally Sensitive Lands (ESL), the MSCP SAP, and VPHCP. Should development be proposed within ESL, the project would require a Site Development Permit and would be subject to the City's ESL Regulations.</p> <p>Future development allowed under the project would be required to adhere to the most current Title 24 Energy Code and CALGreen requirements that address energy and water conservation in buildings. Storm water regulations and associated Best Management Practices and Low Impact Development practices to manage storm water would be implemented at the project level.</p> <p>Therefore, implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU would be consistent with the Conservation Element.</p>

Table 4.10-5 Project Consistency with General Plan Elements	
Element	Consistency
<p>Historic Preservation Element: This element is intended to preserve, protect, restore, and rehabilitate historical and cultural resources throughout the City.</p>	<p>Future development facilitated by the implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU would be consistent with the Historic Preservation Element through required compliance with the City's HRR, which protect and preserve historical resources and archaeological sites. Should development be proposed that deviates from the HRR, a Site Development Permit and site-specific environmental review and mitigation is required. In addition, the Hillcrest FPA would include a new Lesbian, Gay, Bisexual, Transgender and Queer Cultural District which would be recognized by City Council Resolution, and provide additional protections for historic and cultural resources in the district consistent with the Historic Preservation Element. The Hillcrest FPA would also include the identification of a Historic District, which would include Community Plan Implementation Overlay Zone (CPIOZ) Supplemental Development Regulations, which would apply to supplement the Historical Resources Regulations in the SDMC. The University CPU includes an update to the Historic Preservation Chapter, which would result in revisions to the City's Historical Resources Guidelines are proposed to exempt specified areas within the University Community from historic review under SDMC Section 143.0212.</p> <p>Therefore, implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU would be consistent with the Historic Preservation Element.</p>
<p>Land Use Element and Community Planning Element: This element provides the framework for developing community plans calling for the identification of appropriate land uses to meet the goals set by the City of Villages strategy.</p>	<p>The implementation of the Blueprint SD Initiative, the Hillcrest FPA and the University CPU would facilitate implementation of the City's General Plan City of Villages strategy which focuses on directing population growth into mixed-use activity centers that are pedestrian-friendly and linked to an improved regional transit system. Blueprint SD Initiative identifies complementary land uses that facilitate transit-oriented, multiple-use villages, districts, and developments within the City's Sustainable Development Areas in line with the General Plan's Village Climate Goal Propensity Map and the Climate Action Plan, while the Hillcrest FPA would focus higher intensity development for all income ranges in the Hillcrest and Medical Complex Neighborhoods closer to the employment and transit centers, consistent with the Land Use Element and Community Planning Element's goals of directing future opportunities for homes and jobs into mixed-use activity centers that are pedestrian-friendly, serve as the center of the community, and are linked to the regional transit system. The University CPU includes a land use framework that balances climate goals with the need for sustainable economic growth by focusing higher density and intensity land uses around transit and job centers which would be consistent with the Land Use Element and Community Planning Element's goals of providing guidance for infill development and redevelopment as provided by the City of Villages strategy. Therefore, the implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU is consistent with the Land Use and Community Planning Element.</p>

Table 4.10-5 Project Consistency with General Plan Elements	
Element	Consistency
<p>Economic Prosperity Element: This element is intended to ensure that the economy grows in ways that strengthens San Diego industries and creates jobs with self-sufficient wages, increases average income, and stimulates economic investment in the community.</p>	<p>The Blueprint SD Initiative, the Hillcrest FPA and the University CPU would streamline the development of the residential development near employment centers while providing critical links between the two through coordinated land use and mobility policies. An objective of Blueprint SD Initiative includes facilitating the development of housing and goods/services in select areas near employment centers with convenient transit access to improve the jobs-housing balance, enhance and strengthen employment areas, promote employment opportunities, and encourage sustainable development. The University CPU focuses this development near biotech jobs and the UCSD campus while the Hillcrest FPA focuses this development near the Hillcrest and Medical Complex neighborhoods. These strategies would support the economic growth of the Climate Smart Village Areas.</p> <p>The implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU would therefore be consistent with the Economic Prosperity Element.</p>
<p>Noise Element: This element focuses on minimizing excessive noise effects and improve the quality of life of people working and living in the City. The Noise Element identifies goals and related policies with regards to noise and land use compatibility, motor vehicle traffic noise, and trolley and train noise.</p>	<p>Development facilitated by implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU would be required to consider noise attenuation in the project design of the site where land uses are located within 500 feet of a freeway. Additionally, future development would be required to comply with the City's Noise Ordinance in addition to interior noise level standards of the CBC. The Hillcrest FPA also proposes an amendment to the CPIOZ which would require new development within the Mixed-Use Commercial Activity Boundary to provide noticing to prospective buyers and renters regarding potential noise associated with commercial uses including restaurants, bars, and entertainment uses. Additionally, the Hillcrest FPA policy LU-2.14 encourages incorporating office uses as part of mixed-use developments and locating them to create a buffer between single-family neighborhoods and active evening uses.</p> <p>Therefore, implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU would be consistent with the Noise Element.</p>
<p>Housing Element: The Housing Element is intended to assist with the provision of adequate housing to serve San Diegans of every economic level and demographic group.</p>	<p>The implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU would facilitate implementation of higher density residential development within the Climate Smart Village Areas. It would also facilitate implementation of the Housing Element by increasing production of market-rate and affordable units throughout the Climate Smart Village Areas. Blueprint SD Initiative would provide planned residential capacity to meet the City's Regional Housing Needs Allocation targets while providing housing of all types and for all income levels in a manner that affirmatively furthers fair housing.</p> <p>The implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU would therefore be consistent with the Housing Element.</p>

c. General Plan Noise Element

Future development under the proposed project could result in the exposure of sensitive receptors to ambient noise from motor vehicle traffic that exceeds standards established in the City's Noise Element of the General Plan. While the impacts of existing noise levels on future projects is generally not considered an impact under CEQA (e.g., because it addresses impacts of the environment on the project); this issue is addressed in the context of the City's Noise Element Standards which sets standards for exterior noise exposure associated with development projects. From a CEQA perspective, a significant impact would only result if a project would contribute traffic to a degree that would increase existing traffic noise levels by 3 dB(A), which generally would require a doubling of traffic volumes (see Section 4.11.1.1b). The average healthy ear can barely perceive a change of 3 dB(A); a change of 5 dB(A) is readily perceptible. The issue of potential increases of ambient noise levels is addressed in Section 4.11.4, Issue 1.

Regarding compatibility with Land Use–Noise Compatibility Guidelines, recent CPU EIRs found that traffic noise generally dominates the noise environments within certain areas. For example, the Final Program EIR for the Uptown CPU states, “Vehicles traveling on I-5, I-8, State Route 163 (SR-163) are the dominant vehicle noise sources affecting the Uptown CPU area” (City of San Diego 2016, Section 6.6.1.2). Likewise, the Mission Valley CPU area was also determined to be dominated by freeway noise (see Section 4.9.2.3 of the Mission Valley Community Plan Update Final PEIR [City of San Diego 2019]). Both CPU EIRs included analyses which revealed the distances to the 60, 65, and 70 CNEL noise contours in both the existing and build-out conditions for freeways and major roadways and showed that new development would be concentrated within these contours.

Similarly, because future development would be concentrated within Climate Smart Village Areas including in the University CPU area and Hillcrest FPA area, it is anticipated that traffic noise within all project areas would dominate the noise environment and it is likely that noise levels in outdoor usable spaces may exceed the General Plan's Land Use–Noise Compatibility Guidelines. However, as the Village Climate Goal Propensity Map would direct density into Climate Smart Village Areas and support a greater active transportation mode share, ambient noise levels at build-out could be less than what was evaluated in recent CPUs. Exterior noise levels ranging between 65 and 70 CNEL are considered “conditionally compatible” for multi-family units, and the Noise Element states (Section B, Motor Vehicle Traffic Noise) that although not generally considered compatible, the City conditionally allows multi-family and mixed-use residential uses up to 75 dB(A) CNEL in areas affected primarily by motor vehicle traffic noise with residential uses with a requirement to include noise attenuation measures to ensure an interior noise level of 45 dB(A) CNEL where a Community Plan allows multi-family and mixed-use. Although mode share may shift to rely more on active transportation, noise levels may still exceed these compatibility guidelines. While future development under the proposed project would attenuate noise at outdoor usable open space areas through project design, to the extent feasible, even with implementation of design measures, noise levels may nevertheless exceed the exterior noise standards of the City's General Plan Land Use–Noise Compatibility Guidelines (Table NE-3). However, as detailed above, exceedance of exterior noise standards is not an impact under CEQA unless the project contributes to exterior noise levels in excess of 3dB(A) (see Section 4.11.4, Issue 1).

The University CPU specifically addresses the potential for future land uses to be exposed to noise due to development adjacent to freeways. The University CPU includes Supplemental Development Regulation (SDR) I.1 which requires buildings with residential uses on a premises abutting a freeway right-of-way to not have exterior common open space within 30 feet from the property line abutting a freeway right-of-way. Implementation of future CPUs would similarly include policies to demonstrate required compliance with the General Plan Noise Element, as applicable to the community to ensure land uses are appropriately sited and designed with sensitivity to noise compatibility issues.

Regarding interior noise, residential/habitable interior noise standards of 45 dB(A) CNEL, and non-residential interior noise standards of 50 dB(A) CNEL would be achieved through compliance with Title 24 requirements during the building permit review. Pursuant to Title 24, future projects allowed under the proposed ordinance must demonstrate compliance with the relevant interior noise standards through submission and approval of a Title 24 Compliance Report (State of California 2022). Adherence to Title 24 requirements for interior noise analysis prior to issuance of a building permit would ensure compatibility with the General Plan Noise Element's interior noise standards.

Railway noise results from trolley and train travel, horns, emergency signaling devices, and stationary bells at grade crossings. The project areas are composed of land primarily within Climate Smart Village Areas and may be in proximity to trolley lines and rail corridors. For example, the Morena Corridor Specific Plan Program EIR (City of San Diego 2019b) analyzed potential noise impacts resulting from rail noise including the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail line and the Mid-Coast Corridor Transit Project which is currently under construction. As detailed in that Program EIR, sound levels resulting from trolley service were derived from the SANDAG Noise and Vibration Impacts Technical Report for the Mid-Coast Corridor Transit Project (SANDAG 2014). Freight and passenger train noise levels were based on Amtrak, Coaster, and freight train assumptions provided by the LOSSAN Rail Corridor Agency (LOSSAN 2012). Based on these studies, the PEIR found that rail traffic would generate a noise level of 60 CNEL at approximately 270 feet from the railway centerline. The analysis within the Morena Corridor Specific Plan Program EIR found that while new development located adjacent to rail operations could expose residents to noise levels that exceed the City's Land Use–Noise Compatibility standards, vehicle traffic noise from nearby freeways would generate noise levels that exceed the contribution of noise from railroad operations.

Noise conditions evaluated within the Morena Corridor Specific Plan PEIR provide a representative analysis of potential rail noise exposure that could occur, with the analysis considering combined noise from the LOSSAN rail line in addition to a planned trolley line. The Morena Corridor Specific Plan Program EIR concluded that impacts associated with rail noise would be significant and unavoidable. Similar to the Morena Corridor analysis related to potential rail noise, the proposed project could result in multi-family development in proximity to rail noise. Noise exposure of exterior use areas associated with future development anticipated under the project would be evaluated and disclosed in environmental documents; however, exposure of development to rail noise or other existing noise sources would not be considered a significant impact of the project on the environment. Rather, this would be an impact of the environment on the project (unless the project contributed to an increase in 3 dB(A) over existing levels, which is addressed in Section 4.11.4, Issue 1.

Regarding interior noise, Section 1207 of the CBC requires that interior noise levels attributable to exterior sources are not to exceed 45 CNEL in any habitable room. Generally, modern construction techniques can provide sufficient attenuation to reduce noise levels to meet the CBC requirement.

The Blueprint SD Initiative would amend the land use framework, as defined by the Village Climate Goal Propensity Map, to take into account the 2050 regional transportation network, which would focus residential and mixed-use development in locations subject to transportation noise such as trolley and rail lines and heavily traveled roadways. Throughout the project areas development could be impacted by exterior noise sources such as heavily travelled transportation corridors, which would require noise attenuation measures to be implemented to reduce noise to an acceptable noise level to ensure an acceptable interior noise level. Pursuant to the City Noise Element, multi-family residential uses are “compatible” with exterior noise levels up to 60 CNEL, and “conditionally compatible” with exterior noise levels up to 70 CNEL. In “conditionally compatible” areas, feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable, and building structures must attenuate exterior noise levels to an indoor noise level of 45 CNEL. Any future residential use exposed to noise levels up to 75 CNEL must include attenuation measures to ensure an interior noise level of 45 CNEL and be in an area where a community plan allows multi-family or mixed-use residential uses. As future land uses are developed for consistency with the project, the requirements of the Noise Element Land Use–Noise Compatibility Criteria would be applied. Within Hillcrest, increased density is proposed in areas where noise related to commercial uses such as restaurants, bars, and entertainment uses is assumed to be high based on maximal acceptable noise level limits (City of San Diego Municipal Code Section 59.5.0401). As detailed in Section 3.5.2.11, a CPIOZ-Type A would be applied to the Commercial Activity Area which includes key commercial areas depicted on Figure 3-17. The CPIOZ includes a SDR (SDR-D.2) which would require new residential development within the CPIOZ boundary depicted on Figure 3-17 to provide noticing to prospective buyers and renters regarding potential noise associated with eating and drinking establishments. While these noise events would be primarily associated with weekend and evening activity, the CPIOZ and SDRs for the Hillcrest commercial activity area would support land use compatibility related to noise.

Due to planned increases in development potential within areas subject to transportation noise, future development within the project areas could be subject to ambient noise levels in excess of General Plan noise level standards. While site attenuation and project design features would typically be sufficient to reduce noise levels to provide consistency with the standards, it is not possible to ensure all outdoor use areas would meet the City’s noise level standards. Consistency with the City’s noise compatibility standards would be disclosed in environmental documents; however, an inconsistency with the compatibility standards would typically be the result of existing environmental noise affecting project, which is not significant under CEQA (e.g. impact of the environment on the project). Potential impacts related a project contributing to an overall 3 dB(A) increase in ambient noise levels, affecting outdoor use areas, is addressed in Section 4.11.4, Issue 1. As a result, impacts related to consistency with the Noise Element would be less than significant.

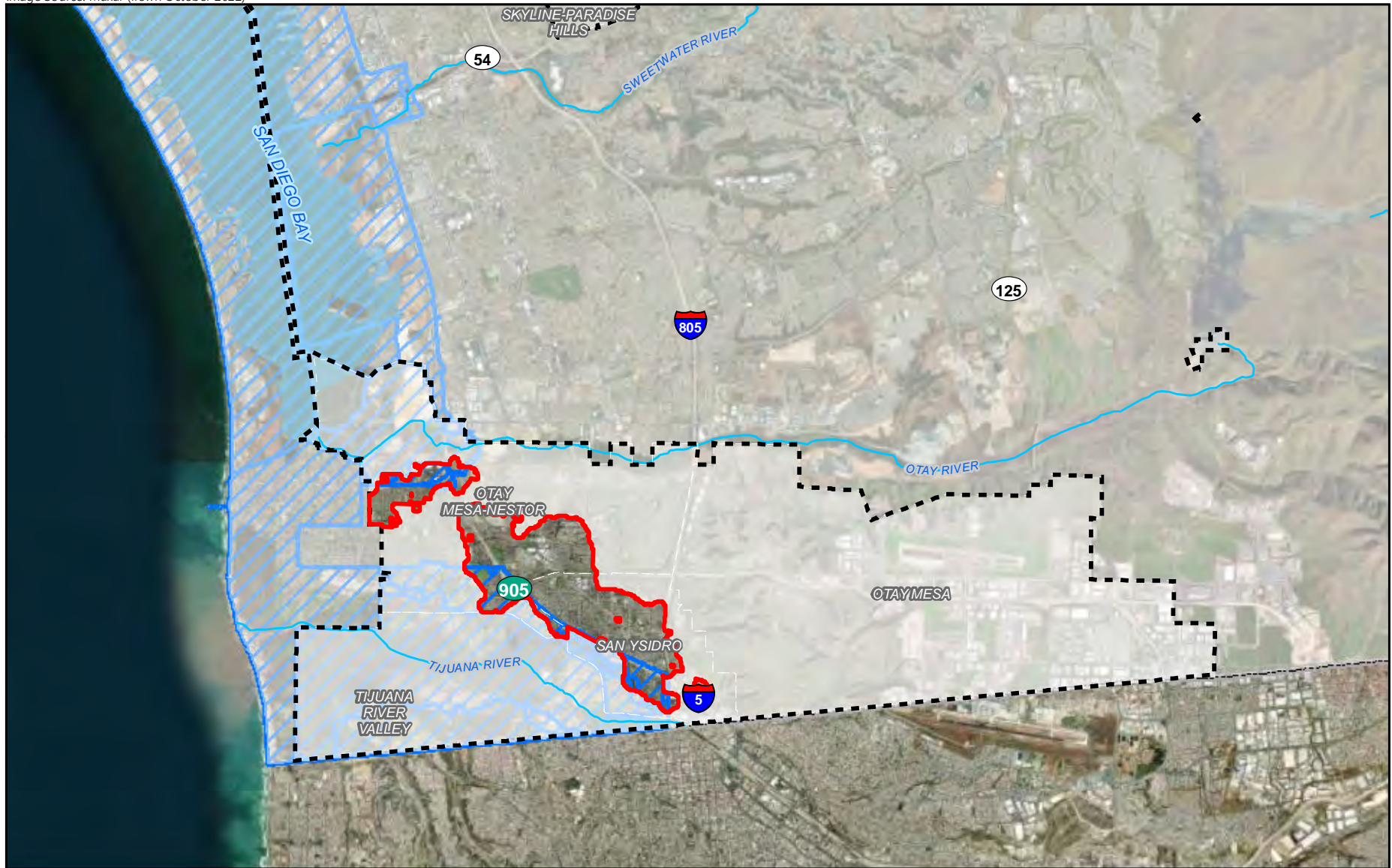
d. Environmentally Sensitive Lands Regulations




ESL (e.g., sensitive biological resources, steep hillsides, flood hazard areas) occur within the project areas. The ESL Regulations apply to both ministerial and discretionary development. Future subsequent development facilitated by the implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU would be subject to a review (both ministerial and discretionary projects) to identify whether ESL is located within the proposed development area. As described in Section 143.0113 of the ESL Regulations, the City may request information from the applicant to determine the existence and location of ESL. Such information may include but is not limited to a photo survey, historic photos, a geotechnical investigation, and/or a biological survey. Based on this information, the City will determine the existence and precise location of ESL. Should future development facilitated by the implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU be proposed within ESL, this would trigger a requirement for a discretionary permit to address potential impacts to ESL. The City's ESL Regulations (Chapter 14, Article 3, Division 1) require that projects demonstrate that the proposed development site is physically suitable for the proposed use and would minimize disturbance to natural landforms and not increase flood hazards. Deviations from the ESL Regulations require supplemental findings be prepared prior to approval in order to show that development would not result in an additional public safety threat or extraordinary public expense or create a public nuisance. As existing procedures are in place to ensure compliance with the ESL Regulations, there would be no conflict with the ESL Regulations, and land use impacts would be less than significant.

e. California Coastal Act of 1976

Approximately 2,859 acres of the Climate Smart Village Areas are located within the coastal zone (Figures 4.10-13a through 4.10-13e). Within the University CPU area 2,596 acres are located within the coastal zone. No portion of the Hillcrest FPA is within the coastal zone. Land use changes within the coastal zone are subject to the California Coastal Act and require a LCP amendment.

The only land use changes within the coastal zone currently proposed with the project are land use changes proposed within the University CPU area (see Figure 4.10-14). Within University, the Torrey Pines States Reserve, Torrey Pines Golf Course, part of UCSD, and some sections of the Scientific Research and Open Space land uses in the northwestern area of the University CPU area are within the Coastal Zone. Actions associated with the University Community within the Coastal Zone would require a future Coastal Commission action to approve an amended LCP that integrates the University CPU actions. The North City LCP Land Use Plan provides development criteria for portions of University that are within the Coastal Zone. The proposed University CPU serves as the LCP for the University community by incorporating the North City LCP through integration of its issues and proposals into the chapters and detailed policies.



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Coastal Zone

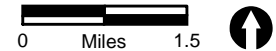
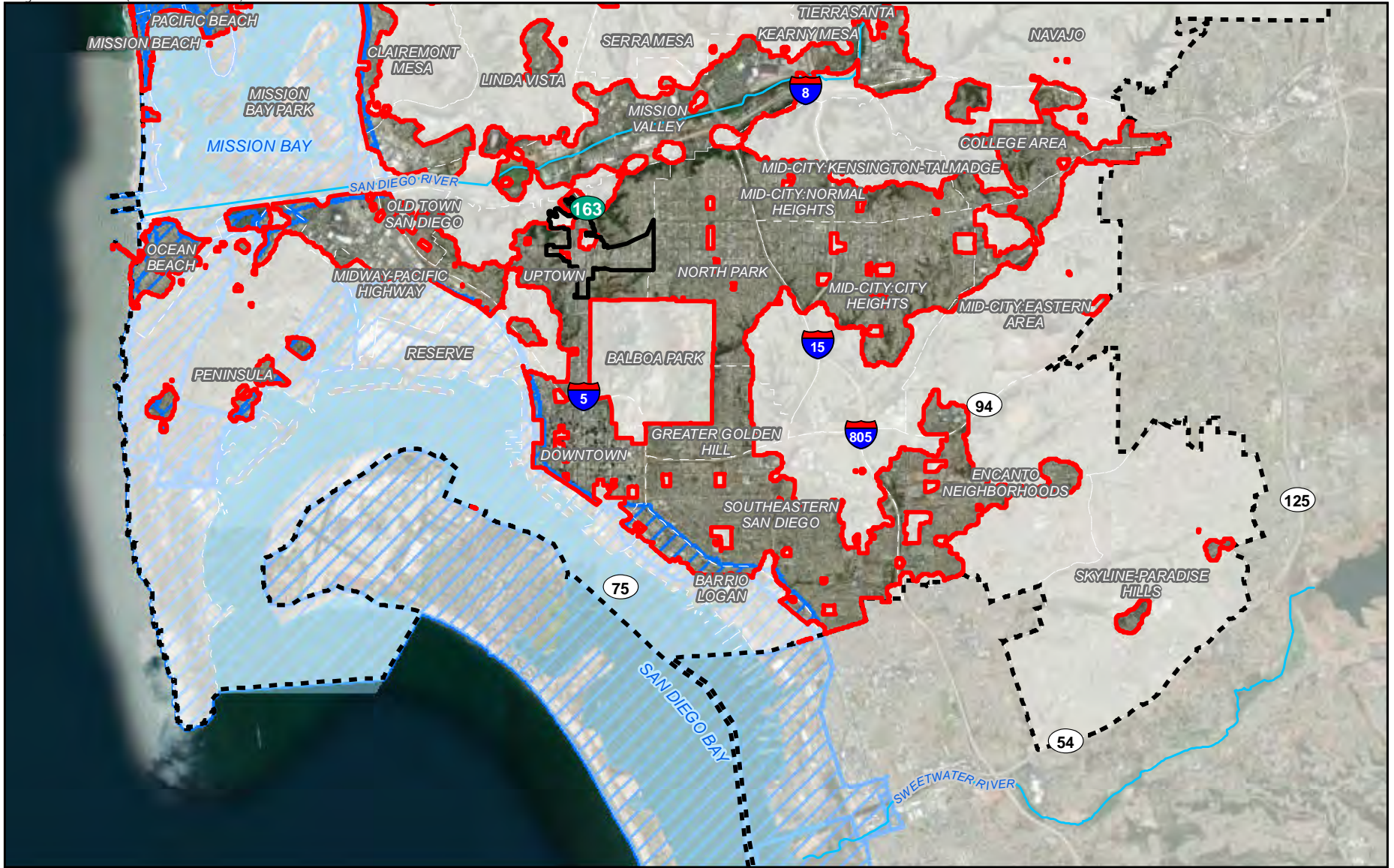






FIGURE 4.10-13a
Project Areas in Relation to the
Local Coastal Plan Boundary - South



-  Hillcrest Focused Plan Amendment Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Coastal Zone

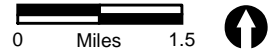


FIGURE 4.10-13b
Project Areas in Relation to the
Local Coastal Plan Boundary - South Central

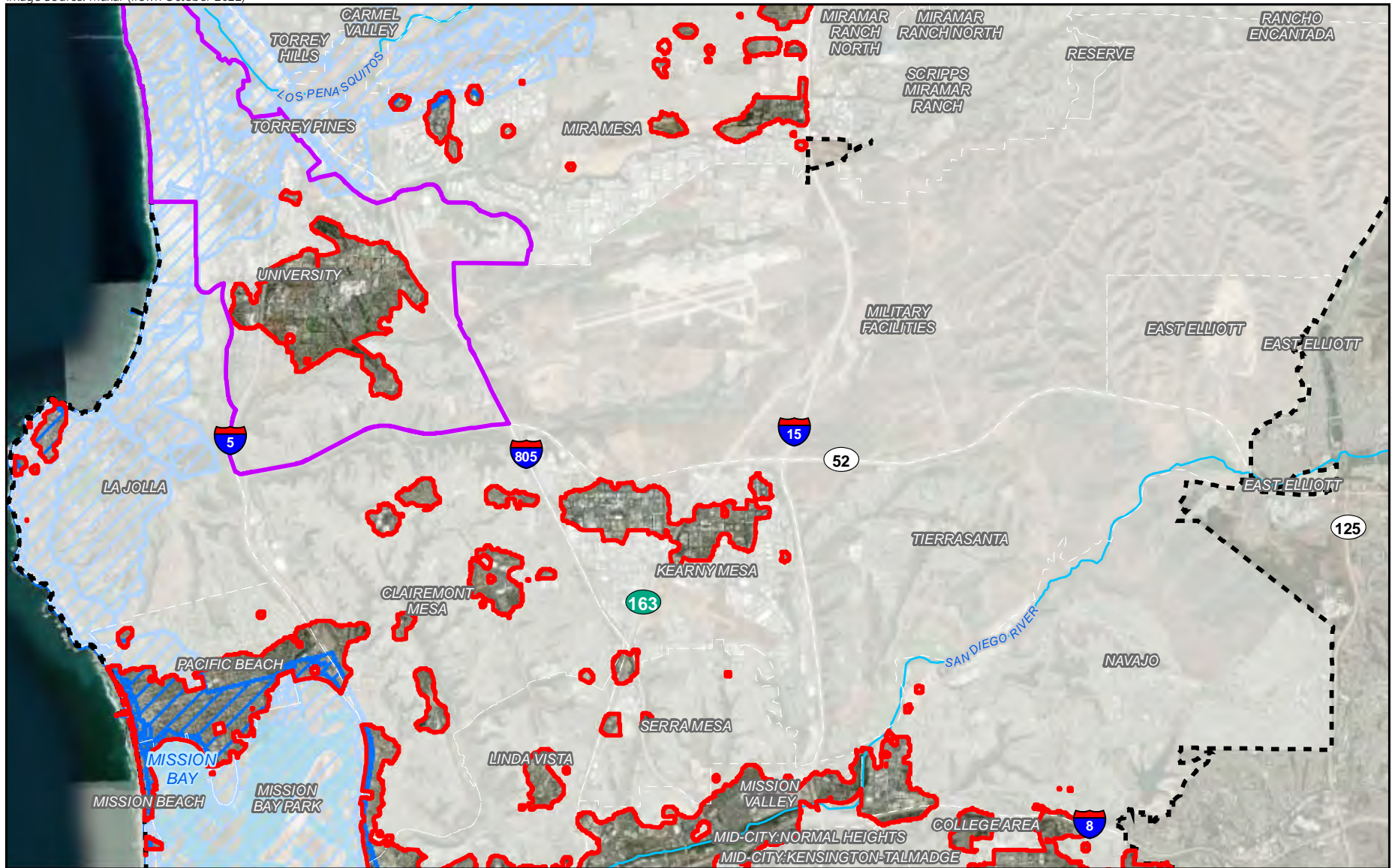
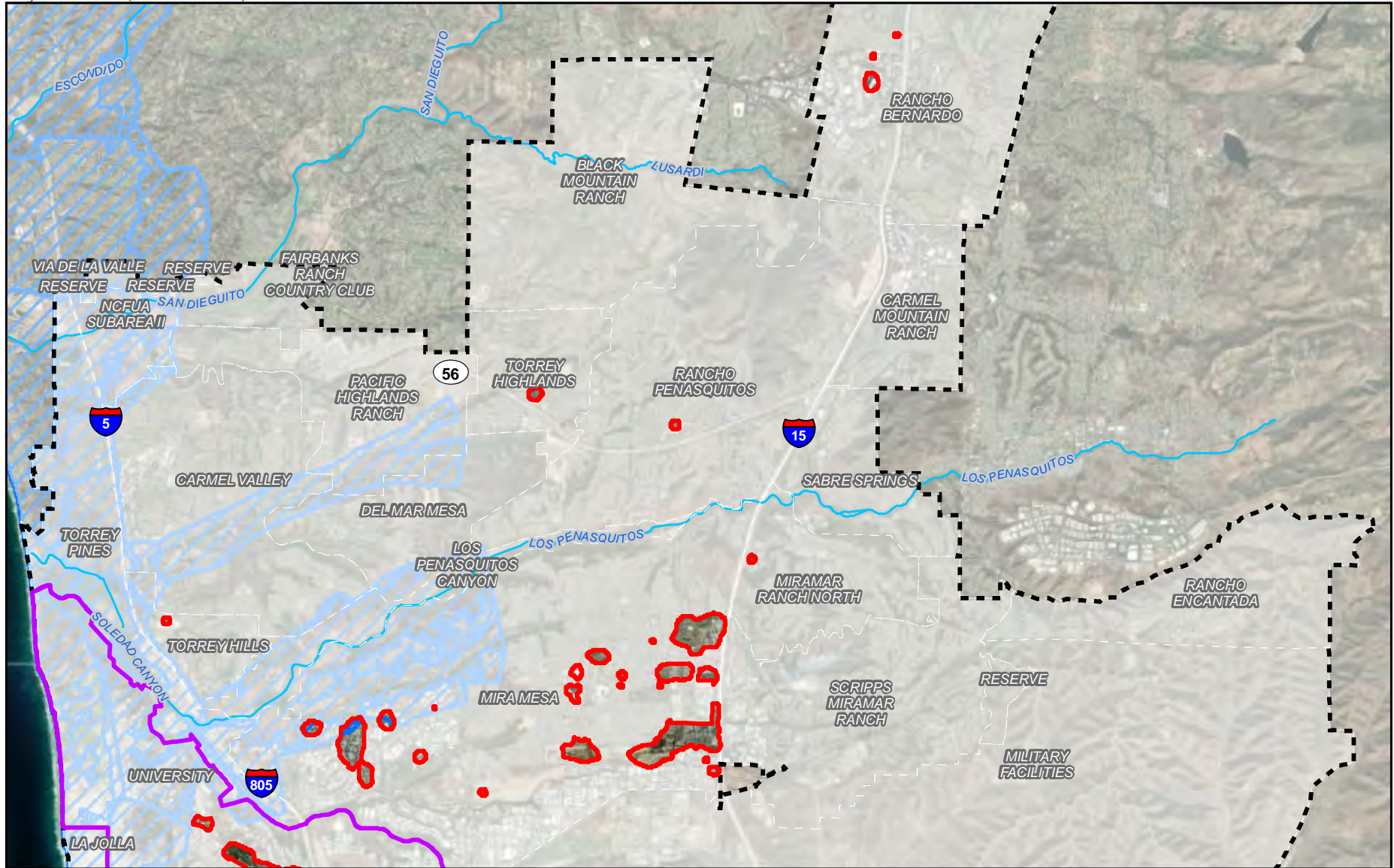






FIGURE 4.10-13c
Project Areas in Relation to the
Local Coastal Plan Boundary - North Central



-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Coastal Zone


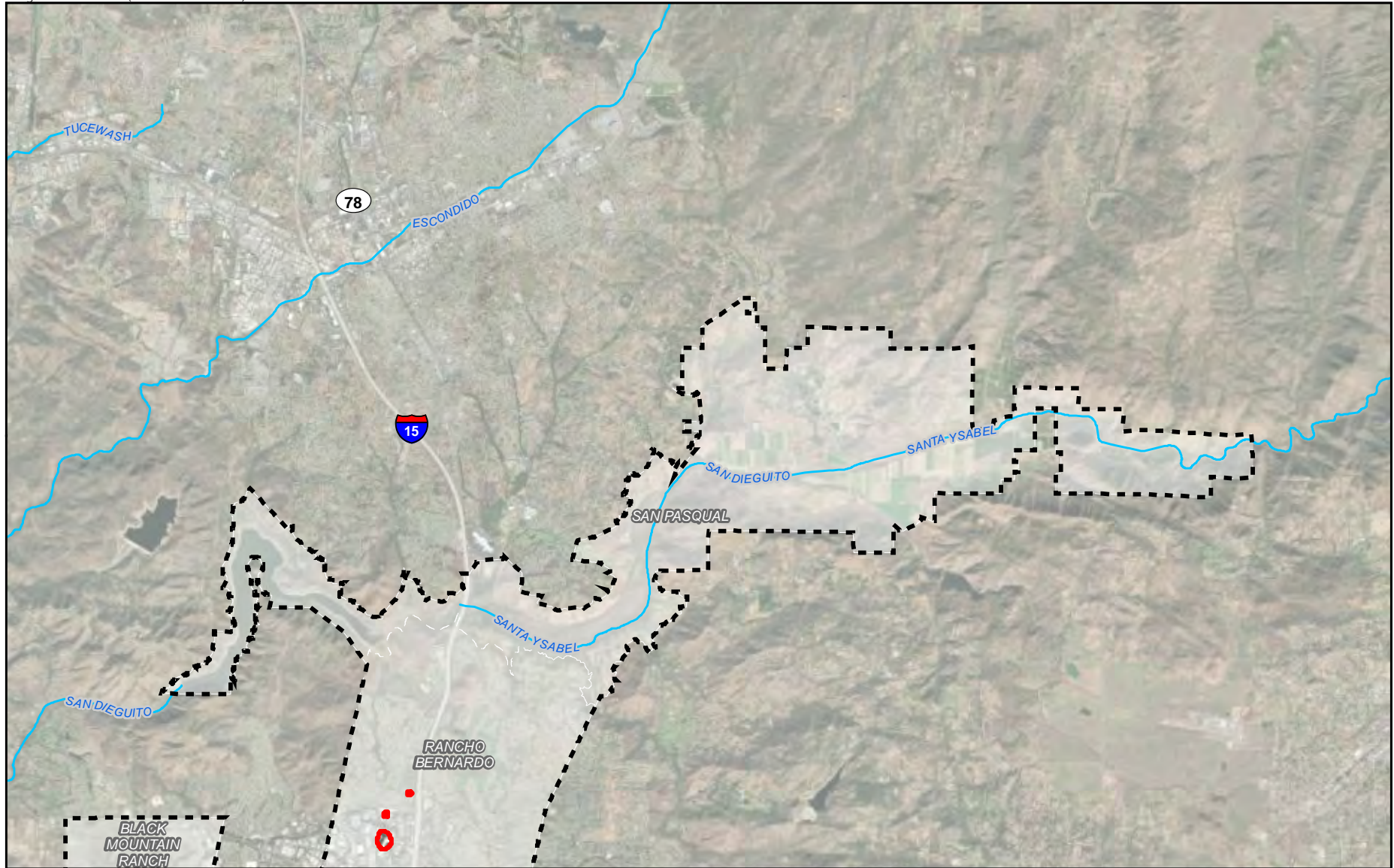


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FIGURE 4.10-13d
Project Areas in Relation to the
Local Coastal Plan Boundary - North



-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

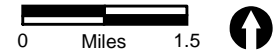


FIGURE 4.10-13e
Project Areas in Relation to the
Local Coastal Plan Boundary - Northeast



Source: City of San Diego, 2023

- Community Planning Area
- Coastal Zone

FIGURE 4.10-14

University Community Plan Update Area in Relation to the Local Coastal Plan Boundary

The University CPU has been prepared to ensure consistency with the policies within the Coastal Act. The Coastal Act requires all jurisdictions within the Coastal Zone to prepare an LCP to guide development in the Coastal Zone. The LCP for the project areas within the Coastal Zone is integrated into the community plans of the applicable project areas. Land use changes within the University CPU area within the coastal zone will require a LCP amendment and approval by the Coastal Commission. No land uses within Hillcrest are within the Coastal Zone. While existing land uses and zoning would not change with the proposed action for lands within Climate Smart Village Areas, future land use changes that may be proposed in the Coastal Zone would be subject to a LCP amendment and Coastal Commission approval at the time land use changes are proposed. Additionally, future development within the coastal zone would be required to be consistent with the City's LCP or would require Coastal Commission review in deferred certification areas. Future development facilitated by the University CPU would be required to comply with the Coastal Development Permit procedures specified in the City's Land Development Code. A Coastal Development Permit is required unless a project qualifies for an exemption outlined within the procedures which will be determined during the Coastal Development Permit review process.

While flooding from sea level rise is not an existing condition, project development in the areas of the University Community Plan within the coastal zone may be influenced by sea level rise in the future. The increased potential for residential density within Climate Smart Village Areas could further expose people and property to sea level rise impacts. Nevertheless, as the University CPU would not conflict with adopted policies in the City's LCP, no conflicts with the LCP or Coastal Act have been identified. Therefore, the potential impacts related to conflicts with the Coastal Act would be less than significant.

f. Multiple Species Conservation Program Subarea Plan

Implementation of Blueprint SD Initiative, the Hillcrest FPA , and the University CPU would be consistent with the City's MSCP SAP at a program level of review as development is planned in primarily urbanized locations and within areas not planned for conservation. . Within the University CPU area, MHPA boundary line corrections are proposed to add lands into the MHPA, increasing overall conservation (see Section 3.5.3.1e). No policy revisions are proposed that would conflict with the MSCP. The project additionally anticipates future CPUs and plan amendments may be approved that are consistent with the General Plan policy framework and the Village Climate Goal Propensity map. Like previous CPUs adopted by the City, future CPUs and/or plan updates may include MSCP Boundary Line Corrections (BLC) to remove land with no biological value (e.g. disturbed or developed lands) from the MHPA and/or to add land with biological value to the MHPA. BLCs associated with future plan amendments would be pursued only if they meet the criteria for a BLC outlined in the MSCP SAP.

Additionally, as future development is implemented consistent with Blueprint SD Initiative, the Hillcrest FPA and the University CPU, development has the potential to occur within lands designated as MHPA or located adjacent to these lands. All future development would be required to demonstrate consistency with the MSCP SAPs for BLCs and Boundary Line Adjustments (BLAs) and adjacency guidelines. Furthermore, Wildlife Agency concurrence would be required for BLAs consistent with the City's MSCP Implementing Agreement. As detailed in the City's Biology Guidelines, any encroachment into the MHPA (in excess of the allowable encroachment by a project)

would be considered significant and require a boundary line adjustment which would include a habitat equivalency assessment to ensure that what would be added to the MHPA is at least equivalent to what would be removed.

The MSCP establishes adjacency guidelines to be addressed on a project-by-project basis to minimize direct and indirect impacts and maintain the function of the MHPA. Consistent with the Biology Guidelines, the City requires the Land Use Adjacency Guidelines to be incorporated as project conditions of approval for any development adjacent to the MHPA, which would preclude indirect impacts to the MHPA. Therefore, despite the locations of individual development projects not being known at this time, potential impacts associated with conflicts with the MSCP would be less than significant as all future project would be subject to consistency with these guidelines.

g. Vernal Pool Habitat Conservation Program

The implementation of Blueprint SD Initiative and the University CPU include policy updates to each respective plan to reflect adoption of the City's VPHCP in 2018. Plan updates would be consistent with the VPHCP and carry forward key policies to support its implementation. Implementation of Blueprint SD Initiative and the University CPU anticipates future development within Climate Smart Village Areas and the University CPU area that could result in development on or near vernal pools, although unlikely. In the event any vernal pool resources are identified on or adjacent to a site considered for development, requirements of the City's VPHCP would apply. VPHCP Avoidance and minimization measures detailed in Section 5.2.1 of the VPHCP in addition to MHPA land use adjacency requirements would apply to development adjacent to vernal pool resources to avoid indirect impacts. Any impacts to vernal pools would be evaluated for consistency with the VPHCP general conditions for compensatory mitigation and general management directives as detailed in Section 4.10.2.2h. With required compliance with the City's VPHCP and MSCP, impacts related to consistency with the VPHCP would be less than significant.

h. City of San Diego Climate Action Plan

The implementation of Blueprint SD Initiative, the Hillcrest FPA and the University CPU would not conflict with implementation of the CAP, as it would be consistent with the CAP's goal of focusing new development in areas that would allow residents, employees and visitors to safely, conveniently and enjoyably travel as a pedestrian, or by biking, or transit, such as in TPAs, and areas of the city that support existing or planned transit.

The Blueprint SD Initiative land use framework is intended to increase the opportunity for homes and jobs near transit, especially in areas that contribute to the reduction of per capita VMT and GHG emissions. By aligning housing production with planned transportation investments, the updated citywide land use strategy intends to address the goals of the CAP. Blueprint SD Initiative identifies a land use strategy and complementary transportation policies to support GHG emissions reductions. In addition, the University CPU would encourage transit-oriented, mixed-use development centered around the Blue Line Trolley stops and other high-frequency transit services. The Hillcrest FPA would similarly provide the opportunity for additional homes and increased density near the employment center of the Medical Complex neighborhood to encourage active transportation and reduce automobile trips for work commutes. All development facilitated by these updates would be

consistent with the City's Building Electrification policy, which requires new residential and commercial buildings to eliminate the use of natural gas, consistent with the CAP strategy to decarbonize the built environment. As further detailed in Section 4.7.4 Issue 2, through policy consistency with the six primary CAP strategies and the requirement for future development to be consistent with the CAP and the CAP Consistency Regulations, impacts related to CAP consistency would be less than significant.

i. Historical Resources Regulations

As part of implementation of the Blueprint SD Initiative, future amendments to the LDC are anticipated to implement goals and policies of the General Plan. As detailed in Section 3.5.1.4, future LDC amendments may include updates to the HRR to further implement the City's vision as defined by General Plan policy. Amendments to the HRR specifically pertaining to the University CPU area and Hillcrest FPA areas are discussed below.

Blueprint SD Initiative

The potential exists for historical resources to be present throughout the City, including within Climate Smart Village Areas. Due to the likely presence of historical resources in the Climate Smart Village Areas and other areas of the City, future development would be required to implement the HRR regulations to ensure historic resource evaluation and avoidance, where feasible. These regulations include requiring that development affecting designated historical resources or historical districts to provide full mitigation impacts to a significant resource, in accordance with the Historical Resources Guidelines of the Land Development Manual, as a condition of approval. If development cannot to the maximum extent feasible comply with the development regulations for historical resources, then the approval and issuance of a Site Development Permit in accordance with Process Four is required. Due to the requirement for compliance with the Historic Resources Regulations in all circumstances, impacts related to conflicts with these regulations would be less than significant. Refer to Section 4.4.4 for further discussion of impacts and Section 4.4.6 for mitigation applicable to cultural resources.

Hillcrest Focused Plan Amendment

A focus of the Hillcrest FPA is the proposal for a new LGBTQ+ Cultural District in Hillcrest as detailed in Section 3.5.2.4. A cultural district is an area of the city formally recognized for its history, people, events, and culture. The proposed Hillcrest LGBTQ+ Cultural District is outside the scope of the HRR. However, the Hillcrest FPA also includes amendments to the CPIOZ including identifying a CPIOZ-Type A which would govern development of a potential Historic District. Within this CPIOZ-Type A area, upon designation as a historic district, SDRs would apply to supplement the Historical Resources Regulations in Chapter 14, Article 3, Division 2 of the SDMC. The purpose of the SDRs is to preserve the essential historic features and characteristics important to the significance of the potential Hillcrest Historic District while providing a clear path for new development. SDRs would apply within an area centered around University and Fifth avenues located in the heart of the Hillcrest community (see Figure 3-18). The proposed SDRs associated with the Hillcrest Historic District would implement the HRR by defining specific development regulations to ensure preservation of the essential historic features and characteristics important to the significance of the

Hillcrest Historic District while providing a clear path for new development. Refer to Section 3.5.2.11b for details on the Hillcrest Historic District. As the potential Historic District and SDRs would implement and supplement the Historic Resources regulations, no conflict would result and impacts would be less than significant.

University Community Plan Update

The project includes amendments to the HRR specifically within the University CPU as detailed in Section 3.5.3.1f. Based on the results of the Historic Context Statement (see Appendix B) and Focused Reconnaissance Survey (see Appendix C), the project includes revisions to the City's Historical Resources Guidelines to exempt certain master-planned communities within the University Community from historic review under SDMC Section 143.0212. Changes to historic structures within University master-planned communities including La Jolla Colony, University Hyde Park, San Clemente Park Estates, University City West A, and University City West B are identified as Tier I communities and would require further study to determine historic significance consistent with SDMC Section 143.0212. The proposed amendment to the Historical Resources Guidelines of the City's Land Development Manual would exempt all remaining non-Tier I master-planned communities depicted on Figure 3-29 from potential historic review under SDMC Section 143.0212. The proposed amendment would be consistent with the City's HRR because the determination to exempt certain master-planned communities from further review is supported by findings that certain master-planned communities do not qualify as a historical resource, as detailed in the University Community Plan Area Focused Reconnaissance Survey (see Appendix C). See also Section 4.4.4, Issue 1 for additional discussion of the historical evaluation of master-planned communities. The proposed amendments to the HRR would not conflict with any land use plans, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

j. Airport Land Use Compatibility Plans

Development of the land use framework outlined in the Village Climate Goal Propensity map was developed with consideration to areas that would be incompatible with increased residential densities. Specifically, as detailed in the Blueprint Methodology Documentation (see Attachment A of Appendix J), a number of exclusion areas were identified in the model, including airport land use compatibility plan safety zone exclusions. No development assumptions were modeled within these areas, ensuring that the Climate Smart Village Areas would be compatible with ALUCP safety zones. Despite the exclusion of certain safety zones, certain land within the Climate Smart Village Areas are located within Review Area 1 of certain airports. Land use changes within these areas would require an ALUC determination, at the time land use amendments are proposed. As future Community Plan updates are proposed for consistency with the Village Climate Goal Propensity map, additional community level review and ALUC consistency determinations may be required if land use changes are proposed within Review Area 1 of an ALUCP.

Similarly, the proposed land use maps within University CPU and the Hillcrest FPA were developed with consideration to airport safety and Federal Aviation Regulation height limitations and safety zones. Land use change within the University CPU area is proposed within the MCAS Miramar ALUCP Review Area 1. Within the Hillcrest FPA, land use change is within the North Island NAS Station

Review Area 1. As future site-specific projects are proposed, at the project level review, an ALUC consistency determination would be requested for these areas. For future potential land use changes under the Blueprint SD Initiative, while the model excludes certain airport safety zones; future development anticipated under the project may occur in the vicinity of airports, requiring airport review and FAA noticing.

Future development consistent with the Village Climate Goal Propensity Map, the Hillcrest FPA, and the University CPU may also occur within noise compatibility zones. Applicable noise compatibility policies would apply as implemented through the City's land use plans and zoning regulations, specifically the Airport Approach Overlay Zone, Airport Environs Overlay Zone, and Airport Land Use Compatibility Overlay Zone. Implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would be consistent with ALUCPs and no conflict with ALUCP policies or regulations would occur as future development projects within applicable areas would continue to be subject to applicable ALUCP review. Impacts would be less than significant.

k. Affordable Housing Regulations

As detailed in Section 4.10.2.2f, the City implements State Density Bonus Law through its Affordable Housing Regulations (SDMC Chapter 14, Article 3, Division 7). Future development within City, both within and outside of Climate Smart Village Areas, may use the Affordable Housing Regulations to obtain density bonus allowances. Future development may qualify for waivers and/or incentives that allow for deviations to City development regulations such as increases in allowable height and/or floor area ratios, which can result in development allowances in excess of City base zone regulations. Notwithstanding required consistency with land use plans, it is noted that a project that can demonstrate compliance with the Affordable Housing Regulations may deviate from other City polices or regulations. As specified in the SDMC Section 143.0740(c)(1)(C) as it relates to incentives and SDMC Section 143.0743(b)(3) as it relates to waivers, requested waivers and incentives shall be analyzed in compliance with CEQA, and no waiver shall be granted without such compliance. Implementation of the project would not conflict with the City's Affordable Housing Regulations because it would not affect the ability of future projects to apply the regulations on a project basis. The potential effects of the application of waivers and/or incentives would also be reviewed in the context of Issue 3, below.

As part of the University CPU, SDR would be implemented which requires development of residential or mixed-use development to either satisfy the City's Affordable Housing Regulations or pay the Inclusionary In Lieu Fee as specified in SDMC Section 142.1305(a) (4), plus provide a certain number of affordable units (see Section 3.5.3h.a, for details of the proposed SDRs in the University CPU area). Like the discussion above, any use of the City's Affordable Housing Regulations including deviations from other City polices or regulations would be reviewed in the context of Issue 3.

Issue 3 Deviation or Variance

Would the project require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?

As the proposed actions are planning and policy level actions, no deviations or variances are proposed. However, future development consistent with the proposed plans may propose deviations or variances. In addition to deviations and variances allowed pursuant to SDMC regulations, the Affordable Housing Regulations discussed under Issue 2 may be applied to future development throughout the City, including within the University CPU area with implementation of the Affordable Homes Requirement (SDR-J.1). The application of waivers and/or incentives associated with the Affordable Housing Regulations could allow for deviations to City development regulations such as increases in allowable height and/or floor area ratios, which can result in development allowances in excess of City base zone regulations and in excess of densities envisioned under the Village Climate Goal Propensity Map.

As future site-specific projects are proposed, at the project level review, the City requires identification and analysis of all deviations and variances to ensure they are compatible with City policy. As part of this review, the potential for adverse environmental impacts are considered. For example, a variance to allow a retaining wall in excess of City height limitations would be evaluated for potential visual impacts. Where needed, landscape screening or other design measures may be required to ensure the variance does not result in an impact on the environment. The City's LDC requires certain findings to be made that demonstrate support for proposed deviations or variances. For example, deviations from the City's ESL regulations are allowed provided specified findings can be made as detailed in SDMC Section 126.0505. Variance findings required for approval are identified in SDMC Section 126.0805. If findings cannot be supported by the City, the deviation or variance would not be approved.

Future development projects that qualify for incentives and/or waivers in exchange for affordable housing may result in increases in development intensities beyond those included in applicable land use plans including the University CPU, Hillcrest FPA and the Village Climate Goal Propensity Map. Future build-out within the City consistent with the Blueprint SD Initiative is anticipated to include housing processed under the Affordable Housing Regulations; however, the impacts of waivers and/or incentives would need to be evaluated on a project-by-project basis. At the project level, future development would require compliance with design standards included in applicable community plans to ensure the visual effects of waivers or incentives are offset through design. However, with increases in development intensities anticipated throughout Climate Smart Village Areas, there would be a resultant potential for increased height and intensities to be allowed under the Affordable Housing Regulations as base zone regulations are updated for consistency with the Village Climate Goal Propensity Map. Such increases in development intensities could result in larger structures, increased height, and associated visual impacts. The implementation of such waivers could result in significant impacts related to views, shading and other aesthetic impacts; however, significant impacts related to conflicts with the affordable housing regulations are not anticipated due to the fact that the SDMC requires compliance with specific findings in order to authorize waivers and/or incentives under these regulations. Mandatory compliance with Affordable Housing Regulations and would preclude significant impacts. Therefore, impacts related to the issuance of

deviances or variances would be less than significant due to required compliance with the Affordable Housing Regulations and required findings prior to issuance of any variances or deviations.

Cumulative Analysis

As discussed in this section, future development facilitated by implementation of the Blueprint SD Initiative, the University CPU and the Hillcrest FPA would be consistent with and would expand on implementation of the General Plan City of Villages strategy. Future development would be required to demonstrate consistency with applicable regulations such as the ESL Regulations and MSCP SAP and airport land use compatibility policies and regulations. Any future development within the Climate Smart Village Areas that is identified to encroach into ESL would be subject to review in accordance with the ESL Regulations (LDC Section 143.0101 et seq.). Based on the compatibility of the Blueprint SD Initiative, the University CPU, and the Hillcrest FPA with the General Plan policy framework and other applicable land use plans and regulations, cumulative land use compatibility impacts would be less than significant.

4.10.5 Significance of Impacts

4.10.5.1 Physical Division of Community

Overall policy changes related to mobility are intended to support community accessibility and connectivity by all. Implementation of the proposed planning and policy framework defined by the Blueprint SD Initiative, the University CPU, and the Hillcrest FPA, would avoid physical division of community. Therefore, impacts would be less than significant.

4.10.5.2 Conflict with Applicable Plans

Implementation of Blueprint SD Initiative, the University CPU, and the Hillcrest FPA would be consistent with the City's overarching policy and regulatory documents including the General Plan and SDMC. Additionally, updates to mobility policies would help achieve consistency with the Regional Plan. The Blueprint SD Initiative, the University CPU, and the Hillcrest FPA would be consistent with applicable environmental goals, objectives, or guidelines of the SANDAG Regional Plan, the General Plan and General Plan Noise Element, Environmentally Sensitive Lands Regulations, California Coastal Act, the MSCP SAP, the VPHCP, CAP, HRR, ALUCPs, and affordable housing regulations. Therefore, impacts would be less than significant.

4.10.5.3 Deviation or Variance

As the proposed actions are planning and policy level actions, no deviations or variances are proposed. However, future development consistent with the proposed plans may propose deviations or variances. If findings cannot be supported by the City, the deviation or variance would not be approved. Similarly, the City may approve waivers and/or incentives under the Affordable Housing Regulations. Therefore, with application of the City's LDC that require specified findings to be made prior to approval of any deviation or variance, impacts resulting from deviations or

variances associated with future development anticipated by the project would be less than significant.

4.10.6 Mitigation, Monitoring and Reporting

4.10.6.1 Physical Division of Community

Impacts related to physical division of community would be less than significant; therefore, no mitigation is required.

4.10.6.2 Conflict with Applicable Plans

Impacts would be less than significant; therefore, no mitigation is required.

4.10.6.3 Deviation or Variance

With application of the City's LDC, physical impacts resulting from deviations or variances associated with future development anticipated by the project would be less than significant; therefore, no mitigation is required.

4.11 Noise

This section addresses the potential noise impacts that would result from implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code, and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the Land Development Code, and associated discretionary actions.

4.11.1 Existing Conditions

4.11.1.1 Fundamentals of Noise

Sound propagation (i.e., the passage of sound from a noise source to a receiver) is influenced by several factors including the distance from the source, geometric spreading, ground absorption and atmospheric effects, as well as shielding by natural and/or manmade features. Noise is defined as unwanted or annoying sound that interferes with or disrupts normal human activities. The response of different individuals to similar noise events is diverse and is influenced by the type of noise, perceived importance of the noise, its appropriateness in the setting, time of day, type of activity during which the noise occurs, and sensitivity of the individual.

Sound characteristics include the sound power which relates to the source of the sound and sound pressure which is the sound received at a receptor. Sound power is the amount of energy of sound at the source. Sound pressure is the pressure vibrations caused by the source but perceived at the ear.

Noise descriptors used in this section are the decibel (dB), A-weighted decibel [dB(A)], 1-hour average-equivalent noise level (L_{eq}), and the community noise equivalent level (CNEL). The hourly equivalent sound level (L_{eq}) is the average dB(A) sound level over a 1-hour period. A-weighting is a frequency correction that often correlates well with the subjective response of humans to noise. The CNEL is a 24-hour average A-weighted decibel sound level that incorporates a 5 dB(A) penalty to sound levels occurring between 7:00 p.m. and 10:00 p.m., and 10 dB(A) penalty to sound levels occurring between 10:00 p.m. and 7:00 a.m. The additional 5 dB(A) and 10 dB(A) penalties during evening and nighttime hours, respectively, are intended to account for the added sensitivity of humans to noise during these time periods. CNEL values are typically used in land use planning to evaluate the compatibility of adjacent land uses. The subsections below further describe elements and measures of noise.

a. Frequency and Hertz

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

b. Sound Pressure Levels and Decibels

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

c. A-weighted Decibels

The human ear is not equally sensitive to all frequencies within the sound spectrum. Human hearing is limited not only in the range of audible frequencies but also in the way it perceives the sound in that range. In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, and it perceives a sound within that range as more intense than a sound of higher or lower frequency with the same magnitude. To approximate the frequency response of the human ear, a series of sound level adjustments is usually applied to the sound measured by a sound level meter.

The A-scale weighting network approximates the frequency response of the average healthy ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Noise levels for traffic noise reports are typically reported in terms of dB(A).

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

d. Noise Descriptors

The two noise metrics used in the analysis are the L_{eq} and the CNEL.

Equivalent Noise level

The L_{eq} is also referred to as the time-average sound level. It is the equivalent steady state sound level which, in a stated period of time, would contain the same acoustical energy as the time-varying

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

Community Noise Equivalent Level

People are generally more sensitive and annoyed by noise occurring during the evening and nighttime hours. The CNEL scale represents a time-weighted 24-hour average noise level based on the A-weighted sound level. The CNEL accounts for the increased noise sensitivity during the evening (7:00 p.m. to 10:00 p.m.) and nighttime hours (10:00 p.m. to 7:00 a.m.) by adding 5 and 10 dB(A), respectively, to the average sound levels occurring during these hours.

4.11.1.2 Vibration

Vibrations are movement of the ground or air caused by explosions, construction work, railway and road transport, or other forces causing the earth to move. Vibration levels and their corresponding effects are measured in terms of peak particle velocity (PPV). Construction activities such as pile driving, demolition activities, blasting, and other earth-moving operations have the potential to cause ground vibrations that may cause structural damage to adjacent buildings. Unless there are extreme flaws in pavement surfaces, heavy truck traffic on busy roadways rarely creates vibrations strong enough to cause damage, though occasionally can generate human annoyance. Transient vibration impacts to buildings vary depending on the type and structural integrity of the buildings. According to the Swiss Association of Standardization Vibration Damage Criteria, transient vibration limits are a little more than double the continuous vibration limits (California Department of Transportation 2013).

4.11.1.3 Typical Noise Sources

Noise at excessive levels can affect the environment and quality of life. Noise is subjective since it is dependent on the listener's reaction, the time of day, distance between source and receptor, and its tonal characteristics. At excessive levels, people typically perceive noise as being intrusive, annoying, and undesirable.

The most prevalent noise sources in the City of San Diego are from motor vehicle traffic on interstate freeways, state highways, and local major roads generally due to higher traffic volumes and speeds. Aircraft noise is also present in many areas of the City. Rail traffic and industrial and commercial activities contribute to the noise environment. The following are descriptions of typical sources in the City.

a. Ambient Levels and Existing Noise Sources

The City is primarily a developed and urbanized city, and an elevated ambient noise level is a normal part of the urban environment. However, controlling noise at its source to acceptable levels can make a substantial improvement in the quality of life for people living and working in the City. When this is not feasible, the City applies additional measures to limit the effect of noise on future land uses, which include spatial separation, site planning, and building design techniques that address noise exposure and the insulation of buildings to reduce interior noise levels (City of San Diego 2015).

b. Commercial and Mixed-Use Activity

Several other noise sources exist in the City of San Diego. Noise generated commercial activity including operations, maintenance, truck deliveries, vehicular traffic, and high pedestrian traffic can affect adjacent noise sensitive uses and aboveground floor residential uses in mixed use buildings. Bars, restaurants, entertainment activities, events, and other facilities, which are active after 7:00 p.m. contribute to an urban noise environment that can affect residential or other sensitive land uses. City noise ordinances and existing construction guidelines both limit hours of operation and require noise level attenuation methods for continued operations to minimize the effect of noise on adjacent/above residential or sensitive land uses.

c. Industrial Activity

Industrial activity, like commercial activity, can be a source of noise, which can affect sensitive land uses in the City. The degree of noise generated by industrial uses is dependent upon various factors, including type of industrial activity, hours of operation, and the location relative to other land uses. In addition to traffic-related noises induced by industrial operations, on-site machinery can contribute to the ambient noise environment. Outdoor truck activity, air compressors, and generators are potential noise sources associated with industrial use that can interfere with noise-sensitive uses, which include residential uses. Like commercial activity, the City can monitor noise levels produced by industrial activity and enforce the Noise Abatement and Control Ordinance in order to reduce noise levels to acceptable levels, where sensitive receptors are impacted.

d. Construction Noise

Construction can be another major, although typically short-term, source of noise. Construction is of most concern when it takes place near noise-sensitive land uses, occurs at night or in the early morning hours. Noise during construction can also affect wildlife. As discussed above, the City typically regulates noise associated with construction equipment and activities through the enforcement of noise ordinance standards, implementation of General Plan policies, and imposition of conditions of approval for permits.

e. Event Activity

Large events, including sports and special events, occur intermittently throughout the year, which offer entertainment opportunities, but can also generate high noise levels at their source. Specific

venues such as Petco Park, Rady's Shell, or other outdoor concert locations are designed to accommodate events that produce high noise levels. In addition, the City can permit special events throughout the City, although typically on City streets or parks. Special event sponsors are required to adhere to the City's Special Event Ordinance, which limits the hours of event operation and noise levels depending on conditions such as specific locations, surrounding land uses, and public benefit.

f. Refuse Vehicles, Parking Lot Sweepers, and Public Activity

Refuse vehicle and parking lot sweeper activity in all land use areas will temporarily elevate noise levels. Refuse vehicle and parking lot sweeper activities are necessary and noise control of these activities is limited. In an urban environment, excessive public noise such as barking dogs, leaf blowers, loud music, or car alarms can be disturbing, excessive, annoying, or offensive and cause discomfort or annoyance. The City's Noise Abatement and Control Ordinance addresses and limits excessive noise from these activities.

g. Motor Vehicle Traffic Noise

Motor vehicle traffic noise is a major contributor of noise within the City. Excessive noise levels along arterial roads, interstate freeways, and state highways affect much of the urban environment. Traffic noise level is dependent upon traffic volume, speed, flow, vehicle mix, pavement type and condition, the use of barriers, as well as distance to the receptor.

h. Trolley and Train Noise

Daily traffic from passenger and freight train and trolley operations produces noise that may disrupt adjacent noise-sensitive uses. Within the project areas there are both existing and planned rail improvements that could contribute to noise and vibration. Trains and trolleys can generate high, yet relatively brief, intermittent noise events. The interaction of the steel wheels and rails is a major component of train noise. Factors that influence the overall rail noise include the train speed, train horns, type of engine, track conditions, use of concrete cross ties and welded track, the intermittent nature of train events, time of day, and sound walls or other barriers. When operating in residential areas, trains are required to travel at a reduced speed to minimize noise.

Federal regulations require trains to sound their horns at all roadway-rail grade crossings and the warning sound of train horns is a common sound experienced by communities near the rail corridor. In an effort to minimize excess train horn noise, the federal government allows local jurisdictions to establish train horn "quiet zones." This requires the implementation of supplementary and alternative safety measures to compensate for the loss of the train horn usage.

The state is planning for high-speed rail service that would connect the San Diego region to other regions in the state. Air turbulence noise generated from high-speed train traffic may affect noise-sensitive uses along the potential rail corridors.

4.11.1.3 Noise Characteristics

a. Blueprint SD Initiative

Future development in accordance with the Blueprint SD Initiative would occur throughout the City, but primarily within areas that are closer to urban centers and existing or future transit amenities. Future development under the Blueprint SD Initiative could be affected by a variety of noise sources including those detailed in Section 4.11.1.3. Trolley and train noise, motor vehicle noise, and noise from commercial and mixed-use activities would affect the Climate Smart Village Areas.

b. Hillcrest Focused Plan Amendment

Existing noise sources in the Hillcrest FPA area are transportation and stationary sources. Transportation noise sources include vehicle traffic and noise associated with aircrafts approaching and departing from the San Diego International Airport. Stationary noise sources include industrial and commercial operations. In the Hillcrest FPA area, the mixed-use character and land use intensity results in the juxtaposition of residents and more active, noisy uses due to foot traffic, restaurants, bars, and nightlife activities.

c. University Community Plan Update

The primary sources of noise in the University CPU area come from vehicular traffic on local roads and freeways, as well as military aircraft noise. Most notable, the Marine Corps Air Station Miramar noise affects portions of the University CPU area.

4.11.2 Regulatory Setting

4.11.2.1 Federal Regulations

a. U.S. Code of Federal Regulations, Procedures for Abatement of Highway Traffic Noise and Construction Noise

The federal government establishes noise criteria for interstate freeways and airports. Federal highway noise abatement and evaluation policies are contained in the U.S. Code of Federal Regulations (CFR), 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. As defined in 23 CFR 772, Section 772.5(g), traffic noise impacts occur when the predicted traffic noise levels approach or exceed the noise abatement criteria (NAC) or when predicted traffic noise levels substantially exceed the existing noise levels. The numerical criteria used in California to define “approach the NAC” and “substantially exceed the NAC” are stated in Table 4.11-1 below.

Table 4.11-1 Federal Highway Administration Noise Abatement Criteria			
Activity Category	Hourly A-Weighted Sound Level (1) (dB(A))		Description of Activity Categories
	L _{eq(H)}	L _{10(h)}	
A	57 (Exterior)	60 (Exterior)	Lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

¹Either L_{10(h)} or L_{eq(h)} (but not both) may be used on a project.
²SOURCE: 23 CFR 772

For interstate freeway and airport projects, if a noise impact is identified, abatement measures must be considered. In determining and abating traffic noise impacts, primary consideration is to be given to exterior areas. Abatement will usually be necessary only where frequent human use occurs and a lowered noise level would be of benefit. Federal Highway Administration (FHWA) criteria also state that where there are no exterior activities to be affected by the traffic noise, or where the exterior activities are far from or physically shielded from the roadway in a manner that prevents an impact on exterior activities, the interior criterion shall be used as a basis of noise impacts.

b. Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual

The Federal Transit Administration (FTA) provides criteria for acceptable levels of groundborne vibration for various types of buildings. Structures amplify groundborne vibration; wood-frame buildings, such as typical residential structures, are more affected by ground vibration than heavier buildings. The level at which groundborne vibration is strong enough to cause architectural damage has not been determined conclusively, but the standards recommended by the FTA are shown in Table 4.11-2.

Table 4.11-2 Construction Vibration Damage Criteria		
Building/Structural Category	PPV (in/sec)	Approximate VdB
I. Reinforced-concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

SOURCE: FTA 2018
PPV = peak particle velocity; in/sec = inch per second; VdB = vibration decibel

The FTA also provides guidance for assessing vibration impacts from railroad operations. The criteria for determining the significance of impacts are presented in Table 4.11-3.

Table 4.11-3 Guidelines for Determining the Significance of Groundborne Vibration and Noise Impacts						
Land Use Category	Groundborne Vibration Impact Levels (VdB re 1 micro-inch per second)			Groundborne Noise Impact Levels (dB re 20 micro Pascals)		
	Frequent Events	Occasional Events	Infrequent Events	Frequent Events	Occasional Events	Infrequent Events
Category 1: Buildings where low ambient vibration is essential for interior operations (research & manufacturing facilities with special vibration constraints)	65 VdB	65 VdB	65 VdB	N/A	N/A	N/A
Category 2: Residences and buildings where people normally sleep (hotels, hospitals, residences, & other sleeping facilities)	72 VdB	75 VdB	80 VdB	35 dB(A)	38 dB(A)	43 dB(A)
Category 3: Institutional land uses with primarily daytime use (schools, churches, libraries, other institutions, & quiet offices)	75 VdB	78 VdB	83 VdB	40 dB(A)	43 dB(A)	48 dB(A)
SOURCE: FTA 2018. VdB = vibration decibel; re = relative; N/A = not applicable "Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category. "Occasional Events" is defined as 30 to 70 vibration events per day. Most commuter trunk links fall into this category "Infrequent Events" is defined as fewer than 30 vibration events per day. This category includes most commuter rail systems.						

For Category 1 uses such as vibration sensitive equipment, the screening distance from the right-of-way is 600 feet. For Category 2 land uses such as residences and buildings where people would normally sleep, the screening distance is 200 feet. The screening distance for Category 3 land uses such as institutional land uses with primarily daytime uses, is 120 feet.

c. U.S. Department of Housing and Urban Development Noise Guidebook

The U.S. Department of Housing and Urban Development (HUD) requires that noise analysis and mitigation be provided in accordance with the HUD Noise Guidebook for projects receiving HUD funding. Minimum attenuation requirements are prescribed in Title 24 of the CFR (24 CFR 51.104(a)) which are the HUD Environmental Criteria and Standards.

d. Federal Aviation Administration, Part 150

The Federal Aviation Administration oversees the development of voluntary studies of noise exposure and land use compatibility studies prepared by airport operators as prescribed in Title 14 of the CFR, Part 150. Part 150 studies identify existing noise exposure, identify potential future noise exposure, and evaluate various alternatives to reduce the number of people affected by aircraft noise. The studies also provide recommendations as to viable noise abatement/mitigation measures to reduce the number of people affected by noise. Federal Aviation Administration approved measures can be eligible for federal funding.

4.11.2.2 State Regulations

a. California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, also known as the California Noise Control Act of 1973, state that excessive noise is a serious hazard to the public health and welfare, and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. The California Noise Control Act also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

b. California Noise Insulation Standards (California Code of Regulations Title 24)

Interior noise levels for habitable rooms are regulated by the California Building Code; Title 24, Part 2, Volume 1, Chapter 12, Section 1206 of the California Code of Regulations (CCR). The code requires that interior noise levels, attributable to exterior sources, shall not exceed 45 CNEL in any habitable room. These sound insulation requirements are applicable to all habitable spaces.

c. California Green Building Standards Code

The California Green Building Standards Code (CCR Title 24, Part 11) Chapter 5 – Nonresidential Mandatory Measures, Division 5.5 – Environmental Quality, Section 5.507 – Environmental Comfort, Subsection 5.507.4 – Acoustical Control provides standards for interior noise for nonresidential structures. Pursuant to these standards, all non-residential building construction shall employ building assemblies and components that achieve a composite sound transmission class rating of at least 50 or shall otherwise demonstrate that exterior noise shall not result in an interior noise environment where noise levels exceed 50 dB(A) L_{eq} in occupied areas during any hour of operation (CCR Title 24, Part 11, Section 5.507 2019).

4.11.2.3 Local Regulations

a. City of San Diego General Plan

The updated **Noise Element** includes policies intended to minimize noise through standards, site planning, and noise mitigation. To meet this goal, the City has adopted noise criteria for land use planning purposes as part of the Land Use and Community Planning Element, as shown in Section 4.10.2.2c of this EIR (Table 4.10-4). These criteria set indoor and outdoor noise level standards. Consistency with the Noise Element is evaluated in Chapter 4.10.4, Issue 2.

- **Policy NE-B.10.** Allow multi-home residential uses located in areas above 70 dB(A) CNEL affected primarily by motor vehicle traffic noise.
 - A. Limit the amount of outdoor areas subject to exposure above the 70 dB(A) CNEL; and
 - B. Provide noise attenuation to ensure an interior noise level that does not exceed 45 dB(A) CNEL.
- **Policy NE-F.5.** Allow industrial uses, except for research and development, in areas that exceed 80 dB(A) CNEL and ensure industrial uses do not generate noise that would generally exceed existing noise levels.

b. City of San Diego Community Plans

Each area of the City is part of a Community Planning Area. Each Community Plan contains design guidelines and policies intended to prevent or mitigate potential noise impacts. While many of these policies are consistent throughout the City, each Community Plan may have policies and design features which are specific to the needs of that community. Applicable Community Plan policies within University and Uptown, including new policies to be implemented with the project are detailed below.

Uptown Community Plan

In addition to the General Plan's noise policies which are applicable to all areas in the City, the Uptown Community Plan contains the following noise policies specific to the Uptown Community Planning Area, and applicable to the Hillcrest FPA area, including but not limited to:

- CE-1.2: Create a meaningful visually and functionally cohesive outdoor gathering space that considers protection from excess noise, shadow impacts, and maximizes the positive effects of prevailing breezes to reduce heat and provide natural ventilation to individual residences within multi-family development.
- NE-1.1: Implement operational measures in areas where eating, drinking, entertainment, and assembly establishments are adjacent to residential.

- NE-1.2: Evaluate and consider potential noise impacts as a condition of permit approval, renewal, and/or a change of use, for eating and drinking establishments that incorporate “open air” or large outdoor eating and drinking venues, based on acoustical studies and/or industry best practices.
- NE-1.3: Locate the commercial portion of new mixed-use developments away from existing single-family residences and ensure that noise levels generated are at or within acceptable levels when residential uses are located nearby.
- NE-1.5: Encourage the disclosure of noise producing uses during evening hours as part of residential lease agreements and sales for residential uses adjacent to commercial areas within the Hillcrest FPA area.
- NE-1.8: Incorporate sound attenuation measures such as sound absorbent wall/ceiling materials, sound walls, and dense, drought tolerant landscaping where commercial uses such as restaurants and bars are permitted, especially adjacent to residential areas.
- NE-1.10: Implement the standard noise controls to reduce construction noise levels emanating from new construction to minimize disruption and annoyance.
- NE-1.11: Encourage the use of traffic calming measures as a means to enhance safety and reduce vehicle noise.
- NE-1.16: Consider existing and future exterior noise levels when planning and designing developments with noise sensitive uses to avoid or attenuate excessive noise levels.
- NE-1.18: Ensure that future residential use above the 60 dB(A) CNEL aircraft noise contour includes noise attenuation measures to ensure an interior noise level of 45 dB(A) CNEL and provides an aviation easement to the airport operator for San Diego International Airport.
- NE-1.21: Work with the Park and Recreation Department to supply and train Park Rangers to use volume meters and to be aware of noise issues in the community.
- NE-1.22: Consider the establishment of a “buffer zone” between the location of special events and Sixth Avenue with the exception of the Pride festival and parade.
- NE-1.23: Relocate sound stages and amplification equipment away from Sixth Avenue.

The Hillcrest FPA also proposes a Community Plan Implementation Overlay Zone (CPIOZ) Type A – Commercial Activity Area (see Figure 3-17) which includes Supplemental Development Regulations (SDRs) that address noise levels within the CPIOZ area. These SDRs include SDR D.1, which limits the hours of operation for eating and drinking establishments within the Commercial Activity Area CPIOZ boundary, and would also prohibit a sidewalk cafe, streetary, or active sidewalk in an alley abutting a residential development; and SDR D.2 which would require new residential development within the Commercial Activity Area CPIOZ boundary to prominently display a Commercial Activity Area Disclosure Notice in any onsite rental or sales offices and to provide this notice to prospective

buyers or renters of a residential dwelling unit prior to entering into an agreement to purchase or rent the dwelling unit.

University Community Plan Update

In addition to the General Plan's noise policies which are applicable to all areas in the City, the University CPU contains the following noise policies, including new proposed policies, specific to the CPU area including but not limited to:

Vision and Land Use Framework Policies (Commercial, Scientific Research, Industrial, and Mixed-Use Development)

- 1.2E: Provide for the privacy and noise attenuation of adjacent homes on any commercial development sited adjacent to residential development.
- 1.4B and 1.6B: Include acoustically rated windows and doors featuring higher Sound Transmission Class ratings to reduce exterior noise structures with noise sensitive land uses. Retrofit existing structures with the same treatments.
- 1.7P: Ensure that future uses, building intensity, residential density, and heights are compatible with the safety zones, noise contours, and airspace protection surfaces identified in the Airport Land Use Compatibility Overlay Zone of the SDMC for Marine Corps Air Station Miramar.

Urban Design Policies (Screening and Buffering, Freeway-Adjacent Development)

- 2.4A: Conceal all mechanical, electrical, and other building equipment from the public right-of-way and from other existing buildings. Minimize noise and visual impacts with screening materials, landscaping, and other buffers. Locate mechanical equipment away from ground floor primary frontage.
- 2.4C: Attenuate noise through the use of berms, planting, setbacks and architectural design rather than with conventional wall barriers for developments next to transit, trolley, highways or other potential noise-generating uses.
- 2.8E: Buffer residential development from noise with setbacks or elevation differences. Use noise-absorbing building materials and install double-paned windows. Incorporate landscaping materials, landscaped berms, and structural forms in wall design. Consider installation of sound walls where appropriate.
- 2.8F: Incorporate noise attenuation measures on all freeway-adjacent development.

Public Facilities, Services, and Safety Policies (Noise)

- 7.5A: Encourage site planning, design and construction, operational measures, and on-site noise level limit practices that minimize noise, especially for and within mixed-use sites. Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.

- 7.5B: Include building design techniques that address noise exposure and the insulation of buildings to reduce interior noise levels (e.g., forced-air ventilation systems, double-paned or sound rated windows, sound insulating exterior walls and roofs, etc.).
- 7.5C: Work with Caltrans to landscape freeway-highway rights-of-way buffers and install low noise pavement surfaces, berms and noise barriers to mitigate freeway and highway traffic noise.
- 7.5D: Seek to reduce exposure, when parks are in noisier areas, through site planning, including locating the most noise sensitive uses, such as children’s play areas and picnic tables, in quieter areas of the site.

c. City of San Diego Municipal Code

Stationary Noise

Section 59.5.0401 et seq. of the City’s Municipal Code (SDMC), the Noise Abatement and Control Ordinance, specifies the maximum one-hour average sound level limits allowed at the boundary of a property. These sound level limits are the maximum noise levels allowed at any point on or beyond the property boundaries in one hour due to activities occurring on the property. Where two or more zones adjoin, the sound level limit is the arithmetic mean of the respective limits for the two zones. Table 4.11-4 shows the exterior noise limits specified in the City’s Noise Abatement and Control Ordinance.

Receiving Land Use Category	Noise Level [dB(A)]		
	7:00 a.m. to 7:00 p.m.	7:00 p.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
Single-family Residential	50	45	40
Multi-family Residential (up to a maximum density of 1 dwelling unit/2,000 square feet)	55	50	45
All Other Residential	60	55	50
Commercial	65	60	60
Industrial or Agricultural	75	75	75

SOURCE: City of San Diego Municipal Code Section 59.5.0401.

Construction Noise

Construction noise is regulated by SDMC Section 59.5.0404, which states that:

- A. It shall be unlawful for any person, between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington’s Birthday, or on Sundays, to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise . . .

- B. . . it shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 a.m. to 7:00 p.m.

4.11.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to noise are based on applicable criteria in the California Environmental Quality Act Guidelines Appendix G and the City's California Environmental Quality Act Significance Determination Thresholds (2022). The following issue questions are addressed in this section:

- 1) Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- 2) Would the project generate excessive groundborne vibration or groundborne noise levels?

4.11.4 Impact Analysis

Issue 1 Ambient Noise Levels

Would the project generate 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 project's consistency with the General Plan Noise Element is addressed in Section 4.10.4, Issue 2.c. Other applicable standards are addressed below.

a. Construction Noise

Although no specific construction or development is proposed at this time, construction noise impacts could occur as future development within the project areas occurs. Due to the developed nature of project areas, it is anticipated that construction activities could take place adjacent to existing structures and that sensitive receptors could be located in proximity to construction activities.

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., demolition; land clearing, grading, and excavation; erection). Construction noise in any one particular area would be short term and would include noise from activities such as, but not limited to, site preparation, truck hauling of material, pouring of concrete, and the use of power tools. Noise would also be generated by the use of construction equipment, including but not limited to, earthmovers, material handlers, and portable generators, and could reach high levels for brief periods. Table 4.11-5 summarizes typical construction equipment noise levels based on data from the FHWA (2006).

Construction equipment would generate maximum noise levels between 70 and 95 dB(A) maximum sound level (L_{max}) at 50 feet from the source when in operation. During excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non--equipment tasks, such as measurement. Hourly average noise levels would be approximately 83 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing three pieces of common construction equipment working simultaneously. While future project specific noise levels would vary depending on the nature of the construction including the duration of specific activities, nature of the equipment involved, and location of the particular receiver, a significant impact could occur if sensitive receptors are located closer than approximately 110 feet from construction activities.

The Blueprint SD Initiative, Hillcrest FPA, and University CPU propose policies which address construction noise associated with future development within the project areas. These policies include, but are not limited to, Hillcrest FPA policy NE-1.10, which calls for the implementation of standard noise controls to reduce construction noise levels emanating from new construction to minimize disruption and annoyance, and University CPU policy 7.5A which encourages site planning, design and construction, operational measures, and on-site noise level limit practices that minimize noise, especially for and within mixed-use sites. Policies within the Blueprint SD Initiative which address construction noise include, but are not limited to, policies NE-G.1 and NE-G.2 which call on the City to implement limits on the hours of operation for non-emergency construction activity in residential areas and areas abutting residential areas, and to implement limits on excessive public noises that a person could reasonably consider disturbing and/or annoying in residential areas and areas abutting residential areas. Future discretionary development within the project areas would be reviewed for consistency with these policies and adherence to these policies would help reduce potential construction noise impacts.

The City also regulates noise associated with construction equipment and activities through its Noise Abatement and Control Ordinance (SDMC Section 59.5.0404). Specifically, SDMC Section 59.5.0404 places limits on the days of the week and hours of operation allowed for construction. The SDMC Section 59.5.0404(a) allows for a permit for afterhours construction activity to be granted by the Noise Abatement and Control Administrator which would include project-specific conditions including working times, types of construction equipment to be used, and permissible noise levels as required.

Due to the highly developed nature of the project areas and the proposed increase in density and intensity within the project areas, sensitive receptors could potentially be located in proximity to construction sites. Therefore, future construction activities could expose sensitive receptors to substantial noise levels that exceed the standards in the SDMC. Because noise levels due to construction in high-density areas could exceed the standards in the SDMC, impacts would be potentially significant.

Table 4.11-5 Typical Construction Equipment Noise Levels		
Equipment	Noise Level at 50 Feet [dB(A) L_{eq}]	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 kilovolt amps or less)	70	50%
Generator (more than 25 kilovolt amps)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%
Vibratory Pile Driver	95	20%

SOURCE: FHWA 2006

b. Non-Transportation Noise Increases

The SDMC regulates noise level limits through the Noise Abatement and Control Ordinance (SDMC Section 59.5.04010 et seq.), which establishes property line noise limit standards (see Table 4.11-4). Implementation of the project would accommodate development of high-density multi-family and mixed-use development within high village propensity areas. Noise associated with these land uses would include pedestrian traffic, parking activity, and the use of outdoor public spaces. Additionally, the project areas would contain residential and commercial interfaces.

Blueprint SD Initiative

Mixed-use development areas where residential uses are located in proximity to commercial sites could expose sensitive receptors to noise above the City's standards. As previously discussed, noise levels throughout the project areas are likely to be dominated by vehicle traffic on freeways and heavily traveled area roadways. Noise levels from new stationary sources could increase the hourly or daily average sound level with respect to current conditions from heating, ventilation, and air conditioning units or similar noise sources. Policies within the Blueprint SD Initiative addressing non-transportation noise include, but are not limited to:

- Policy NE-G.2 which calls on the City to implement limits on excessive public noises that a person could reasonably consider disturbing and/or annoying in residential areas and areas abutting residential areas.
- NE-E.1 Encourage the design and construction of commercial and mixed-use structures with noise attenuation methods to minimize excessive noise to residential and other noise-sensitive land uses.
- NE-E.2 Encourage mixed-use developments to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noisier components away from the residential component of the development.

In addition to the above policies, future development would be required to ensure any stationary sources of noise are adequately attenuated to meet the property line noise level limits of the SDMC Section 59.5.0401 et seq. These regulations apply to both ministerial and discretionary projects, ensuring future stationary source noise complies with City noise ordinance limitations. While it is not anticipated that stationary sources would result in noise exceeding property line limits, at a programmatic level of review it cannot be ensured without site-specific development details, which are not available at this time. Although enforcement mechanisms for the violation of noise regulations in the Noise Abatement and Control Ordinance would provide for the correction of potential noise exceedances, impacts would remain potentially significant.

Hillcrest Focused Plan Amendment

Buildout of the Hillcrest FPA would increase the planned residential density and non-residential development capacity within the Hillcrest FPA area, and the development of mixed-use areas where residential uses are in proximity to commercial sites could expose sensitive receptors to noise levels above the City's standards. Future discretionary projects would be reviewed for consistency with the Uptown Community Plan noise policies detailed in Section 4.11.2.3.c. Specifically, policies would support locating the commercial portion of new mixed-use developments away from existing single-family residences and would ensure that noise levels generated are at or within acceptable levels when residential uses are located nearby.

The Hillcrest FPA would amend the Uptown Community Plan Noise chapter to add a new policy (NE-1.5) which encourages the upfront disclosure of noise levels in mixed-use and residential developments near commercial/entertainment areas during property sales or lease agreements. Policy NE-1.22 would also be amended to clarify that the establishment of a "buffer zone" between

the location of special events and Sixth Avenue should be considered with the exception of the Pride festival and parade.

The Hillcrest FPA also proposes a CPIOZ Type A – Commercial Activity Area (see Figure 3-17) which includes SDRs that address noise levels for development within the Commercial Activity Area. Eating and drinking establishments within the Commercial Activity Area would be required to comply with SDR D.1, which limits the hours of operation for eating and drinking establishments with a sidewalk cafe, streetary, or active sidewalks and would prohibit operations during the following times:

- Before 7:00 a.m. and after 11:00 p.m. Sunday through Thursday; and
- Before 7:00 a.m. and after 12:00 midnight Friday through Saturday and the day prior to a City holiday.

Additionally, sidewalk cafes, streetaries or active sidewalks are not permitted in an alley abutting a residential development. New residential development would also be subject to SDR D.2 which would require new residential development within the Commercial Activity Area to prominently display a Commercial Activity Area Disclosure Notice in any onsite rental or sales offices and provide this notice to prospective buyers or renters of a residential dwelling unit prior to entering into an agreement to purchase or rent the dwelling unit. The notices warns prospective renters or purchasers of the presence of annoyances or inconveniences from the nearby commercial uses, including noise.

Implementation of the Hillcrest FPA is not anticipated to result in impacts related to non-transportation noise as the project anticipates residential and mixed-use land uses that would be subject to property line noise level limits of the SDMC Section 59.5.0401 et seq. These regulations would ensure any stationary sources of noise such as heating, ventilation, and air conditioning equipment are adequately attenuated to meet property line noise level limits. These regulations apply to both ministerial and discretionary projects, ensuring future stationary source noise complies with City noise ordinance limitations. While it is not anticipated that stationary sources would result in noise exceeding property line limits, at a programmatic level of review it cannot be ensured without site-specific development details, which are not available at this time. Although enforcement mechanisms for the violation of noise regulations in the Noise Abatement and Control Ordinance would provide for the correction of potential noise exceedances, impacts would remain potentially significant.

University Community Plan Update

The University CPU proposes policies which address stationary noise associated with future development within the project areas. These policies include, but are not limited to, University CPU policy 7.5A which encourages site planning, design and construction, operational measures, and on-site noise level limit practices that minimize noise, especially for and within mixed-use sites. Future discretionary development within the University CPU area would be reviewed for consistency with University CPU policies in addition to the SDMC property line noise level limits to ensure stationary noise sources comply with applicable standards at the property line.

While it is not anticipated that stationary sources associated with the project would result in noise exceeding property line limits, at a programmatic level of review it cannot be ensured without site-

specific development details, which are not available at this time. However, the City's Noise Ordinance property line standards would apply to future discretionary and ministerial development under the project. Although enforcement mechanisms for the violation of noise regulations in the Noise Abatement and Control Ordinance would provide for the correction of potential noise exceedances, impacts would remain potentially significant.

c. Traffic-Related Noise

Traffic noise generally dominates the noise environment around the project areas, therefore permanent increases in ambient noise levels would primarily be associated with traffic noise. The project would allow for additional development consistent with the Village Climate Goal Propensity Map and primarily within Climate Smart Village Areas, the University CPU area, and Hillcrest FPA area. Implementation of future development would add to long-term traffic noise and have the potential to affect sensitive land uses. Traffic noise impacts to interior spaces is addressed through required compliance with Title 24 interior noise requirements.

Future traffic noise also has the potential to adversely affect outdoor use areas. Any shift or increase in density could increase traffic volumes along local roadways resulting in increases in ambient noise levels. The General Plan Noise Element Land Use – Noise Compatibility Guidelines identify acceptable exterior noise exposure for various land use types (see Table 4.10-3). Where existing noise levels for the particular land use type are at or in excess of the conditionally compatible noise compatibility guidelines detailed in Table 4.10-3, and a project would contribute vehicle trips to surrounding roadways such that traffic noise levels would result in an increase of more than 3 dB, impacts related to traffic noise would be significant.

Recent CPU EIR analyses have shown that various roadways within the project areas currently generate roadway noise above the levels described above for specified land uses. For example, the Mission Valley CPU Final Program EIR (City of San Diego 2019) found that under the CPU's density allowances, three roadway segments within the CPU area would experience an increase in the ambient noise levels above 3 dB CNEL. Likewise, the Final Program EIR for the Uptown CPU (City of San Diego 2016) found three roadway segments within the CPU area which would also experience an increase in the ambient noise levels above 3dB CNEL. As both Mission Valley and Uptown communities are almost entirely located within Climate Smart Village Areas and are characterized by dense urban development, they provide a representative example of ambient noise conditions that could occur with build-out of CPU densities. Similar to the analysis in these recent CPUs that found significant ambient noise increases with build-out of CPU densities, future development under the proposed project could increase traffic volumes and associated traffic-generated noise levels in the project areas. The increased traffic generated noise could result in an increase in ambient noise levels resulting in a significant impact. Thus, impacts would be potentially significant.

Issue 2 Groundborne Vibration

Would the project generate excessive groundborne vibration or groundborne noise levels?

a. Construction

Construction activities may include the demolition of existing structures, site preparation work, excavation of parking and subfloors, foundation work, and building construction. Demolition for an individual site may last several weeks to months and may produce substantial vibration. Excavation for underground levels could also occur on some development sites, and vibratory pile driving could be used to stabilize the walls of excavated areas. Piles or drilled caissons may also be used to support building foundations.

As with any type of construction, vibration levels during any phase may at times be perceptible. However, non-pile driving or foundation work construction phases that have the highest potential of producing vibration (such as jackhammering and other high power tools) would be intermittent and would only occur for short periods of time for any individual development site. By use of administrative controls, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with the least potential to affect nearby properties, perceptible vibration can be kept to a minimum.

Pile driving has the potential to generate the highest groundborne vibration levels and is the primary concern for structural damage when it occurs within close proximity of structures. As shown in Table 4.11-2, vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the FTA criteria for architectural damage (e.g., 0.12 PPV for fragile or historical resources, 0.2 PPV for non-engineered timber and masonry buildings, and 0.3 PPV for engineered concrete and masonry). Construction details and equipment for future project-level development is not known at this time; therefore, at a program level of review, impacts related to vibration during construction would be significant.

b. Railroad

As discussed in Section 4.11.1.3.h, potential sources of groundborne vibration come from current and future trolley, Amtrak, coaster, and freight trains which run on tracks throughout some of the project areas. Implementation of the Blueprint SD Initiative, Hillcrest FPA and University CPU would involve new transit connections that may present new sources of rail related vibration. Construction of vibration-sensitive uses in close proximity to railroad tracks can cause rattling windows and vibration of floors. Train vibration depends upon a variety of factors. The weight of the train, the travel speed, the condition of the track, and the character of the subsoil all affect the observed vibration level. While future development may be exposed to existing or future vibration associated with rail operations, these would not be considered an impact of the project; therefore, impacts associated with rail operations resulting from project implementation of residential and mixed-use development would be less than significant.

Implementation of the Blueprint SD Initiative, the Hillcrest FPA and University CPU would also involve future implementation of rail or trolley improvements that would have the potential to

create vibration impacts. While major rail improvements would be outside the scope of this EIR and would require a separate environmental review; the potential impacts of these uses can be disclosed at a program level. An analysis of potential noise and groundborne vibration from the Green Line Trolley as well as the future Blue and Purple Line Trolleys and the Los Angeles–San Diego–San Luis Obispo rail line was completed in the Mission Valley CPU Program EIR (City of San Diego 2019). The analysis evaluated vibration levels using FTA methodology. Vibration levels are a function of trolley speed and distance to the nearest structure, among other factors. Table 4.11-6 summarizes trolley vibration screening distances from the Mission Valley CPU Program EIR analysis. The analysis found that significant vibration impacts could occur in areas where noise- and vibration-sensitive uses are located the closest to the tracks (as close as 25 feet). However, based on the location of sensitive land uses and trolley speeds near stations, vibration impacts associated with the Blue, Green and Purple Line Trolleys in Mission Valley were found to be less than significant.

Trolley Speed (mph)	Vibration Level at 25 Feet (VdB)	Distance to (feet)		
		75 VdB (Category 3)	72 VdB (Category 2)	65 VdB (Category 1)
15	67	1	9	33
20	70	6	14	48
25	72	11	21	63
30	73	16	28	77
35	74	21	35	90
40	76	26	42	102
45	77	31	49	114
50	78	36	55	125
55	78	41	62	136
60	79	45	68	147

SOURCE: City of San Diego Mission Valley CPU PEIR, Noise Analysis (City of San Diego 2019a)

Vibration conditions evaluated within the Mission Valley CPU Program EIR provide a representative analysis of potential rail vibration impacts that could occur throughout the project area. Based on the representative analysis, vibration impacts related to future rail improvements are anticipated to be less than significant; although further, additional environmental review would be required for implementation of new rail improvements as these are outside the scope of the approvals for this project. Implementation of the Blueprint SD Initiative, Hillcrest FPA and University CPU would result in less than significant impacts related to rail related vibration.

c. Stationary Sources

Industrial manufacturing operations occasionally utilize equipment or processes that have a potential to generate groundborne vibration. However, vibrations found to be excessive for human exposure that are the result of industrial machinery are generally addressed from an occupational health and safety perspective. The residual vibrations are typically of such low amplitude that they quickly dissipate into the surrounding soil and are rarely perceivable at the surrounding land uses.

Residential and commercial uses do not typically generate vibration. Therefore, implementation of the Blueprint SD Initiative, Hillcrest FPA and University CPU would not be associated with vibration impacts from stationary sources.

Cumulative Impacts

The project would result in an increase in densities within Climate Smart Village Areas, the University CPU area, and the Hillcrest FPA area. The potential increase in density could result in cumulative impacts associated with increases in ambient noise and vibration associated with higher densities and associated traffic, increases in construction noise, and potential groundborne noise and vibration impacts due to development adjacent to trolley or rail lines.

While the potential increase in density could increase vehicle trips and associated ambient noise levels, the proposed project is intended to support a mode shift from single occupancy vehicles to active transportation modes, which could result in reduced noise levels compared to what was disclosed in recent CPU EIRs. However, the increase in development capacity could generate traffic noise in excess of what was anticipated for citywide, resulting in a potential cumulative increase in noise resulting from higher density development within the project areas, which would be a significant impact. Cumulative impacts associated with Ambient Noise Levels (Issue 1) and Groundborne Vibration (Issue 2) would be significant.

4.11.5 Significance of Impacts

4.11.5.1 Ambient Noise Levels

a. Construction Noise

Construction activities related to implementation of the project would potentially generate short-term noise levels in excess of 75 dB(A) L_{eq} at adjacent properties. While the City regulates noise associated with construction equipment and activities through enforcement of its Noise Abatement and Control Ordinance, it is possible that some construction activities could exceed 75 dB(A) L_{eq} . Therefore, impacts associated with construction noise would remain potentially significant.

b. Non-Transportation Noise Increases

The project areas would contain residential and commercial interfaces. Other land use interfaces may be present throughout the project areas including residential near industrial uses. Mixed-use areas where residential uses are located in proximity to commercial sites could expose sensitive receptors to noise above allowable levels. While it is not anticipated that stationary sources associated with multi-family residential land uses located within the project areas would result in noise exceeding property line limits, at a programmatic level of review it cannot be ensured that all development would be able to meet property line noise limitations. The City's Noise Ordinance property line standards would apply to all future development consistent with the Blueprint SD Initiative, University CPU, and Hillcrest FPA. Although enforcement mechanisms for the violation of

noise regulations in the Noise Abatement and Control Ordinance would provide for the correction of potential noise exceedances, impacts would remain potentially significant.

c. Traffic-Related Noise

Future development within the project areas could result in increases in transportation noise and could have the potential to increase the exposure of sensitive land uses to traffic noise. Implementation of the project would introduce a greater intensity of mixed-use and multi-family development that would generate traffic that would add to existing traffic noise levels. Because implementation of the project would result in a substantial increase in ambient noise due to traffic, increases in ambient noise levels due to project related traffic would be significant.

4.11.5.2 Groundborne Vibration

Potential groundborne vibration impacts related to railroad and stationary sources would be less than significant; however, implementation of the Blueprint SD Initiative, Hillcrest FPA and University CPU would have the potential to result in groundborne vibration impacts related to construction if pile driving is proposed within close proximity of structures. As shown in Table 4.11-2, vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the FTA criteria for architectural damage (e.g., 0.12 PPV for fragile or historical resources, 0.2 PPV for non-engineered timber and masonry buildings, and 0.3 PPV for engineered concrete and masonry). Although specific construction techniques are not known at this program level of review, there is a potential for pile driving to be proposed within the FTA screening distances, resulting in a significant impact.

4.11.6 Mitigation, Monitoring and Reporting

Mitigation measures are provided at the program level to serve as the basis for more specific refinement of future mitigation measures to be developed as specific projects are proposed. The following mitigation framework provides a program-level framework for reducing significant impacts related to noise.

MM-NOI-1 Noise Abatement and Control Ordinance

Future projects shall be required to comply with the construction noise levels limits defined by Section 59.5.0404. If construction noise would exceed the construction noise limits, a permit shall be granted by the Noise Abatement and Control Administrator. If necessary to comply with SDMC Section 59.5.0404, site specific noise reduction measures may be incorporated to meet property line limitations.

Future development with stationary sources of noise shall comply with Section 59.5.0401 et seq. of the SDMC, which specifies the maximum one-hour average sound level limits allowed at the boundary of a property.

MM-NOI-2 Vibration – Construction Activities

Future projects that include pile driving and would result in vibration levels exceeding the PPV and screening distances detailed in Table 4.11-2 shall implement vibration reduction measures to minimize construction-related vibration impacts. Measures shall be based on the results of site-specific recommendations from an acoustical analysis. Measures may include, but are not limited to, limiting the use of vibration-intensive equipment in proximity to sensitive receptors, installing low soil displacement piles (e.g., H-piles) instead of high soil displacement piles (e.g., concrete piles) for pile-driving, and pre-drilling for pile-driving. Other measures may include pre- and post-construction inspections to document any damage and provide repairs in the event damage occurs.

4.11.7 Significance after Mitigation**4.11.7.1 Ambient Noise Levels****a. Construction Noise**

Implementation of MM-NOI-1 would reduce construction-related noise impacts; however, even with implementation of MM-NOI-1, significant construction noise impacts may still occur because it may not be possible to reduce property line construction noise level limits consistent with the SDMC at all times and a permit from the Noise Abatement and Control Administrator may be required. Construction-related noise impacts would therefore be significant after mitigation.

b. Non-Transportation Noise Increases

Implementation of MM-NOI-1 is anticipated to be sufficient to reduce noise levels at the property line from stationary sources to less than significant in most cases. While it is not anticipated that stationary sources located within the project areas would result in noise exceeding property line limits, at a programmatic level of review, it cannot be ensured that all future development can demonstrate compliance. Therefore, impacts would remain significant after mitigation.

c. Traffic-Related Noise

Traffic noise levels under the Blueprint SD Initiative, Hillcrest FPA, and University CPU are expected to contribute to additional traffic noise levels in excess of compatible noise levels for specified land uses defined in the City's land use – noise compatibility guidelines. While at a program level of review impacts are considered significant, the project is intended to support a shift from vehicle traffic toward transit, pedestrian, and bicycle. City implementation of the policy framework of the Climate Action plan, the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would support non-vehicular modes, which would support reductions in traffic noise over time. At a program level of review, no additional mitigation is available to support further impact reductions.

4.11.7.2 Groundborne Vibration

Implementation of MM-NOI-2 would reduce potential construction vibration-related impacts; however, even with implementation of MM-NOI-2, significant construction vibration-related impacts may still occur because the project specific construction techniques, locations of construction activities, and location of vibration sensitive land uses are not known at this time. At a program level of review, construction related vibration impacts would therefore remain significant after mitigation.

4.12 Public Services

This section analyzes the potential for significant impacts related to public services that could result from the implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code (LDC), and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the LDC, and associated discretionary actions.

Issues addressed in this section include fire-rescue services, police services, schools, and libraries. This section is based on secondary source information including student generation letters received from the San Diego Unified School District (SDUSD). Appendix I-1, Student Generation Estimates and School Facility Impacts for the Hillcrest Focused Plan Amendment, and Appendix I-2, Student Generation Estimates and School Facility Impacts for the University Community Plan Amendment, were received from SDUSD on December 8, 2023 and September 14, 2023, respectively.

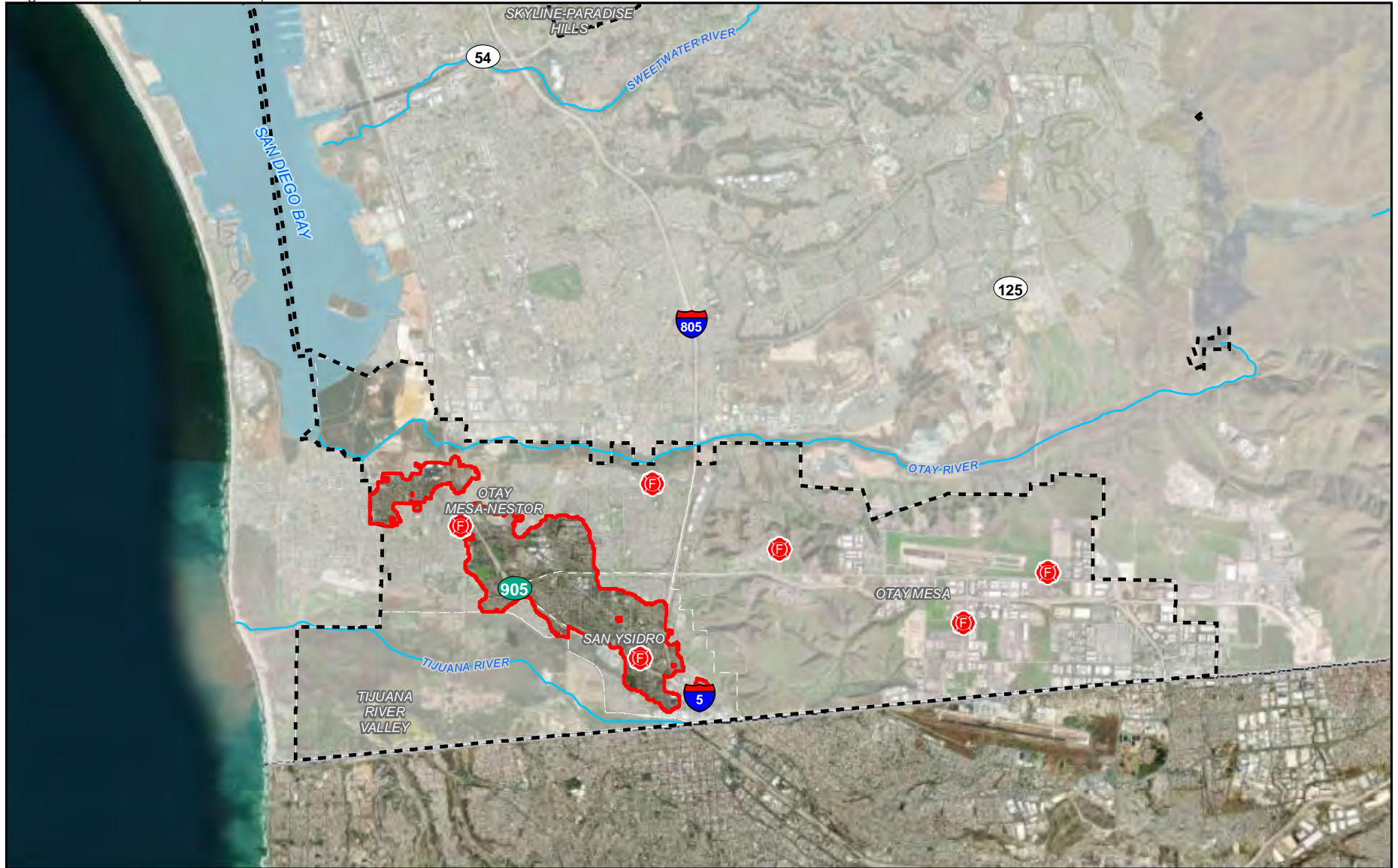
4.12.1 Existing Conditions




4.12.1.1 Fire-Rescue Services

a. Blueprint SD Initiative

The City’s Fire-Rescue Department (SDFD) provides fire, emergency medical, lifeguard, and emergency management services. This includes 911 services, fire inspections, permits, and community education. SDFD’s service area encompasses approximately 343 square miles of the City, approximately 17 miles of coastline extending three miles offshore, and approximately 4,600 acres around Mission Bay Park. SDFD serves a population of approximately 1,419,845 people. SDFD currently employs 949 uniformed fire personnel, 98 permanent uniformed lifeguard personnel, and 246 civilian personnel.

Currently, there are 52 fire stations strategically located throughout the City to provide emergency service coverage for all communities as well as nine permanent lifeguard stations (31 seasonal stations during peak period). Table 4.12-1 shows the planned fire stations and Table 4.12-2 and Figures 4.12-1a through 4.12-1e show the existing fire stations. The City’s varied topography presents demands on fire-rescue services and can also affect response times.



-  Fire Station
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

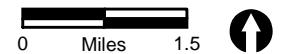
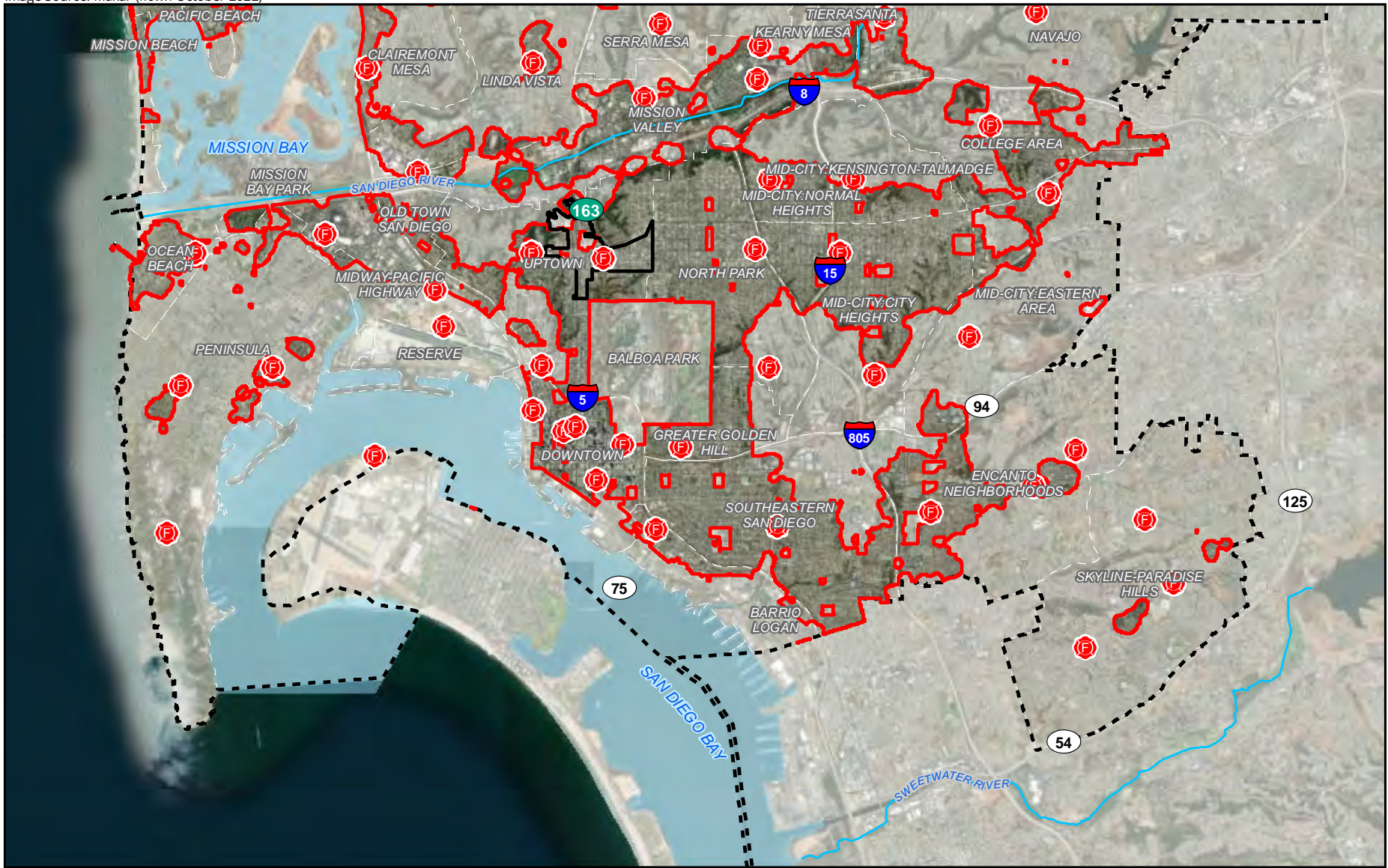






FIGURE 4.12-1a
Existing Fire Stations in Relation to
the Project Areas - South



-  Fire Station
-  Hillcrest Focused Plan Amendment Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

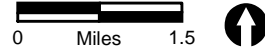
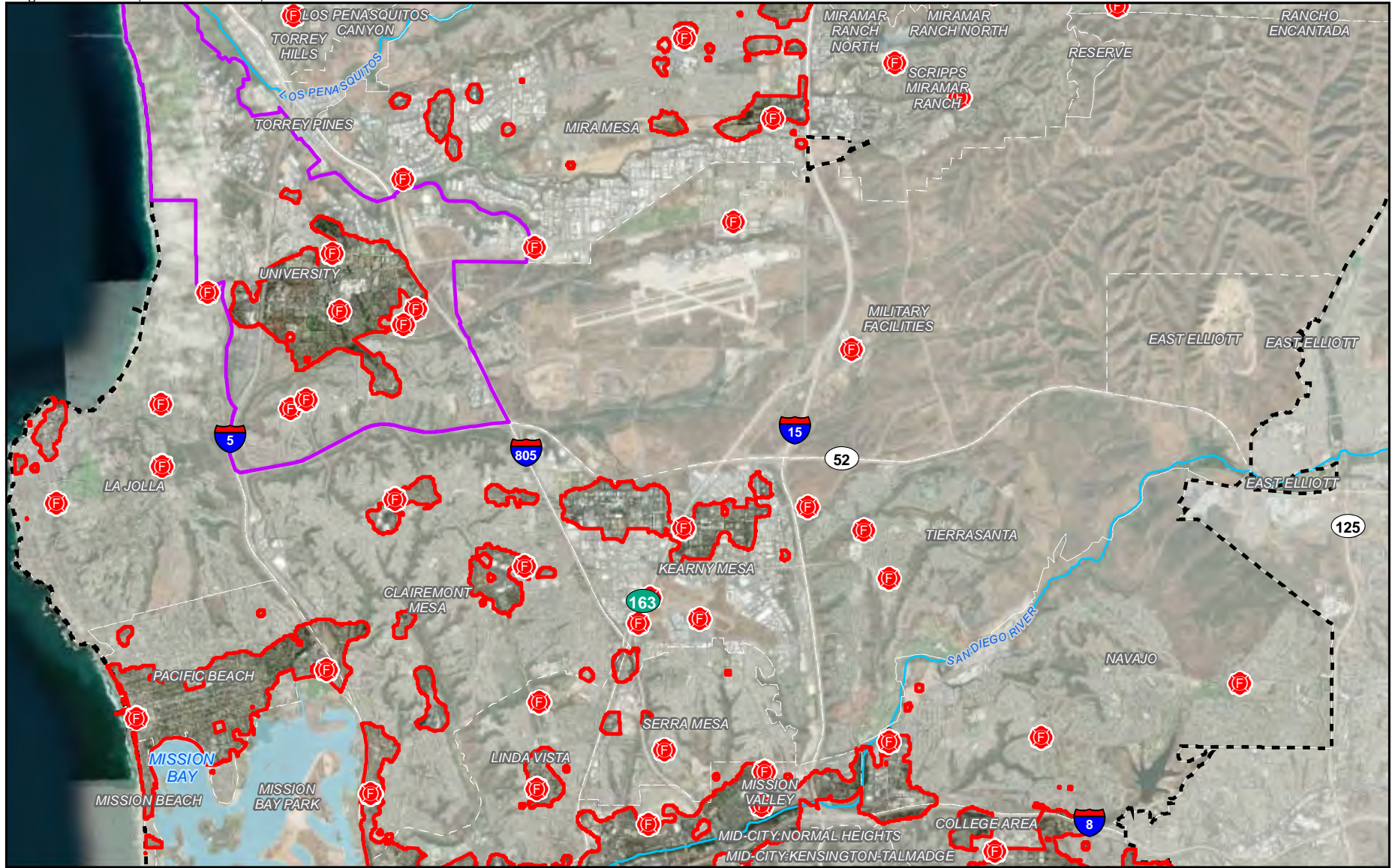






FIGURE 4.12-1b
Existing Fire Stations in Relation to
the Project Areas - South Central



-  Fire Station
-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

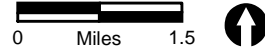
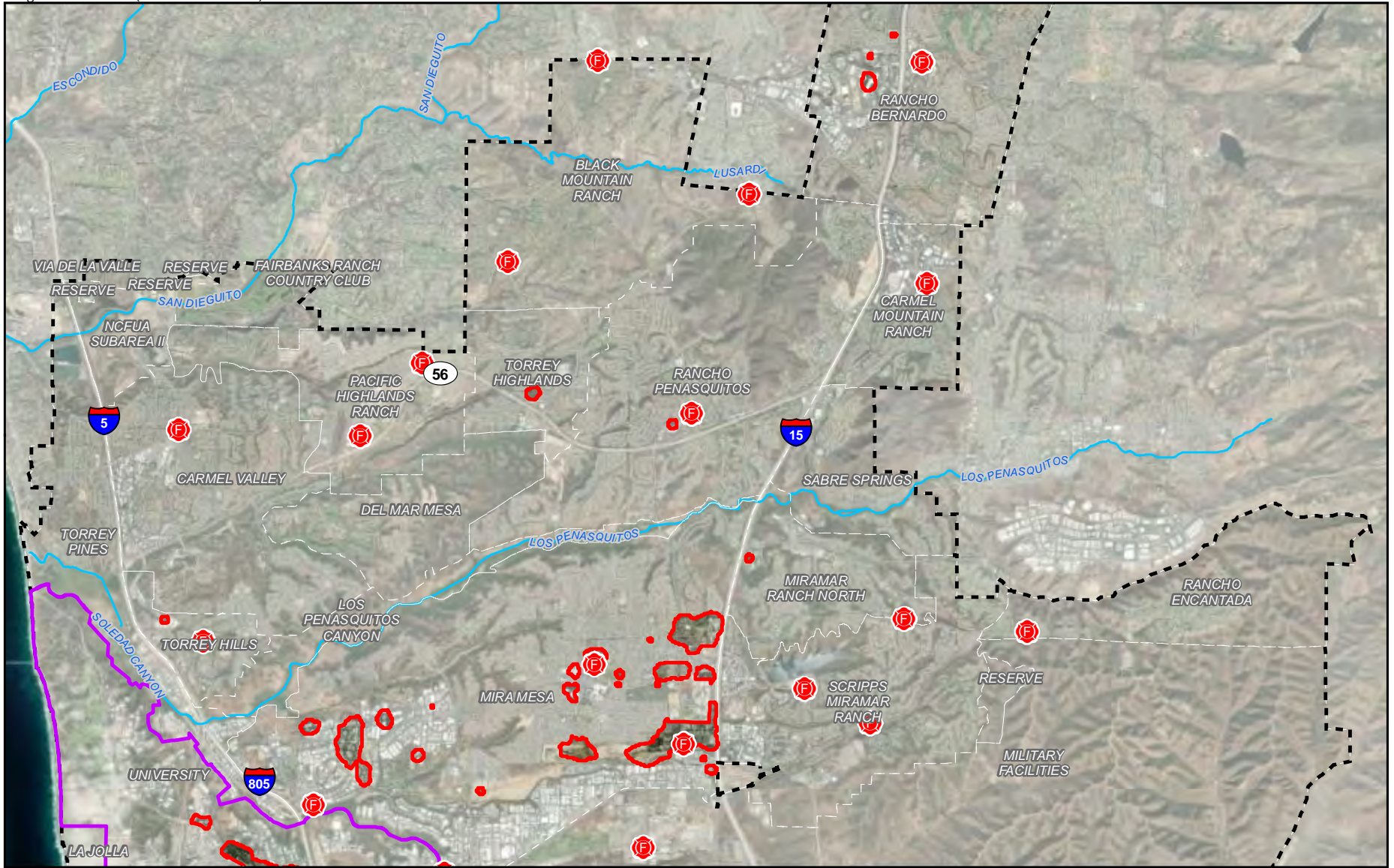


FIGURE 4.12-1c
Existing Fire Stations in Relation to
the Project Areas - North Central







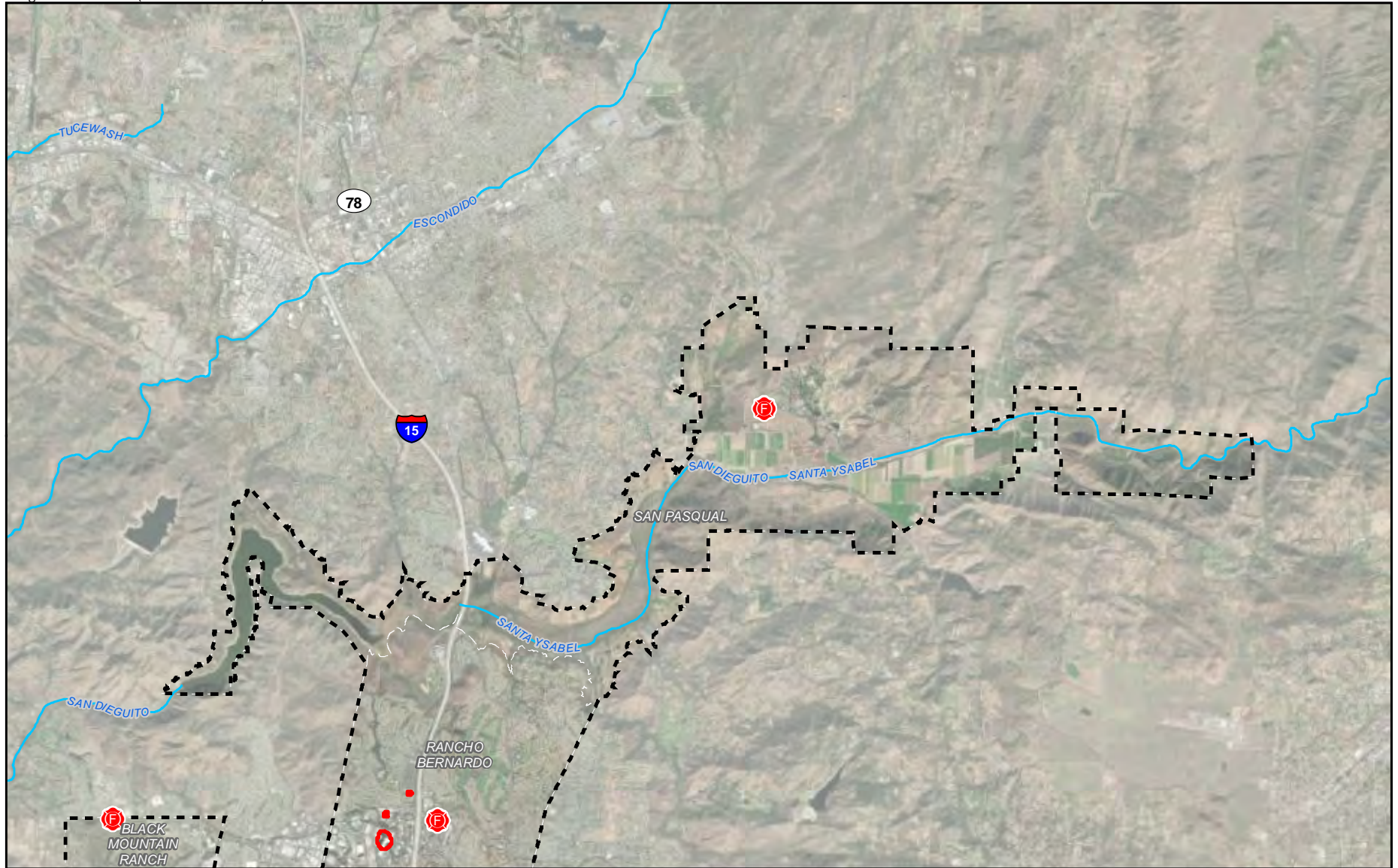



-  Fire Station
-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

FIGURE 4.12-1d
Existing Fire Stations in Relation to
the Project Areas - North



-  Fire Station
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

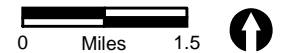


FIGURE 4.12-1e
Existing Fire Stations in Relation to
the Project Areas - Northeast

For additional support, the City relies on numerous automatic aid agreements with jurisdictions adjoining the City to ensure that the closest engine company responds to a given incident regardless of which jurisdiction they represent. Mutual aid agreements with county, state, and federal government agencies further allow the City, and any other participating agency, to request additional resources depending on the complexity and needs of a given incident (City of San Diego 2023a).

Table 4.12-1 City of San Diego Planned Fire Stations	
Station Name	Community Planning Area
SD Future East Otay Mesa FS	Otay Mesa
SD Future Otay Mesa FS 49	Otay Mesa
SD Future Encanto FS	Encanto Neighborhoods
SD Future East Village FS	Downtown
SD FS 1/201	Downtown
SD Future FS Home Avenue (N109)	Mid-City: City Heights
SD Future Liberty Station FS	Peninsula
SD Lindbergh Field FS	Reserve
SD Future Kensington FS	Mid-City: Kensington-Talmadge
SD Future West Mission Valley FS	Linda Vista
SD Future College Area FS	College Area
SD Future Quarry Falls FS	Mission Valley
SD Future Serra Mesa FS	Serra Mesa
SD Future Navajo FS	Navajo
SD Future Linda Vista FS	Linda Vista
SD Future FS Old Mission Bay Hospital	Pacific Beach
SD Air Operations Base	Kearny Mesa
SD Proposed Air Operations Base	Kearny Mesa
SD Future FS Stresemann/Governor	University
SD Future FS Nobel/Genesee	University
SD Future University City FS Judicial/Nobel	University
SD Future FS La Jolla Site	La Jolla
SD Future Mira Mesa FS	Mira Mesa
SD Future Scripps Miramar FS	Scripps Miramar Ranch
SD Future Torrey Hills FS	Torrey Hills
SD Future Rancho Encantada FS	Rancho Encantada
SD Future San Pasqual FS	San Pasqual
SD = San Diego; FS = Fire Station Source: SANGIS	

Table 4.12-2 City of San Diego Existing Fire Stations			
Station Name	District Name	Station Number	Community Planning Area
SD FS 29	San Diego Fire Department	29	San Ysidro
SD FS 43	San Diego Fire Department	43	Otay Mesa
SD FS 30	San Diego Fire Department	30	Otay Mesa-Nestor
SD FS 6	San Diego Fire Department	6	Otay Mesa-Nestor

Table 4.12-2 City of San Diego Existing Fire Stations			
Station Name	District Name	Station Number	Community Planning Area
SD Future Paradise Hills FS 54	San Diego Fire Department	54	Skyline-Paradise Hills
SD FS 32	San Diego Fire Department	32	Skyline-Paradise Hills
Federal FS12	Federal Fire Department	12	Peninsula
SD FS 7	San Diego Fire Department	7	Barrio Logan
SD FS 19	San Diego Fire Department	19	Southeastern San Diego
SD FS 51	San Diego Fire Department	51	Skyline-Paradise Hills
SD FS 12	San Diego Fire Department	12	Encanto Neighborhoods
SD FS 55	San Diego Fire Department	55	Encanto Neighborhoods
SD FS 4	San Diego Fire Department	4	Downtown
Federal FS2	Federal Fire Department	2	Coronado Island
SD FS 11	San Diego Fire Department	11	Greater Golden Hill
SD FS 2	San Diego Fire Department	2	Downtown
SD FS 22	San Diego Fire Department	22	Peninsula
SD Future North Park FS 55	San Diego Fire Department	55	North Park
SD FS 3	San Diego Fire Department	3	Uptown
SD FS 26	San Diego Fire Department	26	Mid-City: Eastern Area
MCRD San Diego 614	MCRD San Diego	614	Midway-Pacific Highway
SD FS 5	San Diego Fire Department	5	Uptown
SD FS 15	San Diego Fire Department	15	Ocean Beach
SD FS 17	San Diego Fire Department	17	Mid-City: City Heights
SD FS 8	San Diego Fire Department	8	Uptown
SD FS 14	San Diego Fire Department	14	North Park
SD FS 20	San Diego Fire Department	20	Midway-Pacific Highway
SD FS 10	San Diego Fire Department	10	Mid-City: Eastern Area
SD FS 18	San Diego Fire Department	18	Mid-City: Normal Heights
SD Temporary FS 45	San Diego Fire Department	45	Mission Valley
SD FS 25	San Diego Fire Department	25	Clairemont Mesa
SD FS 23	San Diego Fire Department	23	Linda Vista
SD FS 45	San Diego Fire Department	45	Mission Valley
SD FS 31	San Diego Fire Department	31	Navajo
SD FS 21	San Diego Fire Department	21	Pacific Beach
SD FS 34	San Diego Fire Department	34	Navajo
SD FS 28	San Diego Fire Department	28	Kearny Mesa
SD FS 39	San Diego Fire Department	39	Tierrasanta
SD FS 36	San Diego Fire Department	36	Clairemont Mesa
SD Future FS 39	San Diego Fire Department	39	Tierrasanta
SD Future FS 28	San Diego Fire Department	28	Kearny Mesa
SD Future Research Park FS	San Diego Fire Department	39	Tierrasanta
SD FS 13	San Diego Fire Department	13	La Jolla
SD FS 27	San Diego Fire Department	27	Clairemont Mesa
SD FS 16	San Diego Fire Department	16	La Jolla
SD FS 9	San Diego Fire Department	9	La Jolla
SD FS 56	San Diego Fire Department	56	University
MCAS Miramar 62	MCAS Miramar	62	Military Facilities
SD FS 50	San Diego Fire Department	50	University

Table 4.12-2 City of San Diego Existing Fire Stations			
Station Name	District Name	Station Number	Community Planning Area
SD FS 35	San Diego Fire Department	35	University
MCAS Miramar 61	MCAS Miramar	61	Military Facilities
SD FS 41	San Diego Fire Department	41	Mira Mesa
SD FS 44	San Diego Fire Department	44	Mira Mesa
Old SD FS 37	San Diego Fire Department	37	Scripps Miramar Ranch
SD FS 38	San Diego Fire Department	38	Mira Mesa
SD FS 37	San Diego Fire Department	37	Miramar Ranch North
SD FS 47	San Diego Fire Department	47	Pacific Highlands Ranch
SD FS 24	San Diego Fire Department	24	Carmel Valley
SD FS 40	San Diego Fire Department	40	Rancho Peñasquitos
SD Future FS 47 Old Location	San Diego Fire Department	47	Pacific Highlands Ranch
SD FS 42	San Diego Fire Department	42	Carmel Mountain Ranch
SD FS 46	San Diego Fire Department	46	Black Mountain Ranch
SD Future FS 48	San Diego Fire Department	48	Black Mountain Ranch
SD FS 33	San Diego Fire Department	33	Rancho Bernardo
SD Future FS 48 Old Location	San Diego Fire Department	48	Black Mountain Ranch
SD = San Diego; FS = Fire Station; MCRD = Marine Corps Recruit Depot San Diego; MCAS = Marine Corps Air Station SOURCE: SANGIS			

The 2017 Fire-Rescue Standards of Response Cover Review identified four remaining gaps to be addressed to improve response times. At the time the report was prepared, the following six remaining community planning areas had gaps in coverage: Southwestern Skyline-Paradise Hills, Northeastern Encanto, Southern University, Pacific Beach, Torrey Hills/South Carmel Valley, Northeastern Rancho Bernardo, and Southern Sabre Springs (City of San Diego 2017).

Adopted Fire Station Location Measures

The City's General Plan Public Facilities, Services, and Safety Element Table PF-D.1 establishes deployment measures to address future growth by population density per square mile (see Table 4.12-3, below).

Table 4.12-3 Deployment Measures to Address Future Growth by Population Density per Square Mile				
	>1,000 People/Sq. Mi.	1,000 to 500 People/Sq. Mi.	500 to 50 People/Sq. Mi.*	Permanent Open Space Areas
1 st Due Travel Time	5 minutes	12 minutes	20 minutes	10 minutes
Total Reflex* Time	7.5 minutes	14.5 minutes	22.5 minutes	12.5 minutes
1 st Alarm Travel Time	8 minutes	16 minutes	24 minutes	15 minutes
1 st Alarm Total Reflex*	10.5 minutes	18.5 minutes	26.5 minutes	17.5 minutes
People/Sq. Mi. = people per square mile *Reflex time is the total time from receipt of a 911 call to arrival of the required number of emergency units. SOURCE: City of San Diego 2023a				

In the most recently available adopted budget for Fiscal Year 2022, the SDFD established key performance indicators and provided the previous year's actual performance data. In Fiscal Year 2021, the SDFD met several performance goals including reducing civilian fire deaths to below the 2021 target and achieving a 95 percent 911 call answered rate of 15 seconds or less after transfer to fire dispatch. Several key performance indicators were not reached, as shown in Table 4.12-4.

Table 4.12-4 San Diego Fire Department Key Performance Indicators		
Performance Indicator	FY2021 Target	FY2021 Actual
Number of civilian fire deaths per 100,000 population ¹	25%	12.5%
Percentage of 911 calls answered in 15 seconds or less after transfer to Fire dispatch	95%	95%
Percent of first responder arrival on emergencies within 6:30 minutes from the assignment of the responder by dispatch to arrival on scene of emergency ²	90%	76%
Percent of first responder assignment to "E" level medical emergencies and fire/rescue emergencies within 1:30 minutes from the receipt of the 911 call in fire dispatch to the fire company notification ³	90%	71%
Percentage of effective response force (at least 17 personnel) emergency response arrival within 10:30 minutes ⁴	90%	84%
FY = Fiscal Year SOURCE: City of San Diego 2022a ¹ Fire deaths can vary significantly from year to year. ² This measure has been adjusted from 7:30 to 6:30 beginning in FY2020 to reflect that the measure now focuses on the interval from the time the first responder is assigned to the time the first responder arrives on scene. The previous measure included dispatch processing time (measured separately now) which was not a function of first responder arrival time. ³ First responder (fire engines and trucks) response time has been changed to more appropriately measure the response time of the individual unit (and not include dispatch processing time). The dispatch component is now measured in a separate measure. This metric was revised beginning in FY2020 to narrow the focus to "E" level emergencies which are time critical. This metric was revised from 1 minute to 1:30 minutes beginning in FY2021. ⁴ SDFD's inability to meet response time goals is heavily influenced by an insufficient number of geographically distributed resources to reach all communities within the desired response time goals. A comprehensive assessment of the SDFD's Standards of Response Coverage Deployment was conducted in 2011, and updated in 2017, which identified communities where additional resources are needed to achieve compliance.		

b. Hillcrest Focused Plan Amendment

The Uptown Community Planning area, including the Hillcrest FPA area, is currently served by three fire stations: Fire Stations 3, 5, and 8. Fire Station 3, located at 725 West Kalmia Street, has a service area of approximately 2.24 square miles and serves Midtown, Balboa Park, and its surrounding areas. Fire Station 5, located at 3902 9th Avenue, has a service area of approximately 4.12 square miles and serves Hillcrest and its surrounding areas. Fire Station 8, located at 3974 Goldfinch Street, has a service area of approximately 2.66 square miles and serves Mission Hills and its surrounding areas.

A particular fire threat in the Uptown Community Planning area is the open space canyons from which damaging fires have occurred in the past. SDFD's Wildland Management and Enforcement Section has several active programs (see Section 4.18.2.3.b of this Program Environmental Impact Report [PEIR]) which promote the clearing of canyon vegetation away from structures; however, the SDFD does not have resources to conduct weed abatement on behalf of privately owned parcels within the City. SDFD also provides emergency/rescue services, hazard prevention, and safety education to ensure the protection of life, property, and the environment, including education about vegetation management to protect properties from wildfires in canyon areas.

Fire Station 8 was expanded in Fiscal Year 2020 and included new quarters and a redesign of the facility's working areas to provide full functionality. SDFD continuously evaluates upgrades, expansions, and new facilities to maintain adequate service to the community. As growth and development occur, fire station capacity would be evaluated to ensure that station locations and staffing levels are adequate to maintain acceptable levels of service.

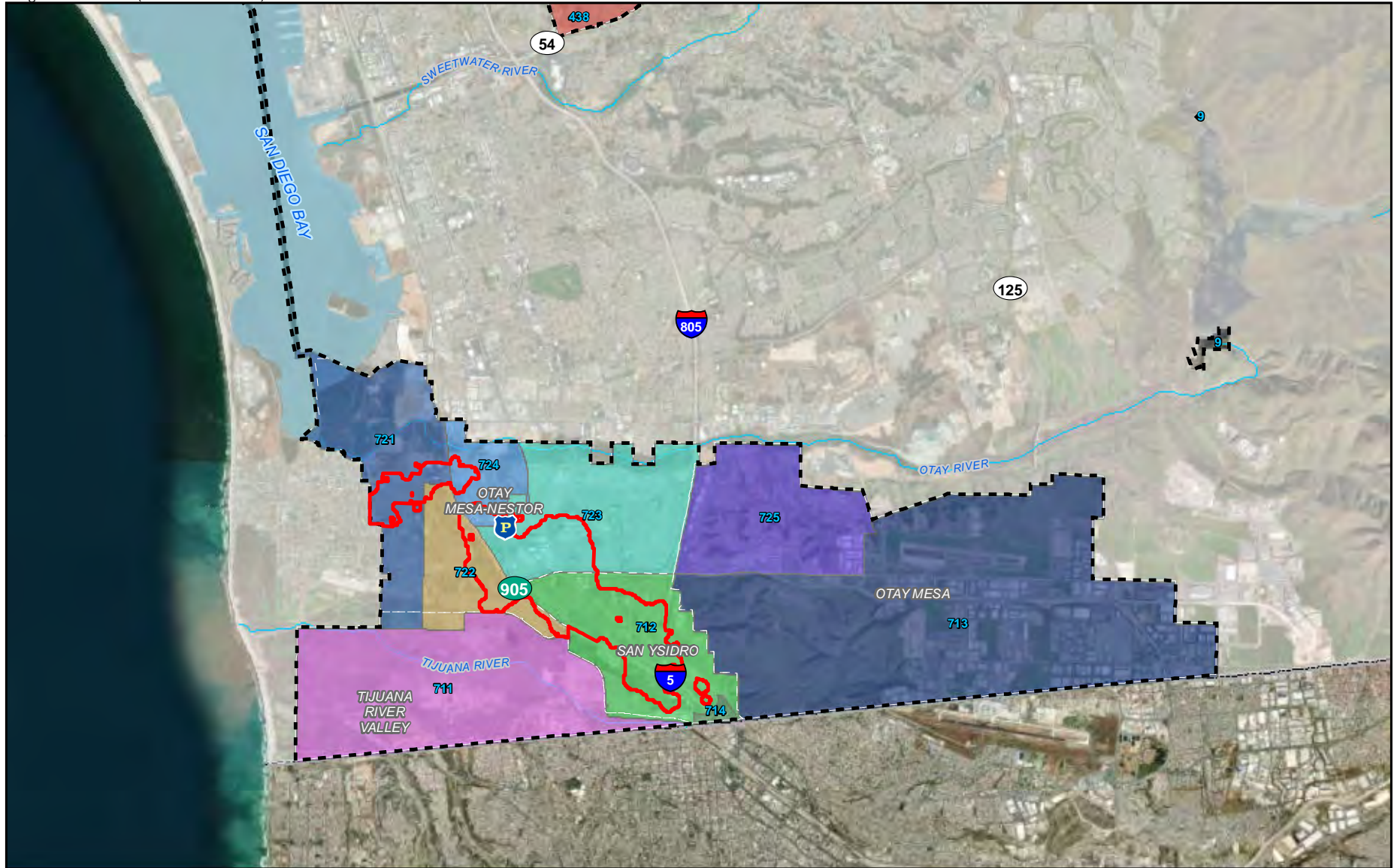
c. University Community Plan Update





The University CPU area is currently served by two fire stations: Fire Stations 35 and 50. Fire Station 35, located at 4285 Eastgate Mall, has a service area of approximately 11.32 square miles and serves the northern portion of the University CPU area. Fire Station 50 is located at 7177 Shoreline Drive and primarily serves the southern portion of the University CPU area. A new fire station, Fire Station 52, is currently under construction, is adjacent to the University of California, San Diego (UCSD), and would primarily serve the northern portion of the University CPU area to maintain and improve response times. Limited portions of the University CPU area are further supported and serviced by nearby fire stations, as follows: Fire Station 41, located at 4914 Carroll Canyon Road, has a service area of approximately 10.20 square miles and serves the northern portion of the University CPU area; Fire Station 9, located at 7870 Ardath Lane, has a service area of approximately 4.72 square miles and serves the southeast portions of the University CPU area; and Fire Station 27, located at 5064 Clairemont Drive, has a service area of approximately 5.80 square miles and serves the southern portion of the University CPU area.

4.12.1.2 Police Services

a. Blueprint SD Initiative

The City is served by the San Diego Police Department (SDPD) which provides patrol, traffic, investigative, records, laboratory, and support services (City of San Diego 2023a). The SDPD service area encompasses approximately 372.4 square miles in the City and the SDPD serves a population of approximately 1.41 million people. SDPD has divided the City's neighborhoods into nine patrol divisions: Central, Eastern, Mid-City, Northeastern, Northern, Northwestern, Southeastern, Southern, and Western. Each area of the City is patrolled by a beat. Table 4.12-5 and Figures 4.12-2a through 4.12-2e show the police stations and beats associated with each community planning area.



-  Police Station
-  Police Beats
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

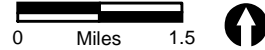
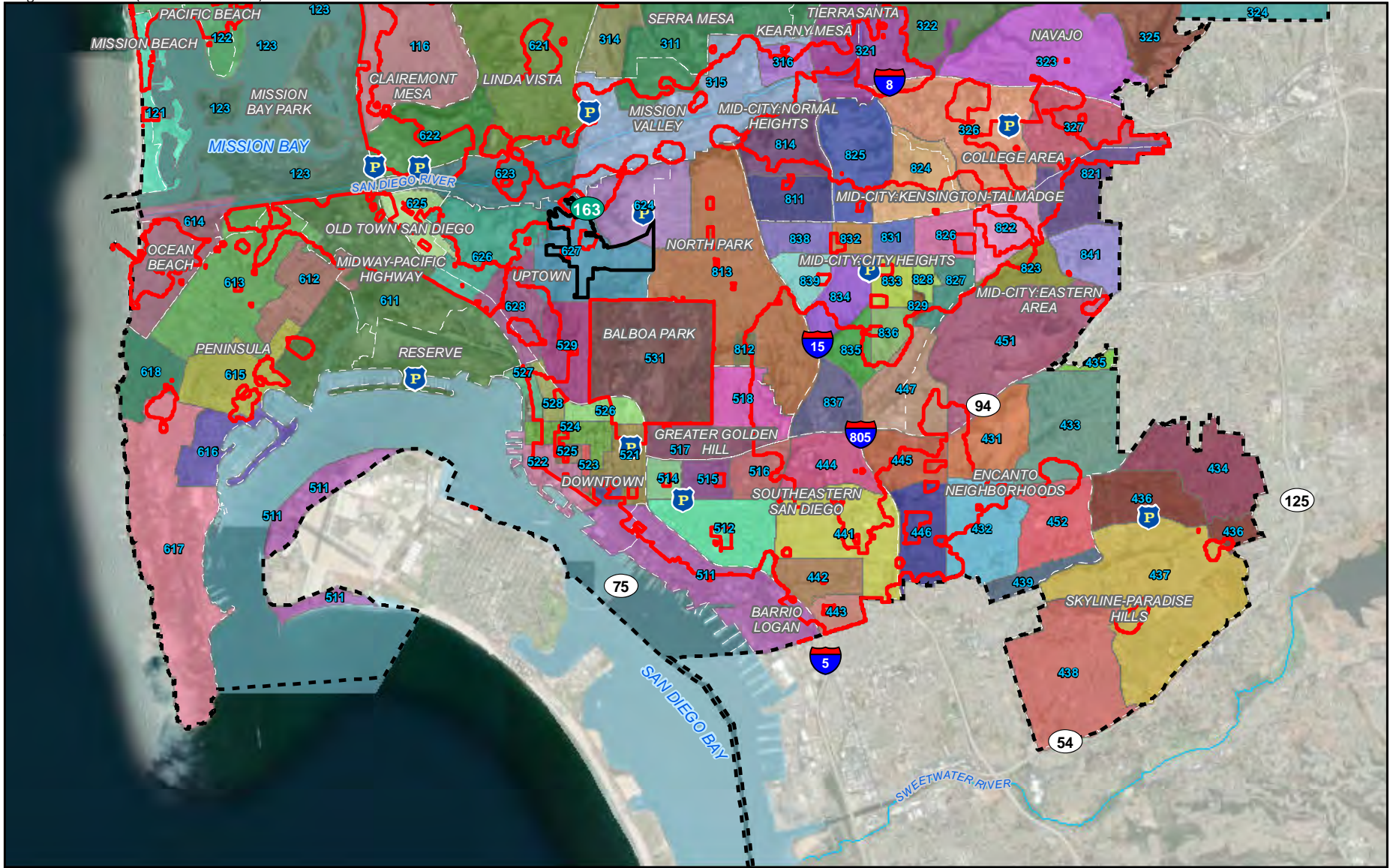







FIGURE 4.12-2a
Existing Police Stations in Relation to
the Project Areas - South



-  Police Station
-  Police Beats
-  Hillcrest Focused Plan Amendment Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

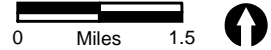
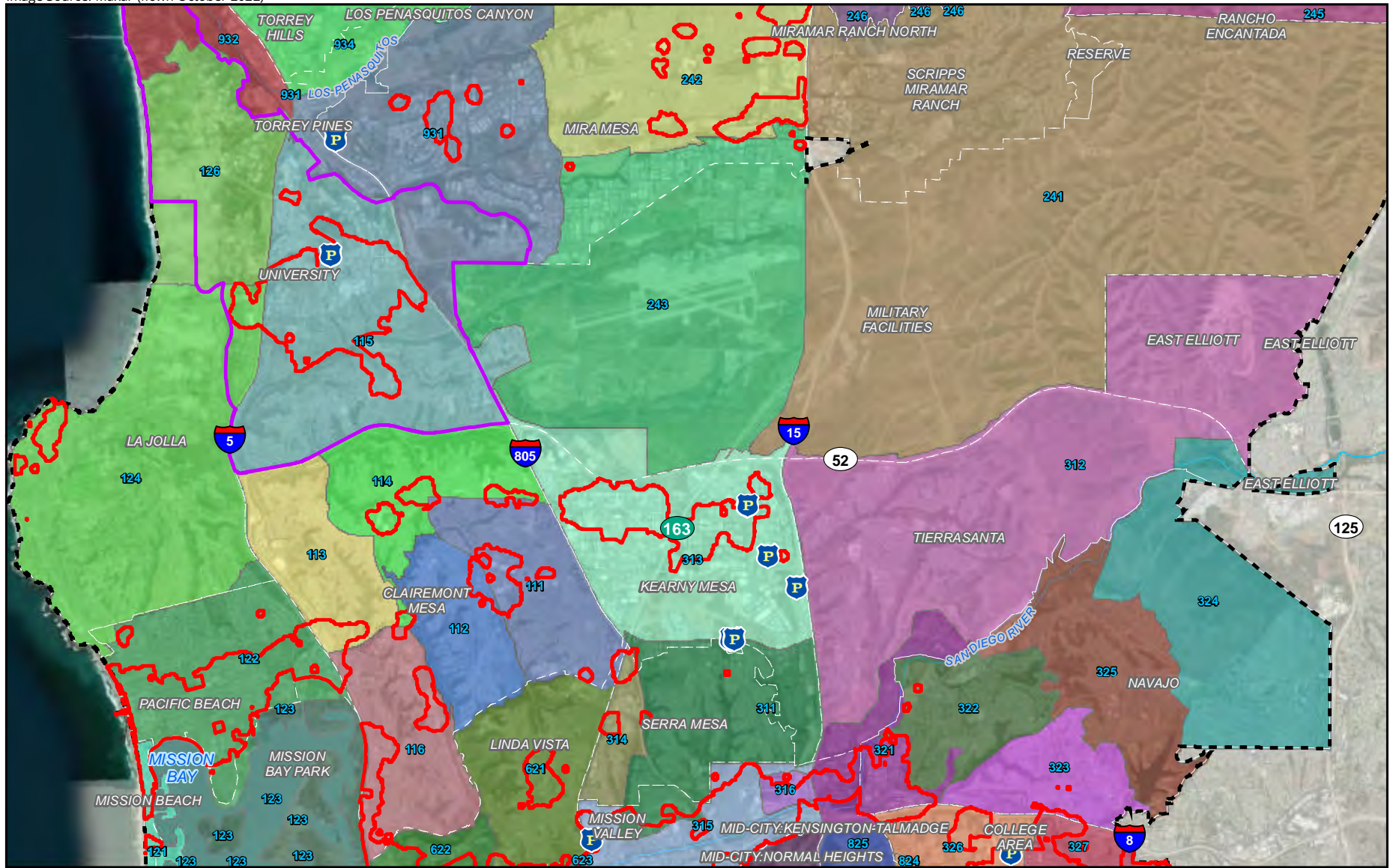


FIGURE 4.12-2b
Existing Police Stations in Relation to
the Project Areas - South Central



- Police Station
- Police Beats
- University Community Plan Update Area
- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits

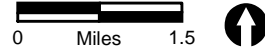
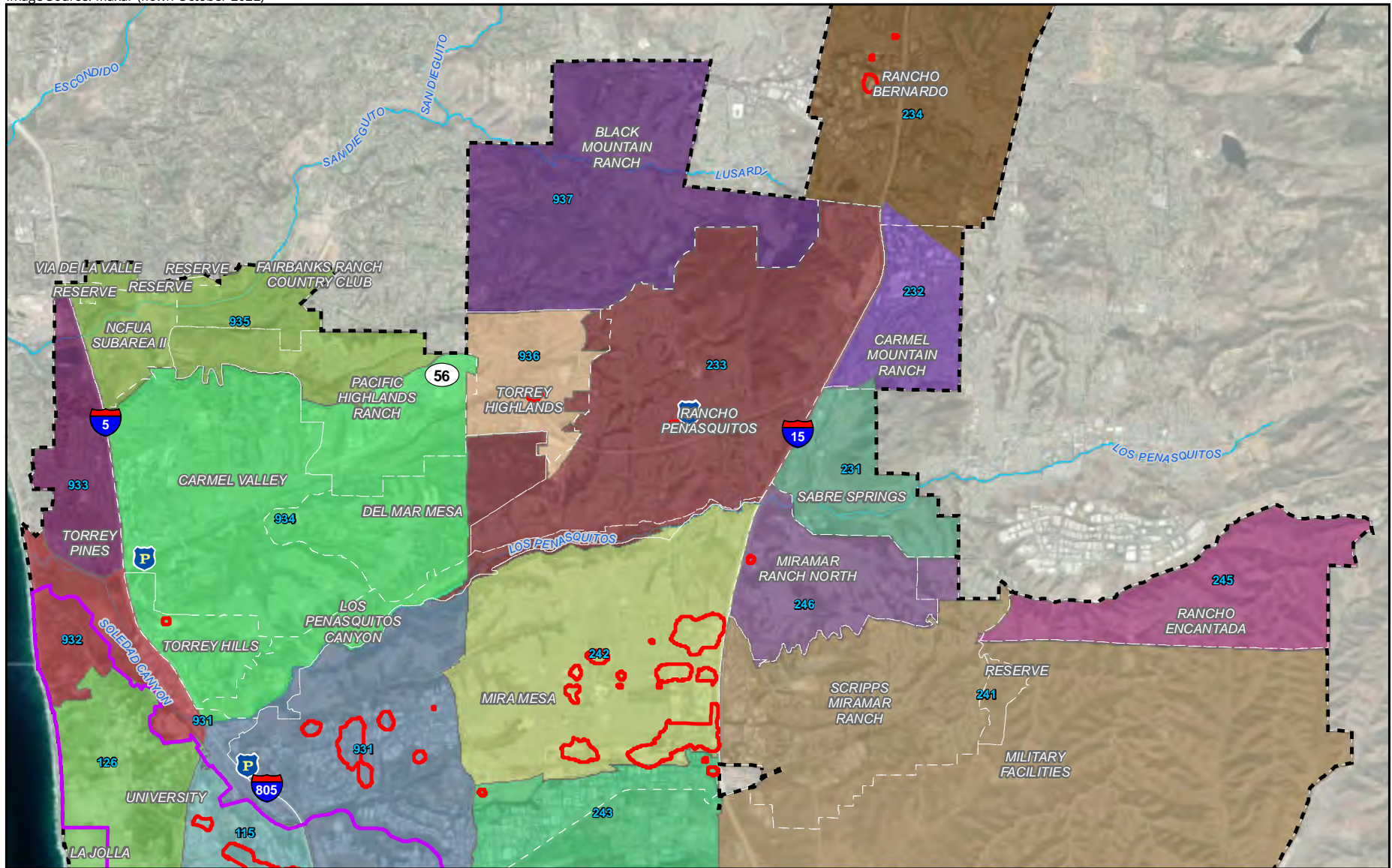







FIGURE 4.12-2c
Existing Police Stations in Relation to
the Project Areas - North Central



-  Police Station
-  Police Beats
-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

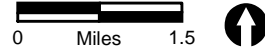
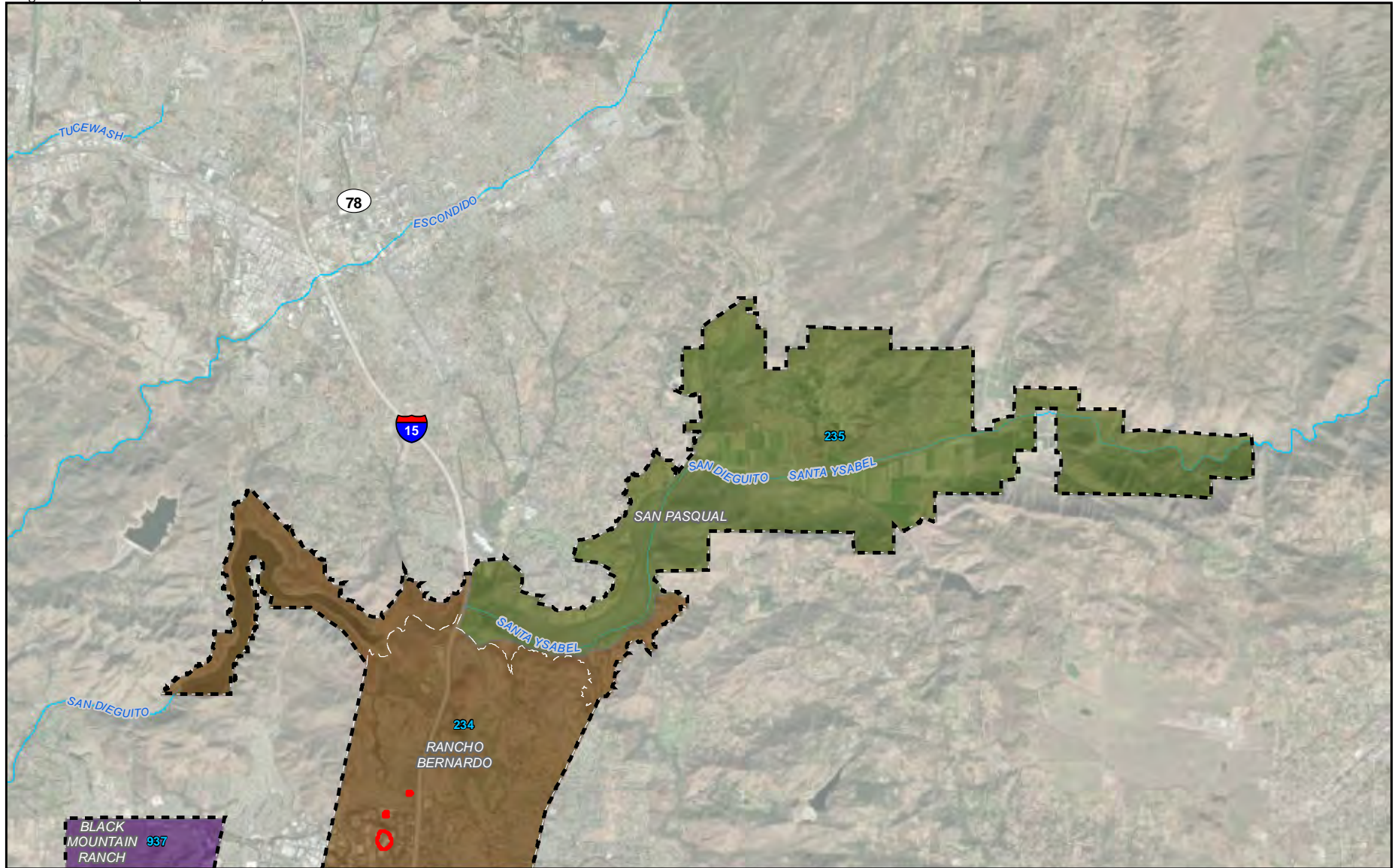





FIGURE 4.12-2d
Existing Police Stations in Relation to
the Project Areas - North



-  Police Beats
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

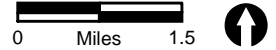


FIGURE 4.12-2e
Existing Police Stations in Relation to
the Project Areas - Northeast

Facility	Address	Community Plan
San Diego Police - Central Division	2501 Imperial Avenue	Southeastern San Diego
San Diego Police - Eastern Division	9225 Aero Drive	Kearny Mesa
San Diego Police - Mid-City Division	4310 Landis Street	Mid-City: City Heights
San Diego Police - Northeastern Division	13396 Salmon River Road	Rancho Peñasquitos
San Diego Police - Northern Division	4275 Eastgate Mall	University
San Diego Police - Northwestern Division	12592 El Camino Real	Carmel Valley
San Diego Police - Southeastern Division	7222 Skyline Drive	Skyline-Paradise Hills
San Diego Police - Southern Division	1120 27 th Street	Otay Mesa-Nestor
San Diego Police - Traffic Division/ Special Events	9265 Aero Drive	Kearny Mesa
San Diego Police - Western Division	5215 Gaines Street	Linda Vista
San Diego Police Headquarters	1401 Broadway	Downtown
San Diego Police Neighborhood Policing Division	4020 Murphy Canyon Road	Kearny Mesa

SOURCE: SANGIS

The SDPD has three new facility projects planned within the Fiscal Year 2024-2028 Five-Year Capital Infrastructure Planning Outlook. These include a new Firearms Training Facility, Police Plaza tenant improvements, and a feasibility study for a new Northern Division facility (City of San Diego 2022b).

From January to December of 2023, the SDPD received 734,945 911 calls and 439,081 calls for service. In the most recently available adopted budget for Fiscal Year 2023, the SDPD established key performance indicators and provided the previous year's actual performance data. SDPD establishes call priority categories as follows: priority E (imminent threat to life), priority 1 (serious crimes in progress), priority 2 (less serious crimes with no threat to life), priority 3 (minor crimes/requests that are not urgent), priority 4 (minor requests for police service). In Fiscal Year 2022, the SDPD met one response time performance goal, with an average response time of 6.6 minutes for priority E calls. Several performance goals were not reached, as shown in Table 4.12-6 (City of San Diego 2022c).

Performance Indicator	FY2022 Target	FY2022 Actual
Percentage of 911 calls answered within 10 seconds ¹	90 percent	80 percent
Average response time to priority E calls (in minutes)	7	6.6
Average response time to priority 1 calls (in minutes)	14	36.8
Average response time to priority 2 calls (in minutes)	27	128.3
Average response time to priority 3 calls (in minutes)	80	209.1
Average response time to priority 4 calls (in minutes)	90	93.8

SOURCE: City of San Diego 2022a

¹The California Office of Emergency Services mandates that 95 percent of incoming 911 calls be answered within 15 seconds or less. The National Emergency Number Association mandates that 90 percent of incoming 911 calls be answered within 15 seconds or less; 95 percent of all 911 calls should be answered within 20 seconds.

b. Hillcrest Focused Plan Amendment

The Uptown Community Planning area, including the Hillcrest FPA area, is served by the Central and Western Divisions of the SDPD. The Central Division station is at 2501 Imperial Avenue in Southeastern San Diego and the Western Division station is at 5215 Gaines Street in Mission Valley (City of San Diego 2023b). The Uptown Community Planning area is patrolled by Beats 529, 624, 625, 626, 627, and 628. The Hillcrest FPA area is primarily served by Beat 627; however, Beat 624 covers a small portion of the northeastern corner of the Hillcrest FPA area and Beat 626 covers a small portion of the northwestern corner of the Hillcrest FPA area (see Figure 4.12-2b).

c. University Community Plan Update

The University CPU area is predominantly served by the Northern Division of the SDPD, which is located at 4275 Eastgate Mall. The Northern Division encompasses approximately 41 square miles and serves a population of approximately 225,000 people (City of San Diego 2023c). The Miramar area east of Interstate 805 is served by the Northwestern Division which is located at 12592 El Camino Real. The UCSD Police Department is located at 9500 Gilman Drive and serves UCSD. The University CPU area is patrolled by Beats 115, 126, 932, and 933. Beats 932 and 933 patrol the northern portion of the University CPU area, Beat 126 patrols the central portion of the University CPU area, and Beat 115 patrols the southeastern portion of the University CPU area (see Figures 4.12-2c and 4.12-2d).

4.12.1.3 Schools

a. Blueprint SD Initiative

K-12 Schools

The SDUSD is a kindergarten through 12th grade (K-12) school district and provides educational services to approximately 80 percent of the City (Table 4.12-7). In addition to SDUSD, there are 16 smaller school districts, including elementary and secondary levels, which service the outlying northern, eastern, and southern areas of the City (City of San Diego 2023b). There are 286 schools serving the project area. The SDUSD applies the following guidelines in the planning of school facilities, pursuant to the California Department of Education regulations:

- Elementary schools: maximum enrollment of 700 students. Site of approximately seven acres required to support the educational program and accommodate physical education and athletics.
- Junior high/middle schools: maximum enrollment of 1,500 students. Site of approximately 15 acres required to support the educational program and accommodate physical education and athletics.
- Comprehensive senior high schools: maximum enrollment of 2,000 students. Site of approximately 25 acres required to support the educational program and accommodate physical education and athletics.

School Year	2018-19	2019-20	2020-21	2021-22	2022-23
Total Enrollment	124,105	122,916	118,523	114,467	112,790
Percent Change	n/a	-0.96%	-3.57%	-3.42%	-1.47%

K-12 = Kindergarten through 12th Grade; n/a = not applicable; % = percent
SOURCE: Ed-Data 2023

b. Hillcrest Focused Plan Amendment

K-12 Schools

There are six public schools and seven private schools located within the Uptown Community Planning area (Table 4.12-8). Additionally, students in the Uptown Community Planning area can attend Roosevelt International Middle School (located at 3366 Park Boulevard in the Balboa Park Community Planning area) and San Diego High School (located at 1405 Park Boulevard in the Downtown Community Planning area). Overall, these six public schools saw a net decrease of -6.71 percent in enrollment over a five-year period (School Year 2018-2019 through School Year 2022-2023).

School Name	School Type
Birney Elementary (SDUSD)	Elementary
Florence Elementary (SDUSD)	Elementary
Grant K-8 (SDUSD)	Elementary
Home Hospital and Transition Supports School (SDUSD) ¹	K-12
Museum (SDUSD)	Elementary
Old Town Academy K-8 Charter (SDUSD)	Elementary
Roosevelt International Middle (SDUSD)	Middle
San Diego High (SDUSD)	High School
Francis Parker (Private)	K-12
St. Vincent de Paul (Private)	Preschool-8
Aseltine (Private)	K-12
Comprehensive Educational Services, DBA: Aces Academy (Private)	1- Transition age (18-22)
Montessori School of San Diego (Private)	Preschool and Elementary
Balboa City School (Private)	1-12
City Tree Christian (Private)	K-8

SDUSD = San Diego Unified School District; K-8 = Kindergarten through 8th Grade;
K-12 = Kindergarten through 12th Grade; DBA = doing business as
¹This school does not appear on Figure 7-1 of the Uptown Community Plan as it is a school that provides services at hospitals and transition settings and to students confined to their homes per a physician's order.

Universities

University of California, San Diego: Hillcrest Campus

The Hillcrest campus of UCSD is located in the Uptown Community Planning area and occupies approximately 62 acres. UCSD adopted a Long-Range Development Plan (LRDP) in 2019 for its Hillcrest campus which includes plans to accommodate approximately 1,000 residential units (21 existing and 979 proposed) and plans to increase medical, research, and administrative faculty and staff from 4,450 persons to approximately 5,200 persons.

c. University Community Plan Update

K-12 Schools

The University CPU area is served by a range of schooling options. There are six public schools at the K-12 levels in the University CPU area: Spreckels Elementary, Marie Curie Elementary, Standley Middle, and University City High Schools are in the southern portion of the University CPU area; and Doyle Elementary and the Preuss School Middle and High Schools are in the northern portion of the University CPU area. In addition, there are several private schools throughout the University CPU area, including Mission Bay Montessori, Fusion Academy, Torah High, and La Jolla Country Day School. Overall, public schools in the University CPU area saw a net decrease of -9.38 percent in enrollment over a five-year period (School Year 2018-2019 through School Year 2022-2023), just slightly above the district average for the same period. Table 4.12-9 shows the existing schools serving the University CPU area.

School Name	School Type
Marie Curie Elementary (SDUSD)	Elementary School
Doyle Elementary (SDUSD)	Elementary School
Preuss School UCSD	Middle School/High School
Spreckels Elementary (SDUSD)	Elementary School
Standley Middle (SDUSD)	Intermediate/Middle School
University City High (SDUSD)	High School
La Jolla Country Day (Private)	Kindergarten through 12 th Grade
Torah High	High School
Fusion Academy	Middle School/High School
Mission Bay Montessori	Elementary
SDUSD = San Diego Unified School District; UCSD = University of California, San Diego	

Universities

University of California, San Diego: La Jolla Campus

The UCSD San Diego Campus, La Jolla occupies a portion of North University and straddles Interstate 5, generally occupying the area west of North Torrey Pines Road, north of La Jolla Village Drive, west

of Regents Road, and south of Genessee Avenue. The physical growth and development of the UCSD San Diego Campus, La Jolla is guided by UCSD's 2018 Campus LRDP. The LRDP seeks to direct land use and capital projects to accommodate future space needs of up to 8.9 million net new gross square floor area of University growth. The LRDP also seeks to respond to projected demands for student enrollment, consistent with the Master Plan for Higher Education in California, to accommodate 42,400 students by the 2035-36 academic year (or until a new LRDP is approved by the University of California Regents).

4.12.1.4 Libraries

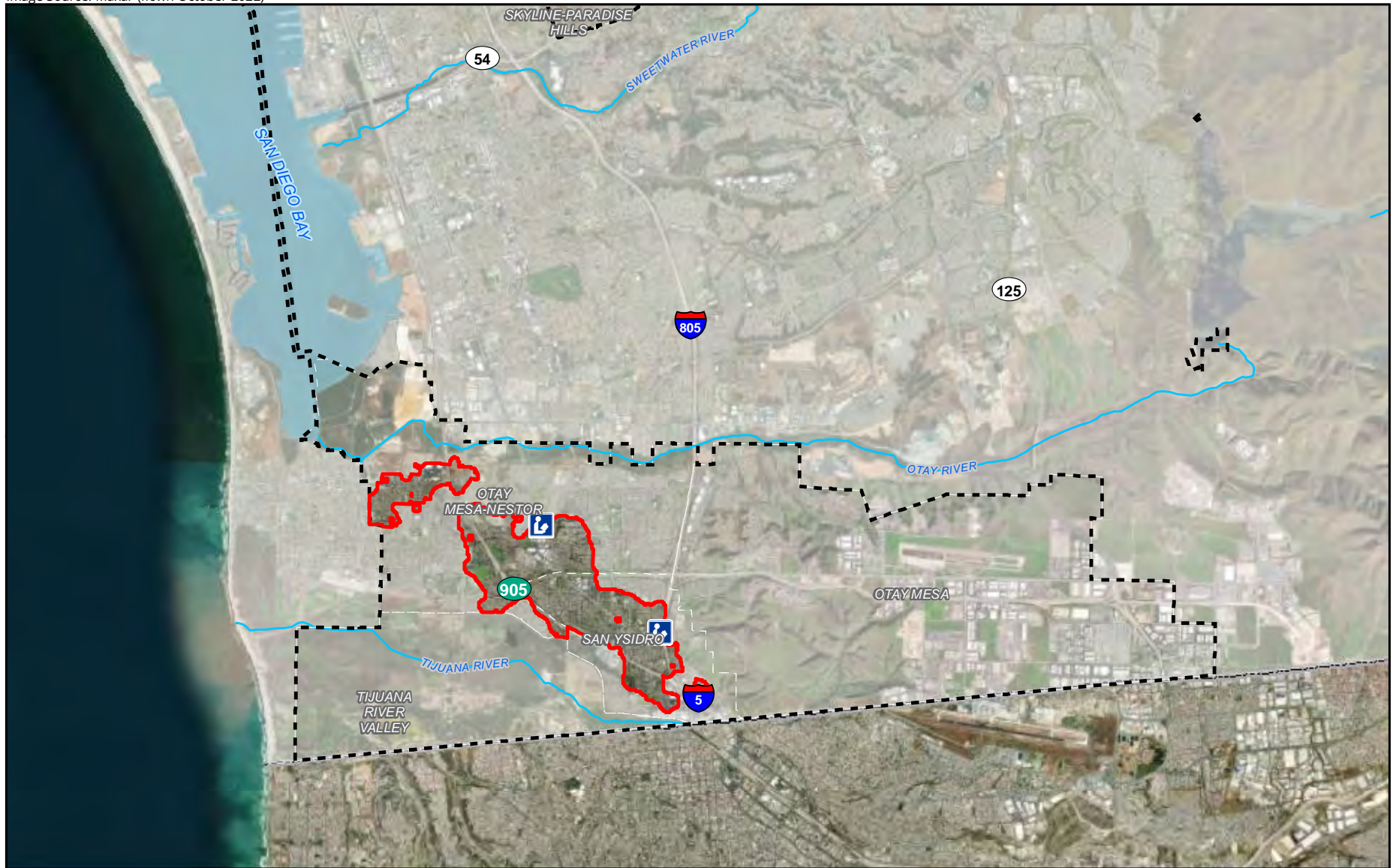
a. Blueprint SD Initiative




The City's existing library system comprises the Central Library and 36 branch libraries (Table 4.12-10; Figures 4.12-3a through 4.12-3e). The Library Master Plan divides the City into six zones (Table 4.12-11), which roughly correlate with the following areas: Zone A (Northern San Diego); Zone B (North/Downtown); Zone C (Eastern/Suburban); Zone D (Downtown/South); Zone E (Southeastern); and Zone G (South Bay/Border). The Library Master Plan identifies three zones in need of new libraries: Zones A, B, and G (City of San Diego 2023c)

Branch Name	Address	Community Planning Area
San Ysidro	4235 Beyer Boulevard	San Ysidro
Otay Mesa/Nestor	3003 Coronado Avenue	Otay Mesa-Nestor
Paradise Hills	5922 Rancho Hills Drive	Skyline-Paradise Hills
Skyline Hills	7900 Paradise Valley Road	Skyline-Paradise Hills
Mountain View/Beckwourth	721 San Pasqual Street	Southeastern San Diego
Logan Heights	567 South 28 th Street	Southeastern San Diego
San Diego Central	330 Park Boulevard	Downtown
Valencia Park /Malcolm X	5148 Market Street	Encanto Neighborhoods
Oak Park	2802 54th Street	Mid-City: Eastern Area
Point Loma/Hervey	3701 Voltaire Street	Peninsula
Ocean Beach	4801 Santa Monica Avenue	Ocean Beach
City Heights/Weingart	3795 Fairmount Avenue	Mid-City: City Heights
North Park	3795 31 st Street	North Park
Mission Hills-Hillcrest/Knox	215 West Washington Street	Uptown
University Heights	4193 Park Boulevard	North Park
Kensington-Normal Heights	4121 Adams Avenue	Mid-City: Kensington-Talmadge
College-Rolando	6600 Montezuma Road	College Area
Mission Valley	2123 Fenton Parkway	Mission Valley
Linda Vista	2160 Ulric Street	Linda Vista
Benjamin	5188 Zion Street	Navajo
Clairemont	2920 Burgener Boulevard	Clairemont Mesa
Pacific Beach/Taylor	4275 Cass Street	Pacific Beach
San Carlos	7265 Jackson Drive	Navajo
Serra Mesa-Kearny Mesa	9005 Aero Drive	Serra Mesa

Table 4.12-10 City of San Diego Libraries		
Branch Name	Address	Community Planning Area
Tierrasanta	4985 La Cuenta Drive	Tierrasanta
Balboa	4255 Mt. Abernathy Avenue	Clairemont Mesa
North Clairemont	4616 Clairemont Drive	Clairemont Mesa
La Jolla/Riford	7555 Draper Avenue	La Jolla
University Community	4155 Governor Drive	University
North University Community	8820 Judicial Drive	University
Scripps Ranch	10301 Scripps Lake Drive	Scripps Miramar Ranch
Mira Mesa	8405 New Salem Street	Mira Mesa
Carmel Valley	3919 Townsgate Drive	Carmel Valley
Rancho Peñasquitos	13330 Salmon River Road	Rancho Peñasquitos
Carmel Mountain Ranch	12095 World Trade Drive	Carmel Mountain Ranch
Rancho Bernardo	17110 Bernardo Center Drive	Rancho Bernardo

Table 4.12-11 Library Master Plan - Planning Zones	
Zone	Neighborhood Libraries
A	Existing: Carmel Mountain Ranch; Carmel Valley; Mira Mesa; Rancho Bernardo; Rancho Peñasquitos; Scripps Miramar Ranch; Pacific Highlands Ranch. Proposed: Net New Zone A Library
B	Existing: Balboa; Clairemont; La Jolla/Riford; Linda Vista; North Clairemont; North University Community; Pacific Beach/Taylor; Serra Mesa-Kearny Mesa; University Community. Proposed: Net New Zone B Library
C	Existing: Allied Gardens/Benjamin; San Carlos; Tierrasanta. Proposed: None
D	Existing: Mission Hills-Hillcrest/Knox; Mission Valley; North Park; Ocean Beach; Point Loma/Hervey; University Heights. Proposed: None
E	Existing: City Heights/Weingart; College-Rolando; Kensington-Normal Heights; Logan Heights; Mountain View/Beckwourth; Oak Park; Paradise Hills; Skyline Hills; Valencia Park/Malcolm X. Proposed: None
G	Existing: Otay Mesa-Nestor; San Ysidro. Proposed: Net New Zone G Library
SOURCE: City of San Diego 2023c	



-  Library
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

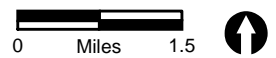
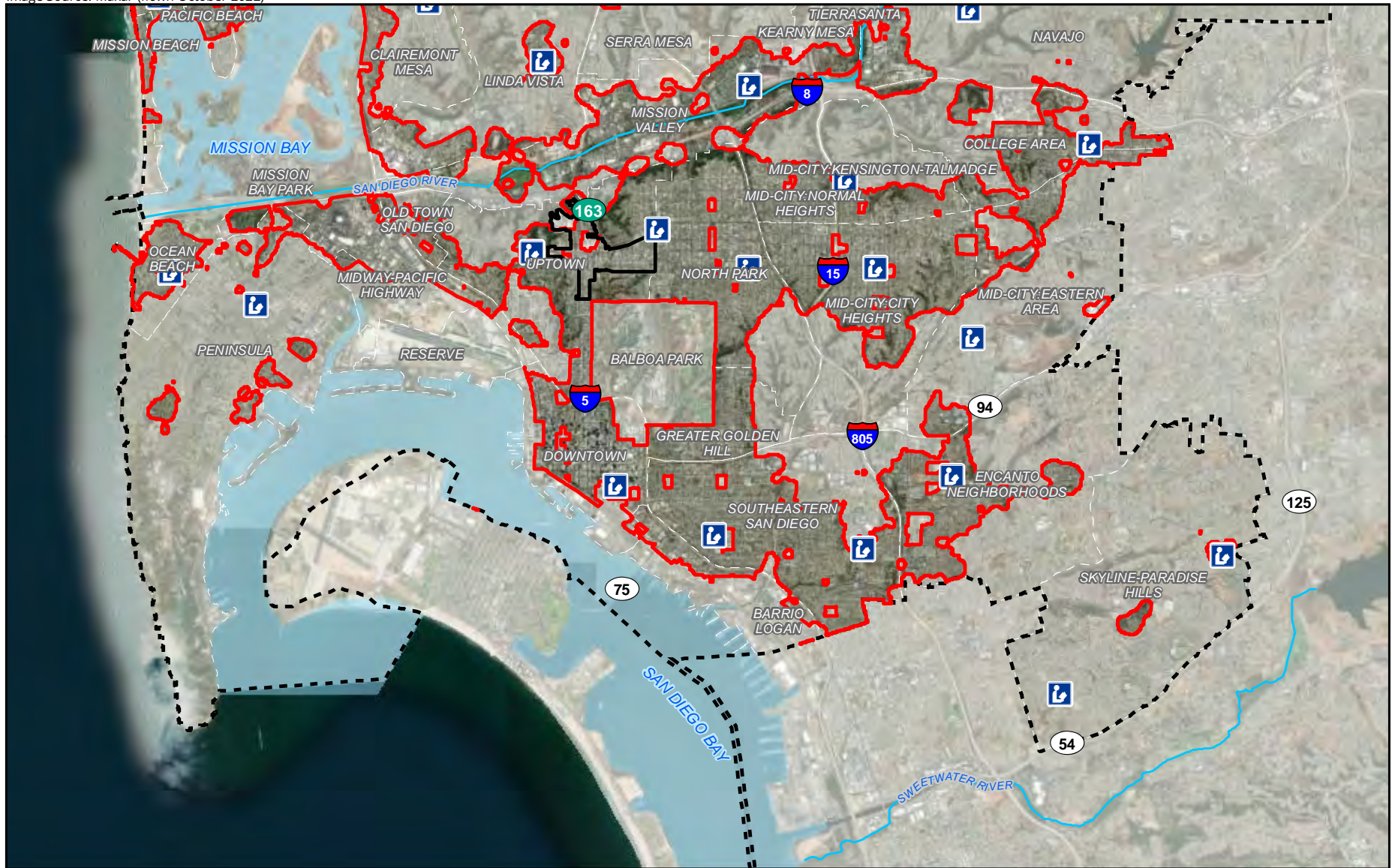






FIGURE 4.12-3a
Libraries in Relation to the Project Areas - South



-  Library
-  Hillcrest Focused Plan Amendment Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

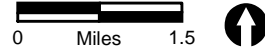
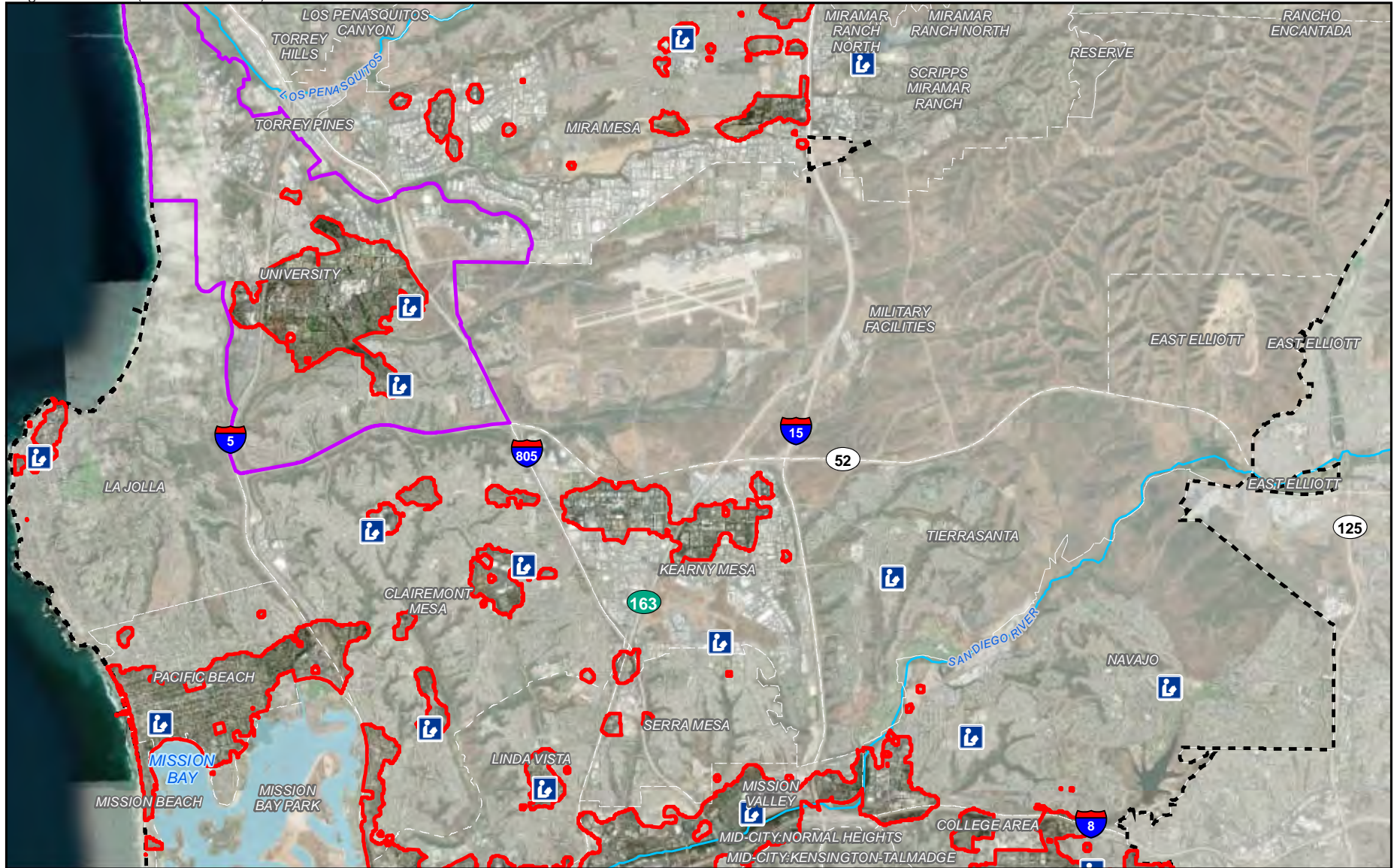






FIGURE 4.12-3b
Libraries in Relation to the Project Areas - South Central



-  Library
-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

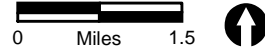
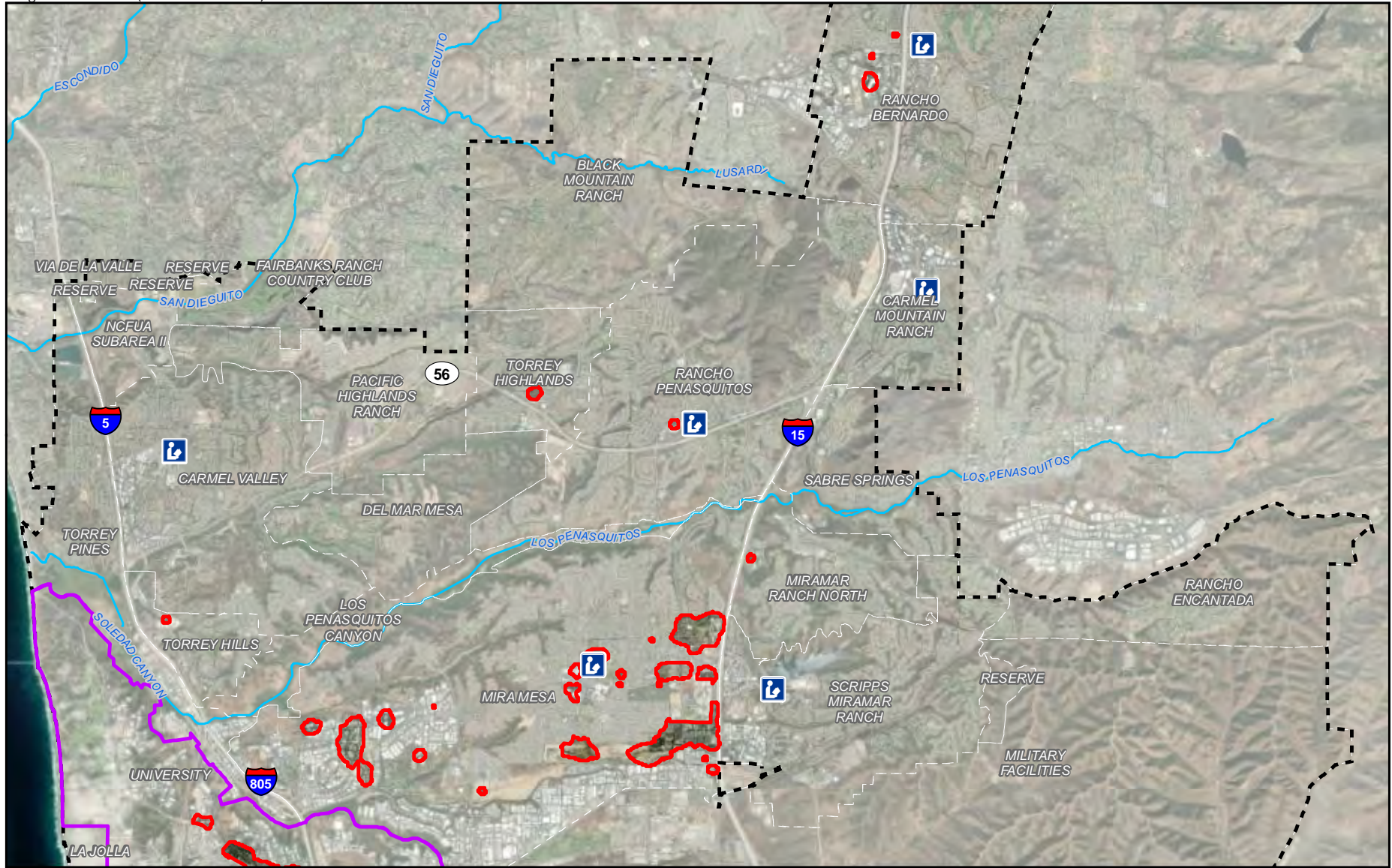






FIGURE 4.12-3c
Libraries in Relation to the Project Areas - North Central



-  Library
-  University Community Plan Update Area
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

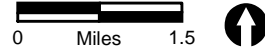
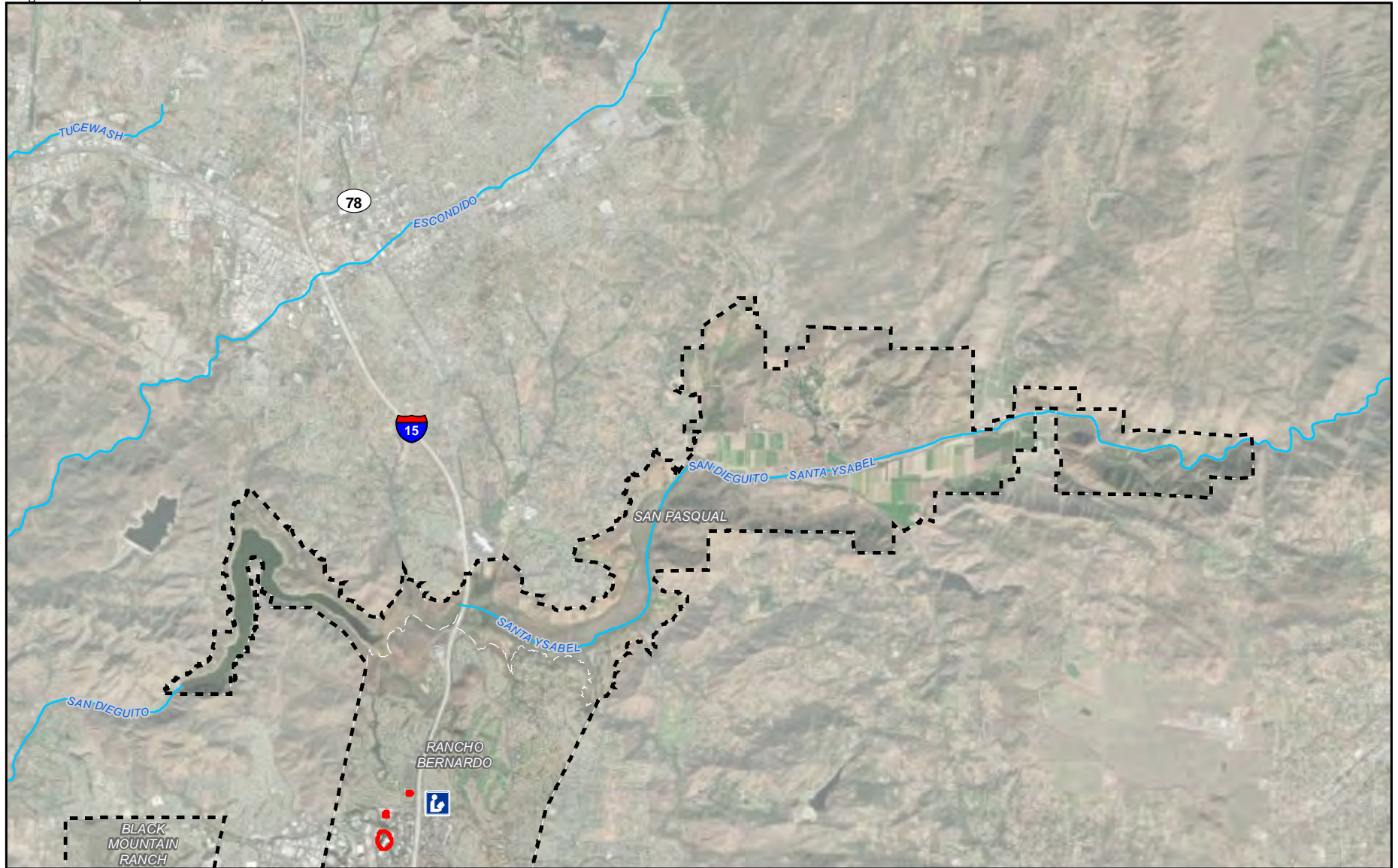





FIGURE 4.12-3d
Libraries in Relation to the Project Areas - North



-  Library
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits

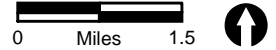


FIGURE 4.12-3e
Libraries in Relation to the Project Areas - Northeast

b. Hillcrest Focused Plan Amendment

The Uptown Community Planning area, including the Hillcrest FPA area, is served by two libraries: the Mission Hills-Hillcrest/Knox Library located at 215 West Washington Street, and the University Heights Library located at 4193 Park Boulevard. Both libraries offer access to the internet and a wide variety of programming. The Uptown Community Planning area is located in the Library Master Plan's Zone D–Downtown/South area. As discussed in the Library Master Plan, Zone D's libraries come close to providing enough space for its current population. However, additional library space would be needed to accommodate strong projected population growth in this part of the City. To ensure capacity for future growth, the Library Master Plan recommends at least approximately 123,000 to 136,000 square feet of library space be added in Zone D. Key facility recommendations for Zone D libraries include expanding the Mission Valley Library, replacing the North Park Library, expanding and renovating the Ocean Beach Library, and replacing the University Heights Library.

c. University Community Plan Update

There are two libraries located in the University CPU area. The University Community Library is located at 4155 Governor Drive in the southern part of the University CPU area. The North University Community Library is located at 8820 Judicial Drive in the central part of the University CPU area. Both libraries offer access to the internet and a wide variety of programming.

The University CPU area is in Zone B–North/Downtown of the Library Master Plan. The Library Master Plan identifies Zone B as one of the zones in need of an additional library facility to meet the existing demands of the area. The Library Master Plan recommends the renovation and expansion of the existing 16,000-square-foot North University Community Library to 25,000-square-foot and the replacement of the existing 10,000-square-foot University Community Library on the same site with a larger 25,000-square-foot library facility.

4.12.2 Regulatory Setting

4.12.2.1 State Regulations

a. Assembly Bill 2926

Assembly Bill 2926, passed in 1986, allows school districts to collect impact fees from developers of new residential and commercial/industrial building space to assist in providing school facilities for students. Development Impact Fees are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of costs for construction, modernization, and reconstruction projects.

b. Senate Bill 50 (Statutes of 1998), State School Funding, Education Code Section 17620

California Education Code Section 17620 establishes the authority of any school district to levy a fee, charge, dedication, or other requirements against any development within the school district for the

purposes of funding the construction of school facilities, as long as the district can show justification for the fees. Senate Bill (SB) 50, adopted in 1998, limits the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development. It also authorizes school districts to levy statutory developer fees at levels higher than previously allowed and according to new rules.

c. California Government Code Section 65995

The Office of Public School Construction, State Allocation Board, sets the per-square-foot Level 1 school impact fees. Alternative School Fees (Level II and Level III fees) may also be collected by districts meeting certain requirements. California law currently requires a development fee of \$4.79 per square foot of residential construction over 499 square feet, and \$0.78 per square foot of any amount of converted and enclosed commercial or industrial construction, to assist in financing facilities needed to serve growth. Pursuant to Government Code Section 65995, payment of development impact fees would provide for full and complete mitigation of school capacity impacts.

d. California Fire Code

The 2022 California Fire Code (Fire Code) (California Code of Regulations Title 24, Part 9) establishes regulations to safeguard against the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas.

4.12.2.3 Local Regulations

a. City of San Diego Municipal Code

Fire Protection

SDFD has an active program that promotes the clearing of canyon vegetation away from structures in accordance with Section 142.0412 of the San Diego Municipal Code (see Section 4.18.2.3 of this PEIR for more details) and the SDFD's Canyon Fire Safety guidelines and policies related to brush management. The City thins brush on City property within 100 horizontal feet of a previously conforming structure unless a site-specific report, which indicates that a greater distance is necessary, is approved by the SDFD [per SDMC Section 142.0412(i)] or a previously recorded entitlement requires a width more or less than the standard 100 feet. Other fire prevention measures include adopting safety codes and an aggressive brush management program. Citywide fire service goals, policies, and standards are identified in the Public Facilities, Services, and Safety Element of the General Plan and the SDFD's Standards of Response Coverage Deployment Study.

b. City of San Diego General Plan

The **Public Facilities, Services, and Safety Element** of the General Plan includes policies on the prioritization and provision of public facilities and services, evaluation of new growth, guidelines for implementing a financing strategy, and guidelines for the provision of specific facilities. Applicable General Plan policies, including new and/or updated policy language applicable to public services include the following.

Fire Protection

The Public Facilities, Services, and Safety Element of the General Plan establishes fire response goals, standards, and policies. Policy PF-D.1 establishes response time standards as follows:

- a) To treat medical patients and control small fires, the first-due unit should arrive within 7.5 minutes, 90 percent of the time from the receipt of the 911 call in fire dispatch. This equates to 1-minute dispatch time, 1.5 minutes company turnout time, and 5 minutes drive time in the most populated areas.
- b) To provide an effective response force for serious emergencies, a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes from the time of 911 call receipt in fire dispatch, 90 percent of the time.
 - This response is designed to confine fires near the room of origin, to stop wildland fires to under 3 acres when noticed promptly, and to treat up to five medical patients at once.
 - This equates to 1-minute dispatch time, 1.5 minutes company turnout time, and 8 minutes drive time spacing for multiple units in the most populated areas.

To direct fire station location timing and crew size planning as a community grows, fire unit deployment performance measures are established based on population density zones, which are provided in Table PF-D.1 of the Public Facilities, Services, and Safety Element and are shown above in Table 4.12-3.

Per PF-D.2, the City determines fire station needs, location, timing, and crew size planning as the population of the City grows. Where more than one square mile is not populated at similar densities, and/or a contiguous area with different density types aggregate into a population cluster area, the standards as shown in Table PF-D.2 of the Public Facilities, Services, and Safety Element and in Table 4.12-12 below, Deployment Measures to Address Future Growth by Population Clusters, are referenced to guide the determination of response time measures and the need for fire stations. If the SDFD is not meeting first-due unit travel times, additional facilities may be necessary.

Table 4.12-12 Deployment Measures to Address Future Growth by Population Clusters		
Area	Aggregate Population	First-Due Unit Travel Time Goal
Metropolitan	>200,000 people	4 minutes
Urban-Suburban	<200,000 people	5 minutes
Rural	500-1,000 people	12 minutes
Remote	<500 people	>15 minutes
SOURCE: City of San Diego 2023b		

Police Protection

The Public Facilities, Services, and Safety Element establishes average police response time goals. According to PF-E.2, the City's goal is to maintain average police response times as development increases and the population grows. Average response time goals are as follows:

- Priority E Calls (imminent threat to life) within seven minutes.
- Priority 1 Calls (serious crimes in progress) within 12 minutes.
- Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes.
- Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes.
- Priority 4 Calls (minor requests for police service) within 90 minutes.

Schools

The Public Facilities, Services, and Safety Element provides policies that support the development of public and private school systems and educational facilities that provide opportunities for students and that are equitable, safe, healthy, and welcoming for all students, parents, and community members. These policies include, but are not limited to, the following: PF-K.1, which calls on the City to assist school districts and other educational authorities in resolving problems arising over the availability of schools and educational facilities in all areas of the City; PF-K.6, which directs the City to expand and continue the joint use of schools with adult education, civic, recreational, and community programs, and also for public facility opportunities; and PF-K.9, which encourages the City to support school districts in their evaluations of school site utilization and potential opportunities for public acquisition, joint use, or other opportunities.

Libraries

The Public Facilities, Services, and Safety Element establishes policies intended to guide the development and enhancement of the City's library system. These policies support the expansion and renovation of library facilities so that they are equitable and continue to support unique community needs. Policies include, but are not limited to, the following: PF-J.2, which directs the City to design all new libraries with a minimum of 25,000 square feet of dedicated library space for branch libraries, with adjustments for community-specific needs; PF-J.3, which calls on the City to plan for larger library facilities that can serve multiple communities and accommodate sufficient space to serve the larger service area and maximize operational and capital efficiencies; PF-J.5, which states that new library facilities should be planned so that they can maximize accessibility to village

centers, public transit, or schools; and PF-J.7, which supports the joint use of libraries with other compatible community facilities and services including other City operations.

c. City of San Diego Library Master Plan

The City adopted a Library Master Plan on November 6, 2023, which provides a long-range guide for future City investment in library spaces and facilities. The plan envisions library facilities that align with community needs, interests, and priorities and that: 1) are welcoming, well-functioning, and well-maintained; 2) ensure equitable access to library services and spaces throughout the City; 3) optimize staff effectiveness; and 4) have the capacity to serve the City's current and projected future population. The plan is intended to be a flexible, "living" document with clear principles and guidelines. The plan includes recommendations for upgrades to existing facilities as well as potential new facilities. Chapter 8, Implementation, of the Library Master Plan provides an overview of the capital improvement strategies that are recommended for the City's library facilities. Chapter 9, Facility Recommendations, of the Library Master Plan provides a list of the specific recommendations for each City library facility.

d. Build Better SD

Build Better SD is a planning initiative adopted by the City Council on August 1, 2022, to enable the faster delivery of public spaces and buildings equitably and sustainably across the City. The initiative supports the City's equity, access, conservation, and sustainability goals in addition to furthering the City's housing goals by providing the infrastructure needed to support new homes for all residents. The initiative amended the General Plan with new policies to prioritize investments in areas with the greatest needs and create opportunities to gather community input. The initiative also included amendments to the LDC to promote equitable investments in public spaces and mobility improvements, updated the City's Regional Transportation Congestion Improvement Program, and updated the City's Development Impact Fee structure to streamline public investments and further equitable policies, with an emphasis on prioritizing investment in neighborhoods with the greatest needs and delivering infrastructure to more people, more quickly.

4.12.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to public services are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (City of San Diego 2022d). The following issue question is addressed in this section:

- 1) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire protection, police protection, schools, and libraries?

4.12.4 Impact Analysis

Issue 1 Public Facilities

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire protection, police protection, schools, and libraries?

a. Fire Protection

Blueprint SD Initiative

The Blueprint SD Initiative proposes an updated policy and land use framework defined by the Village Climate Goal Propensity Map. This map would guide the development of future CPUs, Specific Plans, and FPAs, which would primarily focus future increases in development intensities that support higher density residential and mixed-use development within the Blueprint SD Initiative Climate Smart Village Areas. Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas.

As stated above in Section 4.12.1.1a, there are currently 52 fire stations located throughout the City as well as nine permanent lifeguard stations (31 seasonal stations during peak period), and the City has identified future planned fire stations as shown in Table 4.12-1, above. Implementation of the Blueprint SD Initiative would increase development intensities that support higher density residential development and mixed-use development throughout the City, especially within the Climate Smart Village Areas. The increase in density and associated demand for fire-rescue services could require the provision of new and/or improved fire stations and fire apparatus in order to maintain fire-rescue service ratios, response times, and other performance objectives, although actual needs and potential locations would be determined in the future as development occurs.

SDFD commissions a Standards of Response Coverage review every five years, or as needed. This report is used to determine the need for additional fire stations by reviewing the adequacy of the current fire station resource deployment system, the risks to be protected and the emergency incident outcomes desired by the community. Service delivery depends on the availability of adequate equipment, sufficient numbers of qualified personnel, effective alarm/monitoring systems, and proper siting of fire stations and lifeguard towers. As fire-rescue facilities and equipment continue to age, new investments may be needed to support growth patterns and maintain levels of service to ensure public safety. An evaluation of the need for additional new or expanded fire stations would occur through the Standards of Response Cover Review, and through CPUs and amendments as needed.

The construction and operation of new and/or improved fire stations in the future could result in environmental impacts, including but not limited to, disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At

the time future fire station projects are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would reduce potential environmental impacts related to the construction and operation of these fire stations. However, as the location and need for potential future fire stations cannot be determined at this time, it is unknown what specific impacts may occur and the extent of these impacts. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential future fire stations would be mitigated to a less than significant level, impacts would be potentially significant.

Hillcrest Focused Plan Amendment

As discussed in Section 4.12.1.1b of this PEIR, the Uptown Community Planning area, including the Hillcrest FPA area, is served by Fire Stations 3, 5, and 8. No new fire stations are proposed as part of the Hillcrest FPA; however, the Hillcrest FPA includes Policy FP-1.7, which calls for maintaining the high level of fire protection throughout Uptown, including supporting efforts by the City to educate and inform the community regarding fire prevention techniques, and supporting the regular upgrading of Uptown's fire stations as necessary to adequately respond to fires and emergencies. Buildout of the proposed Hillcrest FPA would add approximately 17,500 dwelling units to the Hillcrest FPA area (see Section 3.5.2 of this PEIR). The increase in residential density and associated demand for fire-rescue services could require the provision of new and/or improved fire stations and fire apparatus in order to maintain fire-rescue service ratios, response times, and other performance objectives, although actual needs and potential locations would be determined in the future as development occurs.

The construction and operation of new and/or improved fire stations in the future could result in environmental impacts, including but not limited to, disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future fire station projects are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would reduce potential environmental impacts related to the construction and operation of these fire stations. However, as the location and need for potential future fire stations cannot be determined at this time, it is unknown what specific impacts may occur and the extent of these impacts. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential future fire stations would be mitigated to less than significant, impacts would be potentially significant.

University Community Plan Update

As discussed in Section 4.12.1.1c of this PEIR, the University CPU area is served by Fire Stations 35 and 50, and a new fire station, Fire Station 52, is currently under construction. No new fire stations are proposed as part of the University CPU. The University CPU includes policies that address the provision of fire-rescue services within the University CPU area, including 7.2A, which calls on the City to maintain sufficient fire-rescue and police services to meet the demands of continued growth and development in University; and 7.2B, which supports the upgrades, modernization of facilities and equipment, and/or expansion of the stations serving the University CPU area, as necessary, to adequately respond to fires and emergencies. The proposed University CPU would result in a potential buildout of an additional approximately 57,000 dwelling units, or approximately 30,480 additional dwelling units compared to the existing condition (see Table 3-5 of this PEIR). The increase in residential density and associated demand for fire-rescue services could require the provision of

new and/or improved fire stations and fire apparatus in order to maintain fire-rescue service ratios, response times, and other performance objectives, although actual needs and potential locations would be determined in the future as development occurs. The construction and operation of new and/or improved fire stations in the future could result in environmental impacts, including but not limited to, disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future fire stations are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would reduce potential environmental impacts related to the construction and operation of new fire stations. However, as the location and need for potential future fire stations cannot be determined at this time, it is unknown what specific impacts may occur and the extent of these impacts. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential future fire facilities would be mitigated to less than significant, impacts would be potentially significant.

b. Police Protection

Blueprint SD Initiative

The Blueprint SD Initiative proposes an updated policy and land use framework defined by the Village Climate Goal Propensity Map. This map would guide the development of future CPUs, Specific Plans, and FPAs, which would primarily focus future increases in development intensities that support higher density residential and mixed-use development within the Blueprint SD Initiative Climate Smart Village Areas. Although the Blueprint SD Initiatives' policy and land use framework would apply Citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas.

As stated above in Section 4.12.1.2a, there are currently 12 SDPD facilities in the City and the SDPD has three new facility projects planned in its Fiscal Year 2024-2028 Five-Year Capital Infrastructure Planning Outlook. Implementation of the Blueprint SD Initiative would increase development intensities that support higher density residential development and mixed-use development throughout the City, especially within the Climate Smart Village Areas. The increase in density and associated demand for police services could require the provision of new and/or improved police facilities in order to maintain police service ratios, response times, and other performance objectives, although actual needs and potential locations would be determined in the future as development occurs.

As detailed in the Public Facilities, Services and Safety Element Policy PF-E.7, the need for additional police resources and related capital improvements is analyzed when total annual police force out-of-service time incrementally increases by approximately 125,000 hours over the baseline of 740,000 in a given year. Out-of-service time is defined as the time it takes a police unit to resolve a call for service after it has been dispatched to an officer. As development and growth continue in the City, additional infrastructure, including additional police facilities, could be required to maintain the City's established police response time goals to ensure public safety.

The construction and operation of new and/or improved police facilities in the future could result in environmental impacts, including but not limited to, disturbances or conversion of habitat, water

pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future police facility projects are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would reduce potential environmental impacts related to the construction and operation of these police facilities. However, as the location and need for potential future police facilities cannot be determined at this time, it is unknown what specific impacts may occur and the extent of these impacts. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential future police facilities would be mitigated to a less than significant level, impacts would be potentially significant.

Hillcrest Focused Plan Amendment

As discussed in Section 4.12.1.2b, the Hillcrest FPA area is served by the Central and Western Divisions of the SDPD and by Beats 627, 624, and 626. No new police facilities are proposed as part of the Hillcrest FPA. Regarding police services in the Uptown Community Planning area, the Uptown Community Plan includes Policy PF-1.6, which calls for reducing incidences of criminal activity within the Uptown neighborhoods, including support for Neighborhood Watch and Community Alert Programs; close relationships and continuing exchange of information with patrol officers, development of Community Alert Programs where they do not presently exist, increased foot patrols to areas of high crime, development projects that provide adequate lighting and visibility for surveillance, and gradations between public and private spatial territories.

Buildout of the Hillcrest FPA would increase residential density and associated demand for police services in the Hillcrest FPA area and in the Uptown Community Planning area, which could result in the need for additional police stations to maintain police service ratios, response times, and other performance objectives, although actual needs and potential locations would be determined in the future as development occurs. The construction and operation of new and/or improved police facilities in the future could result in environmental impacts, including but not limited to, disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future police station projects are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would reduce potential environmental impacts related to the construction and operation of these police stations. However, as the location and need for potential future police stations cannot be determined at this time, it is unknown what specific impacts may occur and the extent of these impacts. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential future police facilities would be mitigated to a less than significant level, impacts would be potentially significant.

University Community Plan Update

As discussed in Section 4.12.1.2c, the University CPU area is served by the Northern and Northwestern Divisions of the SDPD and by Beats 126, 115, 932, and 933. No new police stations are proposed as part of the University CPU. The University CPU includes policies which address the provision of police services within the University CPU area, including 7.2A, which calls on the City to maintain sufficient fire-rescue and police services to meet the demands of continued growth and development in University; and 7.2B, which supports the upgrades, modernization of facilities and equipment, and/or expansion of the stations serving the CPU area, as necessary, to adequately respond to fires and emergencies. Buildout of the University CPU would increase residential density

and associated demand for police services in the University CPU area, which could result in the need for additional police stations to maintain police service ratios, response times, and other performance objectives, although actual needs and potential locations would be determined in the future as development occurs. The construction and operation of new and/or improved police facilities in the future could result in environmental impacts, including but not limited to, disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future police station projects are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would reduce potential environmental impacts related to the construction and operation of these police stations. However, as the location and need for potential future police stations cannot be determined at this time, it is unknown what specific impacts may occur and the extent of these impacts. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential future police facilities would be mitigated to a less than significant level, impacts would be potentially significant.

c. Schools

Blueprint SD Initiative

The Blueprint SD Initiative proposes an updated policy and land use framework defined by the Village Climate Goal Propensity Map. This map would guide the development of future CPUs, Specific Plans, and FPAs, which would primarily focus future increases in development intensities that support higher density residential and mixed-use development within the Blueprint SD Initiative Climate Smart Village Areas. Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas.

The Blueprint SD Initiative project areas, including the Climate Smart Village Areas, are served by SDUSD and 16 other smaller school districts which serve students from kindergarten through 12th grade. Implementation of the Blueprint SD Initiative would increase development intensities that support higher density residential development and mixed-use development throughout the City, especially within the Climate Smart Village Areas. The increase in density could exceed the capacity of existing school facilities in the project areas and additional school facilities could be required, although the actual needs and potential locations would be determined in the future as development occurs.

Government Code Sections 65995 and Education Code Section 17620 authorize school districts to impose facility mitigation fees on new development to address any increased enrollment that may result. SB 50, enacted on August 27, 1998, substantially revised developer fee and mitigation procedures for school facilities as set forth in Government Code Section 65996. The legislation provides that an acceptable method of offsetting a project's effect on the adequacy of school facilities is payment of a school impact fee prior to issuance of a building permit. Once paid, the school impact fees would serve as mitigation for any project-related impacts to school facilities. As such, the City is legally prohibited from imposing any additional mitigation related to school facilities, as payment of the school impact fees constitutes full and complete mitigation. SDUSD

would be responsible for any potential expansion of existing and/or development of new school facilities.

While the payment of fees would provide the funding for school districts to address future school capacity needs, the potential increase in students from implementation of the Blueprint SD Initiative could impact school facilities' capacity and could require the construction of new school facilities. Future school projects would be required to undergo project-specific environmental review at which time environmental impacts would be identified and addressed. However, as the location and need for potential future schools cannot be determined at this time, it is unknown what specific impacts may occur and the extent of these impacts. While SDUSD would be responsible for the potential expansion of existing and/or development of new school facilities, potential physical impacts associated with the construction and operation of future school sites are not known at this time. Thus, as it cannot be ensured that all impacts associated with the construction and operation of future schools would be mitigated to a less than significant level, impacts would be potentially significant.

Hillcrest Focused Plan Amendment

The Hillcrest FPA area is served by SDUSD. The anticipated buildout of the Hillcrest FPA would result in the addition of approximately 17,500 dwelling units within the Hillcrest FPA area. The analysis provided by SDUSD in Table 4.12-13 below is a conservative calculation based on an earlier buildout scenario of approximately 18,000 dwelling units that was previously proposed for the Hillcrest FPA. SDUSD student generation rates are based on the type of project, number of units, bedroom mix, affordable or age-restricted housing components, proximity to schools and other amenities, neighborhood, and other factors. The SDUSD does not provide district standards or school-specific generation rates. Typically, to provide student generation rates for new residential development, the SDUSD would research similar nearby developments and their student generation rates as a guide for how many students the new development may generate. However, as the Hillcrest FPA does not contain some of the factors used to determine generation rates, SDUSD estimated student generation rates based on the current total housing types and students residing in each housing type.

Table 4.12-13 Student Generation Rates from Existing Housing Units by Type in the Uptown Community Planning Area (2020)			
Housing Type	Estimated Existing Housing Units in the Uptown Community Planning Area in 2020	2023-24 SDUSD Students (UTK-5, 6-8, 9-12, and UTK-12)	Student Generation Rates
Single Family	7,684	UTK-5: 532 6-8: 242 9-12: 275 UTK-12: 1,049 (total)	UTK-5: 0.069 6-8: 0.031 9-12: 0.036 UTK-12: 0.137 (total)
Multi Family	15,499	UTK-5: 230 6-8: 100 9-12: 111 UTK-12: 441 (total)	UTK-5: 0.15 6-8: 0.006 9-12: 0.007 UTK-12: 0.028
UTK = Universal Transitional Kindergarten SOURCE: Appendix I-1 (Hillcrest FPA Student Generation Letter)			

Potential student generation rates for future development within the Hillcrest FPA area are shown in Table 4.12-14.

Table 4.12-14 Potential Student Generation from Implementation of the Uptown Community Plan Update (Beyond 2050)							
Housing Type	Student Generation Rates			Increase in Residential Housing Units Assumed with Buildout of Uptown Community Plan including growth within the Hillcrest FPA	Number of Potential Students Generated from Increased Number of Housing Units		
		Low	High			Low	High
Single Family				+213			
	UTK-5:	0.069	0.138		UTK-5:	15	29
	6-8:	0.031	0.062		6-8:	7	13
	9-12:	0.036	0.071		9-12:	8	15
	UTK-12:	0.137	0.273		UTK-12:	29	58
Multi Family		Low	High	+31,204		Low	High
	UTK-5:	0.15	0.03		UTK-5:	468	936
	6-8:	0.006	0.013		6-8:	187	374
	9-12:	0.007	0.014		9-12:	218	437
	UTK-12:	0.028	0.057		UTK-12:	874	1,747

UTK = Universal Transitional Kindergarten
 SOURCE: Appendix I-1 (Hillcrest FPA Student Generation Letter)
 NOTE: The estimated residential housing units assumed with buildout of the Hillcrest FPA evaluated here is conservative as it estimates an increase in 31,417 housing units while the proposed estimated increase in residential units is compared to buildout of the current Uptown Community is 29,635 units as detailed in Table 3-1 of this PEIR.

As detailed in Appendix I-1, SDUSD expects the existing middle and high school facilities in the Uptown Community Planning area to likely be sufficient to accommodate potential increased enrollment resulting from development anticipated from build out of the Hillcrest FPA. Measures such as a reduction of students from outside of the Uptown community attending the two schools would likely be sufficient to create available space for potential enrollment growth in the future.

However, the estimated number students that could result from implementation of the Hillcrest FPA is highly likely to exceed the capacity of current SDUSD facilities at the elementary school level, which would likely require the construction of new elementary school facilities. The elementary schools in the Uptown Community Planning area are located on sites that restrict further expansion. The SDUSD does not currently have any long-range facility plans that could accommodate the estimated number of students that would result from build-out of the Hillcrest FPA. In particular, land for a new school is likely to be needed in the Hillcrest area of Uptown, in the vicinity of Fourth and Fifth Avenues and Pennsylvania Avenue. No new schools are proposed as part of the Hillcrest FPA; however, the Uptown Community Plan includes Policy PF-1.10d, which encourages SDUSD to engage the community in planning for new and expanded facilities.

Government Code Sections 65995 and Education Code Section 17620 authorize school districts to impose facility mitigation fees on new development to address any increased enrollment that may

result. SB 50, enacted on August 27, 1998, substantially revised developer fee and mitigation procedures for school facilities as set forth in Government Code Section 65996. The legislation provides that an acceptable method of offsetting a project's effect on the adequacy of school facilities is payment of a school impact fee prior to issuance of a building permit. Once paid, the school impact fees would serve as mitigation for any project-related impacts to school facilities. As such, the City is legally prohibited from imposing any additional mitigation related to school facilities, as payment of the school impact fees constitutes full and complete mitigation. SDUSD would be responsible for any potential expansion of existing and/or development of new school facilities.

While the payment of fees would provide the funding for school districts to address future school capacity needs, the potential increase in students from implementation of the Hillcrest FPA could impact the capacity of existing schools and could require the construction of new school facilities. Future school projects would be required to undergo project-specific environmental review at which time environmental impacts would be identified and addressed. However, as the location and need for potential future schools cannot be determined at this time, it is unknown what specific impacts may occur and the extent of these impacts. While SDUSD would be responsible for the potential expansion and/or development of new school facilities, potential physical impacts associated with the construction and operation of future school sites are not known at this time. Thus, as it cannot be ensured that all impacts associated with the construction and operation of future schools would be mitigated to a less than significant level, impacts would be potentially significant.

University Community Plan Update

The University CPU area is served by SDUSD. The anticipated buildout of the University CPU would result in the addition of approximately 30,480 dwelling units within the University CPU area. The analysis provided by SDUSD in Table 4.12-16 below is a conservative calculation because it assumes a build-out of 30,308 additional units compared to the adopted University Community Plan; whereas the proposed change from the adopted plan would result in approximately 29,000 units (see Table 3-5). SDUSD student generation rates are based on the type of project, number of units, bedroom mix, affordable or age-restricted housing components, proximity to schools and other amenities, neighborhood, and other factors. SDUSD does not provide district standards or school-specific generation rates. Typically, to provide student generation rates for new residential development, the district would research similar nearby developments and their student generation rates as a guide for how many students the new development may generate. However, as the University CPU does not contain some of the factors used to determine generation rates, SDUSD estimated student generation rates based on current total housing types and students residing in each housing type.

Table 4.12-15 Student Generation Rates from Existing Housing Units by Type in the University CPU Area (2022)					
Housing Type	Estimated Existing Housing Units in the University CPU Area in 2022	20202-23 SDUSD Students (TK-5, 6-8, 9-12, and UTK-12)		Student Generation Rates	
Single Family	5,213	TK-5:	672	TK-5:	0.129
		6-8:	281	6-8:	0.054
		9-12:	437	9-12:	0.084
		TK-12:	1,390	TK-12:	0.267
Multi Family	21,912	TK-5:	1,143	TK-5:	0.052
		6-8:	397	6-8:	0.018
		9-12:	479	9-12:	0.022
		TK-12:	2,019	TK-12:	0.092

TK = Transitional Kindergarten; UTK = Universal Transitional Kindergarten
SOURCE: Appendix I-2 (University CPU Student Generation Letter)

Potential student generation rates for future development within the University CPU area are shown in Table 4.12-16.

Table 4.12-16 Potential Student Generation from Implementation of the University CPU						
Housing Type	Student Generation Rates		Increase in Residential Housing Units Assumed with Buildout of the University CPU	Number of Potential Students Generated from Increased Number of Housing Units		
Single Family	Not applicable		No change from current conditions.			
Multi Family	TK-5:	0.052	+30,308	TK-5:	1,576	936
	6-8:	0.018		6-8:	546	374
	9-12:	0.022		9-12:	667	437
	TK-12:	0.092		TK-12:	2,789	1,747

TK = Transitional Kindergarten
SOURCE: Appendix I-2 (University CPU Student Generation Letter)

SDUSD expects the existing middle and high school facilities in the University CPU area to likely be sufficient into the future to accommodate potential increased enrollment from implementation of the University CPU. Measures such as a reduction of students from outside the University community attending the two schools will likely be sufficient to create available space for potential enrollment growth in the future.

However, the estimated number of students that could result from implementation of the University CPU is highly likely to exceed the capacity of current SDUSD facilities at the elementary school level, which would likely require significant expansion of existing school facilities, or construction of new facilities at the elementary school level. SDUSD does not currently have any long-range facility plans that could accommodate the estimated number of generated students. In particular, land for new

schools is likely to be needed in the northern section of the University CPU area, in the vicinity of La Jolla Village Drive and Genesee Avenue intersection.

No new schools are proposed as part of the University CPU; however, the University CPU includes policies that support the provision of school facilities to serve the University CPU area. Policies include, but are not limited to, 7.3B, which directs the City to coordinate with SDUSD to explore options for the provision of pre-kindergarten to 12th grade educational facilities to serve future students within University, as needed; 7.3D, which encourages collaboration between SDUSD, UCSD, and other educational centers for siting school facilities; 7.3F, which encourages the establishment of charter schools within the community mixed-use village areas; and 7.3G, which encourages the expansion of accessible educational facilities for families and adult learners.

Government Code Sections 65995 and Education Code Section 17620 authorize school districts to impose facility mitigation fees on new development to address any increased enrollment that may result. SB 50, enacted on August 27, 1998, substantially revised developer fee and mitigation procedures for school facilities as set forth in Government Code Section 65996. The legislation provides that an acceptable method of offsetting a project's effect on the adequacy of school facilities is payment of a school impact fee prior to issuance of a building permit. Once paid, the school impact fees would serve as mitigation for any project-related impacts to school facilities. As such, the City is legally prohibited from imposing any additional mitigation related to school facilities, as payment of the school impact fees constitutes full and complete mitigation. SDUSD would be responsible for any potential expansion of existing and/or development of new school facilities.

While the payment of fees would provide the funding for school districts to address future school capacity needs, the potential increase in students from implementation of the University CPU could impact the capacity of existing schools and could require the construction of new school facilities. Future school projects would be required to undergo project-specific environmental review at which time environmental impacts would be identified and addressed. However, as the location and need for potential future schools cannot be determined at this time, it is unknown what specific impacts may occur and the extent of these impacts. While the school district would be responsible for the potential expansion of existing and/or development of new school facilities, potential physical impacts associated with the construction and operation of future school sites are not known at this time. Thus, as it cannot be ensured that all impacts associated with the construction and operation of future schools would be mitigated to a less than significant level, impacts would be potentially significant.

d. Libraries

Blueprint SD Initiative

The Blueprint SD Initiative proposes an updated policy and land use framework defined by the Village Climate Goal Propensity Map. This map would guide the development of future CPUs, Specific Plans, and FPAs, which would primarily focus future increases in development intensities that support higher density residential and mixed-use development within the Blueprint SD Initiative Climate Smart Village Areas. Although the Blueprint SD Initiatives' policy and land use framework

would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas.

The City's public library system includes 36 library facilities located throughout the City. Implementation of the Blueprint SD Initiative would increase development intensities that support higher density residential development and mixed-use development throughout the City, especially within the Climate Smart Village Areas. The increase in density and associated demand for library services could require the provision of new and/or improved library facilities in order to maintain library service ratios and other performance objectives, although actual needs and potential locations would be determined in the future as development occurs.

The City's Library Master Plan recommends a number of capital improvement strategies to ensure the City's library facilities can adequately serve the City's growing population. These strategies include facility replacements, renovations and/or expansions, makeovers, capital maintenance, and strategic investments. The Library Master Plan also recommends the addition of a new library facility of 25,000 square feet or more in Zones A, B, and G to meet each zone's branch library space per capita targets.

The construction and operation of new and/or improved library facilities in the future could result in environmental impacts, including but not limited to, disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future library projects are proposed, they would require a separate environmental review and compliance with the regulations existing at the time would reduce potential environmental impacts associated with construction and operation of these library facilities. However, it is unknown what specific impacts may occur as the location and extent of impacts associated with the construction and operation of potential future libraries cannot be determined at this time. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential future library facilities would be mitigated to a less than significant level, impacts would be potentially significant.

Hillcrest Focused Plan Amendment

The Uptown Community Planning area, including the Hillcrest FPA area, is served by the Mission Hills-Hillcrest/Knox and University Heights libraries. No new libraries are proposed as part of the Hillcrest FPA; however, the Uptown Community Plan's policy framework supports the funding and creation of new and expanded branch libraries to meet the community needs, such as the relocation of the University Heights Branch Library to the Teachers Training Annex at SDUSD's Education Center should the property become available (Policy PF-1.8). Additionally, the Library Master Plan recommends the replacement of the University Heights Library with a 25,000-square-foot facility and recommends that strategic investments in the Mission Hills-Hillcrest Knox Library should occur in order to maintain the library and keep it aligned with community interests.

Buildout of the Hillcrest FPA would increase residential densities and associated demand for library services within the Uptown Community Planning area and the FPA area and could result in the need for new and/or expanded library facilities to accommodate these additional densities and associated demand for library services. Future library facility projects would be subject to a separate environmental review and compliance with the regulations in existence at the time would reduce

potential environmental impacts associated with construction and operation of these new library facilities. However, the potential specific impacts and extent of these impacts associated with the construction and operation of future library facilities is unknown at this time. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential future library facilities would be mitigated to a less than significant level, impacts would be potentially significant.

University Community Plan Update

The University CPU area is served by the North University Community Library and the University Community Library. No new libraries are proposed as part of the University CPU. The University CPU area is in Zone B of the Library Master Plan. The Library Master Plan recommends the provision of an additional library facility in Zone B, which is anticipated be located in the Clairemont Mesa community. The Library Master Plan also recommends the renovation and expansion of the North University Community Library to a 25,000-square-foot facility, and the replacement of the University Community Library with a 25,000-square-foot facility.

Buildout of the University CPU could result in additional residents within the University CPU area and associated demand for library services. Future library facility projects would be subject to a separate environmental review and compliance with the regulations existing at the time would reduce potential environmental impacts associated with construction and operation of these new library facilities. However, the potential specific impacts and extent of these impacts associated with the construction and operation of future library facilities is unknown at this time. Thus, as it cannot be ensured that all impacts associated with the construction and operation of future library facilities would be mitigated to a less than significant level, impacts would be potentially significant.

Cumulative Impacts

Infrastructure deficiencies exist in various areas throughout the City. As development occurs in accordance with the Blueprint SD Initiative, Hillcrest FPA, and University CPU, new and/or improved public services facility projects would likely be required to serve the additional density and associated demand for public services anticipated by the project. The policy framework within the Blueprint SD Initiative, Hillcrest FPA, and University CPU would support and facilitate the construction and operation of new and/or improved public services facilities, including fire stations, police stations, schools, and libraries. Additionally, the City's Build Better SD Initiative, which created a citywide infrastructure funding program to streamline public investments to efficiently prioritize and address the infrastructure gaps throughout the City, will help facilitate the construction of needed public services facilities and would result in broader public services infrastructure improvements that would reduce cumulative impacts to public services infrastructure in the City. Future public services facilities projects would require a separate environmental review and compliance with regulations in existence at the time would reduce potential environmental impacts related to the construction and operation of these public facilities. Nevertheless, project-specific impacts as well as the extent of these impacts cannot be determined at this time; thus, impacts related to the construction and operation of these public facilities would remain significant and unavoidable. Incremental impacts associated with the construction and operation of these future public facilities are anticipated to be cumulatively considerable. Thus, cumulative impacts related to public services and facilities would be significant and unavoidable.

4.12.5 Significance of Impacts

4.12.5.1 Public Facilities

a. Blueprint SD Initiative

Implementation of the Blueprint SD Initiative could result in the need for additional fire-rescue, police, school, and library facilities. As the location and need for potential future facilities cannot be determined at a program level of review, it is unknown what specific impacts, and the extent of these impacts may occur associated with the future construction and operation of such facilities. Future public services facilities projects would require a separate environmental review and compliance with regulations in existence at the time would reduce potential environmental impacts related to the construction and operation of these public services facilities. However, as it cannot be ensured that all impacts associated with the construction and operation of potential future public services facilities would be mitigated to less than significant, impacts would be significant.

b. Hillcrest Focused Plan Amendment

Implementation of the Hillcrest FPA could result in the need for additional fire-rescue, police, school, and library facilities. As the location and need for potential future facilities cannot be determined at the program level of review, it is unknown what specific impacts, and the extent of these impacts may occur associated with the future construction and operation of such facilities. Future public services facilities projects would require a separate environmental review and compliance with regulations in existence at the time would reduce potential environmental impacts related to the construction and operation of these public services facilities. However, as it cannot be ensured that all impacts associated with the construction and operation of potential future public services facilities would be mitigated to less than significant, impacts would be significant.

c. University Community Plan Update

Implementation of the University CPU could result in the need for additional fire-rescue, police, school, and library facilities. As the location and need for potential future facilities cannot be determined at this time, it is unknown what specific impacts, and the extent of these impacts may occur associated with the future construction and operation of such facilities. Future public services facilities projects would require a separate environmental review and compliance with regulations in existence at the time would reduce potential environmental impacts related to the construction and operation of these public services facilities. However, as it cannot be ensured that all impacts associated with the construction and operation of potential future public services facilities would be mitigated to a less than significant level, impacts would be significant.

4.12.6 Mitigation Monitoring and Reporting

Implementation of the project could result in the need for new fire-rescue, police, school, and library facilities. The construction and operation of new and/or altered public facilities that may be needed would be subject to environmental review at the time of facility design and approval. While

compliance with the existing regulations at the time future projects are proposed would serve to reduce potential environmental impacts associated with the development of these future public services facilities, impacts associated with the construction and operation of future public services facilities would remain significant and unavoidable as the specific impacts and extent of these impacts are not known at this time. No feasible mitigation measures are available at this time as the specific impacts and extent of impacts from future site-specific projects is unknown at this time.

4.13 Recreation

This section analyzes the potential for significant impacts related to recreation that could result from implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code, and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the Land Development Code, and associated discretionary actions.

4.13.1 Existing Conditions

4.13.1.1 Parks and Recreational Facilities

a. Blueprint SD Initiative

The City has over 42,000 acres of developed and undeveloped park land, joint use, and open space lands that offer a diverse range of recreational opportunities (City of San Diego 2021). The City’s parks and recreational facilities annually serve millions of community members and visitors and play an important role in the physical, mental, social, and environmental health of community members and visitors. The parks and recreation system includes, but is not limited to, developed regional parks, resource-based regional parks, open space, major parks, community parks, neighborhood parks, mini parks, pocket parks or plazas, recreation centers, and joint use parks, as well as various urban and open space trails (see Table 3 of the City’s Parks Master Plan [PMP] for the parks and recreation facility typologies within the City). The number and type of parks and recreational facilities varies between communities in the City. The City has three categories of parks and recreational facilities for community members and visitors: population-based parks, resource-based parks, and open space. They are defined as follows:

- Population-based parks (commonly known as Neighborhood and Community parks), facilities, and services are located in close proximity to residential development and are intended to serve the daily needs of the neighborhood and community. When possible, parks can adjoin schools to share facilities, and ideally are within walking/rolling distance of the residences within their service area. These parks are developed based on population changes.

- Resource-based parks are located at, or centered on, notable natural or man-made features (beaches, canyons, habitat systems, lakes, historic sites, and cultural facilities) and are intended to serve the citywide population, as well as visitors.
- Open space lands are City-owned lands located throughout the City consisting of canyons, mesas, and other natural landforms. This open spaces is intended to preserve and protect native plants and animals, while providing public access and enjoyment by the use of hiking, biking, and equestrian trails.

b. Hillcrest Focused Plan Amendment

There are 15 existing parks and recreational facilities in the Uptown Community Planning area. Parks and recreational facilities within the Hillcrest FPA area include Florence Elementary School Joint Use Facility and Hospice Point Open Space in the northern portion of the Hillcrest FPA area.

With the transition to the Recreational Value-Based Park standard, as part of the proposed Hillcrest FPA, each park within the Uptown Community Planning area was evaluated using the Recreational Value-Based Park standard and compared to the citywide standard of 100 points per 1,000 residents (Table 4.13-1). Based on a 2021 population of 50,593 people, the total recreation value points for existing parks in the Uptown Community Planning area is 978, with 2,241 planned recreational value points; however, 5,059 value points are required to currently meet the City minimum. The projected 2050 population of 109,800 at project buildout requires 10,980 recreation value points. At full community development, the projected population warrants approximately 4.4 recreation centers equivalent to around 75,789 total square feet, and approximately 2.2 aquatic complexes. Within the Hillcrest FPA area, one new pocket park is planned at Ninth Avenue and University Avenue (see Figure 3-15 of this PEIR), totaling approximately 2,421 recreation value points. Therefore, there is a gap of 7,581 recreation value points (City of San Diego 2024a) for the projected community buildout.

Statistics – 2021 Population	
Total Population	50,593
Recreation Value Points Goal, 100 points per thousand	5,059
Current Recreation Value Points	978
2050 Population, Planned Facilities Built	
Projected 2050 Population	109,800
Recreation Value Points Goal, 100 points per thousand	10,980
Current Recreation Value Points	978
Planned Additional Recreation Value Points	2,421
Current + Planned Recreation Value Points Total	3,399

c. University Community Plan Update

There are 17 parks in the University CPU area, made up of population-based parks, joint use parks, and resource-based parks. There are two recreation centers, three community parks, five neighborhood parks, and three mini parks located in the University CPU area. The City has four joint use agreements with several schools in the University CPU area, including Doyle Elementary School, Spreckels Elementary School, Curie Elementary School, and Standley Middle School for use of school parks. The University CPU area also contains over 1,700 acres of resource-based parks.

Most natural open space in the University CPU area is concentrated in the Torrey Pines State Natural Reserve in the northwest portion of the University CPU area, alongside the Pacific Ocean. Torrey Pines City Park includes a bluff top and beach (Black's Beach) west of the Torrey Pines Golf Course. Rose Canyon, an open space canyon, includes hiking trails which run through natural chaparral and oak woodland habitats.

With the transition to the Recreational Value-Based Park standard, as part of the University CPU, each park within the University CPU area was evaluated using the Recreational Value-Based Park standard and compared to the citywide standard of 100 points per 1,000 residents (see Table 4.13-2). Based on the 2020 population of 60,950 people, 6,095 recreational value points are required to meet the City minimum. The current recreation value points for the community is 3,600. By 2050, the projected population in the University CPU area is estimated to be approximately 144,212 people, which results in a need for 14,421 recreation value points to meet the City's Recreational Value-Based Park standards. Therefore, there is a recreational value point gap of 5,592 for the projected community buildout. To meet the City's PMP standard for a minimum of 17,000 square feet per recreation center or 25,000 population, the University CPU's projected population results in the need for approximately 98,000 square feet of recreation center building space. The need is equivalent to 5.7 recreation centers sized at 17,000 square feet each. To meet the PMP's standards for aquatic complexes, the University CPU's projected population results in the need for approximately 2.8 aquatic complexes (City of San Diego 2024b).

Table 4.13-2 University CPU Existing and Planned Parks and Recreation Facilities Community Summary	
Statistics – 2020 population	
Total Population	60,950
Recreation Value Points Goal, 100 per thousand	6,095
Current Recreation Value Points	3,600
2050 Population, Planned Facilities Built	
Projected 2050 Population	144,212
Recreation Value Points Goal, 100 per thousand	14,421
Current Recreation Value Points	3,600
Planned Additional Recreation Value Points	5,229
Current + Planned Recreation Value Points	8,829

4.13.2 Regulatory Setting

4.13.2.1 State Regulations

a. California Public Park Preservation Act of 1971

The California Public Park Preservation Act (California Public Resources Code Sections 5400 et seq.) is the primary instrument for protecting and preserving parkland and includes provisions that ensure no net loss of parkland and facilities. Public Resources Code Section 5401 states that no city, city and county, county, public district, or agency of the state, including any division, department, or agency of the state government, or public utility, shall acquire (by purchase, exchange, condemnation, or otherwise) any real property, which property is in use as a public park at the time of such acquisition, for the purpose of utilizing such property for any nonpark purpose, unless the acquiring entity pays or transfers to the legislative body of the entity operating the park sufficient compensation or land, or both, as required by the provisions of this chapter to enable the operating entity to replace the park land and the facilities thereon.

4.13.2.2 Local Regulations

a. City of San Diego General Plan

Multiple elements of City's General Plan address recreation. Applicable General Plan policies, including new and/or updated policy language applicable to recreation are discussed below.

The **Public Facilities, Services, and Safety Element** of the General Plan includes policies on the prioritization and provision of park and recreation facilities. Relevant standards and policies related to parks and recreation include, but are not limited to the following:

- **Policy PF-A.2:** Plan for public space such as libraries, public markets, and parks that will be attractive to families with children.
- **Policy PF- B.4b:** Require development proposals to fully address impacts to public facilities and services. Projects should identify specific improvements and financing which would be provided by the project, including but not limited to sewer, water, storm drain, solid waste, fire, police, libraries, parks, open space, and transportation projects.

The **Recreation Element** of the General Plan includes policies which encourage the acquisition, development, operation/maintenance, increase, and enhancement of public recreational opportunities and facilities throughout the City. Policies include, but are not limited to the following:

- **Policy RE-A.8:** Fully implement and achieve the park standards identified in the PMP, including land acquisition.
- **Policy RE-A.9:** Identify opportunities to increase recreational value and population-based parks within the community consistent with the PMP by planning for upgrades and new

investments within existing parks. Allow for flexibility and innovation to provide parks and recreational opportunities.

- **Policy RE-A.10:** Encourage private development to include recreation facilities, such as children’s play areas, rooftop parks and courts, useable public plazas, and mini-parks.

b. City of San Diego Parks Master Plan

Adopted August 2021, the PMP identifies policies, actions, and partnerships for planning parks, recreation facilities, and programs that create a citywide network of recreational experiences. The PMP identifies existing gaps to guide future park development and promotes equity throughout the City. It establishes new equity goals, new 10-20-30-40 minute access goals, new park standards for new development that measure recreational value, and Citywide Park Development Impact Fees (DIFs). New park standards would apply to new development and were created specifically to address park access issues in densely populated areas.

The PMP establishes a new park standard, the Recreational Value-Based Park Standard (Value Standard). This differs from the previous population-based standard. The Value Standard applies to population-based parks and portions of regional parks which serve local populations. The Value Standard is not intended to be applied to portions of regional parks which serve the region, including trails, shorelines, and open space parks. Regional assets are to be evaluated during future community plan updates. The Value Standard determines the value of parks in points based on features related to park size, recreational opportunities, access, amenities, activations, and overall value delivered. As an outcome-based measure, the standard recognizes the value of parks appropriate for diverse communities, from ball fields to pocket parks to trails,

The Value Standard is based on four communities that met the previous acreage standard of 2.8 acres per 1,000 residents in 2020. The score was based on recreational amenities, yielding a recreation value of 100 points per 1,000 people that is now applied Citywide.

The PMP provides the vision for providing parks and recreational opportunities to residents of the City. It outlines the standard for providing population-based parks, known as the Recreational Value-Based Park Standard, which establishes a point value to represent recreational opportunities within population-based parks to assess the need for upgrades and new park facilities. The PMP serves as a policy framework to guide future park development efforts.

c. City of San Diego Municipal Code

The City maintains Public Facility Regulations which establish when public facilities would be required to be provided by private development (Chapter 14, Article 2, Division 6). The intent of these regulations is to assure that the cost of providing public facilities to serve new development is the responsibility of that development and that minimum standards for public facilities are maintained to protect the public health, safety, and welfare. San Diego Municipal Code (SDMC) Section 142.0640 implements the City’s General Plan policies related to the maintenance of an effective facilities financing program to ensure the impact of new development is mitigated through appropriate fees. As required by the SDMC, Individual development projects may satisfy park

requirements either through providing public parks consistent with SDMC Section 142.0640(b)(9)(A-F) or by paying the Citywide Park DIFs. Development that designs and constructs an onsite park that satisfies the development's park standard identified in the PMP, shall not be subject to the requirement to pay the Citywide Park DIF, where the requirements set forth in San Diego Resolution R-313688 have been satisfied. In order for park improvements constructed on-site to receive population-based park credit, they must meet the requirements listed in SDMC Section 142.0640(b)(9)(A-F) as follows:

- A. The park shall be designed and constructed in accordance with the General Development Plan approved in accordance with Council Policy 600-33 COMMUNITY NOTIFICATION AND INPUT FOR CITY-WIDE PARK DEVELOPMENT PROJECTS, which requires community input, recommendation for approval from the Community Recreation Group and final approval by the City of San Diego Park & Recreation Board.
- B. The park shall be designed and constructed in accordance with the City's Park Development Standard Terms and Conditions and the Consultant's Guide to Park Design and Development to the satisfaction of the Parks and Recreation Director.
- C. The park shall be publicly accessible in perpetuity with a Recreation Easement recorded over all park improvements.
- D. A maintenance agreement to maintain the park shall be recorded.
- E. A performance bond and payment bond shall be provided for the design and construction of the park improvements.
- F. A fee in the amount of 10 percent of the total DIF related to parks that would have otherwise been required shall be paid to fund park and recreation improvements in the City.

4.13.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to recreation are based on applicable criteria in the California Environmental Quality Act Guidelines Appendix G and the City's California Environmental Quality Act Significance Determination Thresholds (2022). The following issue questions are addressed in this section:

- 1) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- 2) Would the project include recreational facilities or require the construction or expansion of recreational facilities which would have an adverse physical effect on the environment?

4.13.4 Impact Analysis

Issue 1 Deterioration of Parks and Recreational Facilities

Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

a. Blueprint SD Initiative

The Blueprint SD Initiative proposes an updated policy and land use framework defined by the Village Climate Goal Propensity Map. This map would guide the development of future CPUs, Specific Plans, and FPAs, which would primarily focus future increases in development intensities that support higher density residential and mixed-use development within the Blueprint SD Initiative Climate Smart Village Areas. Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas.

The City has over 42,000 acres of developed and undeveloped park land, joint use, and open space lands that offer a diverse range of recreational opportunities. The Blueprint SD Initiative would support increases in development intensities citywide, especially within the Climate Smart Village Areas, and the growth associated with these future developments could result in an increase in the use of existing neighborhood and regional parks or other recreational facilities. As future CPUs, Specific Plans, and FPAs are implemented, the projected recreation value points of these plans would be calculated based on the buildout population estimates which would help determine if there is an existing deficit of parks and recreational facilities within these plan areas. These future CPUs, Specific Plans, and FPAs would be reviewed for consistency with the policies in the General Plan and the PMP that encourage the development of new and the enhancement of existing park facilities, and could also identify future parks and recreational opportunities and propose regulations and policies which would address any existing deficiencies and support the development of parks and recreational facilities within these plan areas. Nevertheless, at a program level of review, it cannot be determined to what extent future parks and recreational facilities would be able to accommodate increased demand and offset the potential increased use of existing parks and recreational facilities and their associated physical deterioration that could occur with implementation of the Blueprint SD Initiative. As future development is proposed, individual private developments would be required to either pay Citywide Park DIFs or provide public parks consistent with SDMC Section 142.0640(b)(9)(A-F), as detailed in Section 4.13.2.2c. However, despite application of the City's regulatory framework that requires individual developments to support funding for or construction of public park facilities, the additional growth that could occur within the City in accordance with the Blueprint SD Initiative could increase the use and deterioration of existing recreational facilities; therefore, impacts would be potentially significant.

b. Hillcrest Focused Plan Amendment

Buildout of the Hillcrest FPA would increase the capacity for multi-family residential units and non-residential development in the Hillcrest FPA area, and the growth associated with these future

developments could result in an increase in the use of existing neighborhood and regional parks or other recreational facilities within the Hillcrest FPA area, potentially resulting in the physical deterioration of these facilities. The Hillcrest FPA identifies a new pocket park at Ninth Avenue and University Avenue (see Figure 3-15 of this PEIR) and includes a regulatory and policy framework which would support the development of parks and recreational facilities in the Hillcrest FPA area. The Hillcrest FPA proposes a Community Plan Implementation Overlay Zone (CPIOZ) Type A over the Hillcrest District (see Figure 3-17 of this PEIR) which provides Supplemental Development Regulations (SDRs) which identify when a development is required to provide a public space, a promenade, or a lesbian, gay, bisexual, transgender, queer (LGBTQ+) Interpretive Trail Paving (SDR-B.1 through SDR-B.4). These SDRs would support increased public spaces within the Hillcrest FPA area and would ensure that park space is considered as part of new development projects. The Hillcrest FPA also updates the parks and recreation policy framework in the Uptown Community Plan to reflect the PMP and includes policies which support the expansion of recreational opportunities within the community including, but not limited to, RE-1.12, which encourages the development of parks within residential mixed-use developments and other public facilities; RE-1.18, which calls on the City to explore securing parks/recreation opportunities within development along and near Promenades and the LGBTQ+ Walking Corridors; and RE-1.19, which encourages new recreational opportunities in spaces that are privately owned and are open to the public.

Although the Hillcrest FPA identifies future parks and recreational opportunities within the Hillcrest FPA area, the projected deficit in population-based parks and recreation facilities and the gap of 7,581 recreation value points would remain upon implementation of the Hillcrest FPA. The development of future parks and recreational facilities within the Hillcrest FPA area that could occur in accordance with the Hillcrest FPA could decrease this deficit and could offset the potential increased use of existing parks and recreational facilities and their associated physical deterioration; however, it is unknown to what the extent these potential future facilities would be able to accommodate increases in demand for parks and recreational facilities. As future development is proposed, individual private developments would be required to either pay Citywide Park DIFs or provide public parks consistent with SDMC Section 142.0640(b)(9)(A-F), as detailed in Section 4.13.2.2c. However, despite application of the City's regulatory framework that requires individual developments to support funding for or construction of public park facilities, the additional growth that could occur within the Hillcrest FPA area could increase the use and deterioration of recreational facilities; thus, impacts would be potentially significant.

c. University Community Plan Update

Buildout of the University CPU would increase the capacity for multi-family residential units and non-residential development in the University CPU area. The growth associated with these future developments could result in an increase in the use of existing neighborhood and regional parks or other recreational facilities, potentially resulting in the physical deterioration of these facilities.

The University CPU identifies new parks and recreational facilities at Regents Road North and South, Governor Drive, Nobel Drive, Executive Drive, and adjacent to Torrey Pines City Park, as well as potential trail facilities within the open space areas of the community (see Figures 26 and 27 of the University CPU). The University CPU also includes a regulatory and policy framework which would facilitate the development of parks and recreational facilities in the CPU area. Future development

within the University CPU's CPIOZ-Type A boundary would be required to comply with SDR-A.1, which requires new development to provide public spaces and associated amenities, and SDR-A.3, which requires development fronting the north side of Executive Drive from Regents Road to Judicial Drive to provide a promenade along Executive Drive. Policies within the University CPU which support the development of parks and recreational facilities include, but are not limited to, policy 4.1B, which calls for pursuing opportunities to provide public spaces and gathering spots by reconfiguring public right-of-way areas and through SDRs; policy 4.1C, which calls for establishing an integrated public realm framework of connected sidewalks, urban pathways, trails, paseos, plazas, connections at multimodal mobility hubs, and parks like linear and pocket parks; and policy 4.1F, which encourages the preservation, expansion, and enhancement of existing recreation centers and aquatic facilities to increase their life span, meet current and future recreational needs, or expand their uses and sustainability.

Although the University CPU identifies potential future parks and recreational opportunities in the University CPU area, the projected deficit in population-based parks and recreation facilities and the gap of 5,592 recreation value points would remain upon implementation of the University CPU. The development of future parks and recreational facilities within the University CPU area that could occur in accordance with the University CPU could decrease this deficit and could offset the potential increased use of existing parks and recreational facilities and their associated deterioration; however, it is unknown to what extent these potential future facilities would be able to accommodate increases in demand for parks and recreational facilities. As future development is proposed, individual private developments would be required to either pay Citywide Park DIFs or provide public parks consistent with SDMC Section 142.0640(b)(9)(A-F), as detailed in Section 4.13.2.2c. However, despite application of the City's regulatory framework that requires individual developments to support funding for or construction of public park facilities, the additional growth that could occur within the University CPU area could increase the use and deterioration of existing recreational facilities; thus, impacts would be potentially significant.

Issue 2 Construction or Expansion of Recreational Facilities

Would the project include recreational facilities or require the construction or expansion of recreational facilities which would have an adverse physical effect on the environment?

a. Blueprint SD Initiative

The Blueprint SD Initiative proposes an updated policy and land use framework defined by the Village Climate Goal Propensity Map. This map would guide the development of future CPUs, Specific Plans, and FPAs, which would primarily focus future increases in development intensities that support higher density residential and mixed-use development within the Blueprint SD Initiative Climate Smart Village Areas. Although the Blueprint SD Initiatives' policy and land use framework would apply citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas.

The City is served by a variety of parks, athletic fields, aquatics facilities, recreation centers, neighborhood parks, joint-use parks, trails, and open space areas. The Blueprint SD Initiative does not propose the development of any specific parks or recreational facilities; however, the Blueprint

SD Initiative would support increases in development intensities Citywide, especially within the Climate Smart Village Areas, and the growth associated with these future developments could require the construction or expansion of recreational facilities to accommodate any increased need for parks and recreational facilities.

Opportunities for additional park land and recreational facilities within the City are anticipated to come primarily through redevelopment of private and public properties. While it is a goal of the City is to obtain land for parks and recreational facilities and potential park sites have been identified in the PMP, vacant land is limited, unavailable, or cost-prohibitive, and the General Plan encourages the development of both traditional parks and flexible public spaces that meet a community's needs, such as linear parks, public plazas, and other park typologies (City of San Diego 2024c).

The performance standards for park space in the City are outlined in the City's PMP (City of San Diego 2021). The PMP establishes a Recreational Value-Based Park Standard (Value Standard) as the guideline for providing adequate park space. The Value Standard requires 100 Recreation Value-Based points per 1,000 residents. As future CPUs, Specific Plans, and FPAs are implemented, the projected recreation value points of these plans would be calculated based on the buildout population estimates which would help determine if there is an existing deficit of parks and recreational facilities within these plan areas. These future CPUs, Specific Plans, and FPAs would be reviewed for consistency with policies in the General Plan and the PMP that encourage the development of new and the enhancement of existing park facilities, and could also identify future parks and recreational opportunities and propose regulations and policies which would address any existing deficiencies and support the development of parks and recreational facilities within these plan areas. The future development of parks and recreational amenities in the project area could cause physical environmental impacts including but not limited to, disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future parks and recreational facilities are proposed for development, a project specific environmental review would be required and compliance with regulations in existence at that time would reduce potential environmental impacts related to the construction and operation of these parks and recreational facilities. However, as the location and need for potential future parks and recreational facilities cannot be determined at this time, it is unknown what specific impacts may occur and the extent of these impacts. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to a less than significant level, impacts would be potentially significant.

b. Hillcrest Focused Plan Amendment

The current recreation value points for the Uptown Community Planning area is 978 and buildout of the Hillcrest FPA would result in a need for 10,980 recreation value points to meet the City's Recreational Value-Based Park standards. The Hillcrest FPA identifies a new pocket park at Ninth Avenue and University Avenue and includes a robust regulatory and policy framework which would facilitate the development of parks and recreational facilities in the Hillcrest FPA area. Future development within the CPIOZ-Type A Hillcrest District would be required to comply with SDR-B.1 through SDR-B.4, which require the provision of a public space, promenade, or an LGBTQ+ Interpretive Trail improvement. Additionally, policies within the Uptown Community Plan which support the provision of parks and recreational facilities include, but are not limited to, policy

RE-1.17, which calls on the City to explore the opportunity to site a recreation center in the ground floor of a future residential or mixed-use project; policy RE-1.18, which calls for securing park/recreation opportunities within development along and near promenades and the LGBTQ+ Cultural Walking Corridors; and policy RE-1.19, which encourages the exploration of new recreational opportunities in spaces that are privately owned and are open to the public.

The Hillcrest FPA does not propose specific parks or recreational facility projects at this time; however future development that occurs in accordance with the Hillcrest FPA could result in the construction or expansion of parks and recreational facilities within the community. As future development occurs in the Hillcrest FPA area, parks and recreational amenities may be required as part of the development, as publicly accessible open spaces, or public parkland. The construction and operation of new and/or expanded parks and recreational facilities could result in environmental impacts, including but not limited to, disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future parks and recreational facilities are proposed for development, a project specific environmental review would be required and compliance with regulations in existence at that time would reduce potential environmental impacts related to the construction and operation of these parks and recreational facilities. However, as the location of potential future parks and recreational facilities cannot be determined at this time, it is unknown what specific impacts may occur and the extent of these impacts. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to a less than significant level, impacts would be potentially significant.

c. University Community Plan Update

The current recreation value points for the University CPU area is 3,600 and buildout of the University CPU would result in a need for 14,421 recreation value points to meet the City's Recreational Value-Based Park standards. To address this deficit, the University CPU identifies new parks at Regents Road North and South and at Governor Drive, a new pocket park at Nobel Drive, a promenade along Executive Drive, and a new neighborhood park adjacent to Torrey Pines City Park (see Figure 26 of the University CPU). Potential trail facilities are also identified in the open space areas of the community as shown on Figure 27 of the University CPU.

The University CPU also includes a regulatory and policy framework which would facilitate the development of parks and recreational facilities in the University CPU area. Future development within the University CPU's CPIOZ-Type A boundary would be required to comply with SDR-A.1, which requires new development to provide public spaces and associated amenities, and SDR-A.3, which requires development fronting the north side of Executive Drive from Regents Road to Judicial Drive to provide a promenade along Executive Drive. Policies within the University CPU which support the development of parks and recreational facilities include, but are not limited to, policy 4.1B, which calls for pursuing opportunities to provide public spaces and gathering spots by reconfiguring public right-of-way areas and through SDRs; policy 4.1C, which calls for establishing an integrated public realm framework of connected sidewalks, urban pathways, trails, paseos, plazas, connections at multimodal mobility hubs, and parks like linear and pocket parks; and policy 4.1F, which encourages the preservation, expansion, and enhancement of existing recreation centers and

aquatic facilities to increase their life span, meet current and future recreational needs, or expand their uses and sustainability.

The University CPU does not propose specific parks or recreational facility projects at this time; however future development that occurs in accordance with the University CPU could result in the construction and/or expansion of parks and recreational facilities within the community. The construction and operation of new and/or expanded parks and recreational facilities could result in environmental impacts, including but not limited to, disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future parks and recreational facility projects are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would reduce potential environmental impacts related to the construction and operation of these parks and recreational facilities. However, as the location of potential future parks and recreational facilities cannot be determined at this time, it is unknown what specific impacts may occur and the extent of these impacts. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to a less than significant level, impacts would be potentially significant.

Cumulative Impacts

Parks and recreation facility deficiencies exist in various areas throughout the City. Development that could occur in accordance with the Blueprint SD Initiative, Hillcrest FPA, and University CPU could increase the use of existing recreational facilities which could require the need for new or expanded recreational facilities to serve additional population. The development of future parks and recreational facilities within the project area could offset the potential increased use of existing parks and recreational facilities and their associated physical deterioration; however, it is unknown to what the extent these potential future facilities would be able to accommodate increases in demand for parks and recreational facilities. Incremental impacts associated with the increased use of existing neighborhood and regional parks or other recreational facilities are anticipated to be cumulatively considerable. Thus, cumulative impacts related to parks and recreational facilities would be significant.

The regulatory and policy framework within the Blueprint SD Initiative, Hillcrest FPA, and University CPU would support and facilitate the construction and operation of new and/or expanded parks and recreational facilities. Additionally, the City's Build Better SD Initiative, which created a citywide infrastructure funding program to streamline public investments to efficiently prioritize and address the infrastructure gaps throughout the City, would help facilitate the construction of needed parks and recreational facilities and would result in broader infrastructure improvements that would reduce cumulative impacts to parks and recreational facilities in the City. Future parks and recreational facilities projects would require a separate project level environmental review and compliance with regulations in existence at the time would reduce potential environmental impacts related to the construction and operation of these parks and recreational facilities. Nonetheless, future project-specific impacts, as well as the extent of these impacts cannot be determined at this time; thus, impacts related to the construction and operation of recreational facilities would remain significant and unavoidable. Incremental impacts associated with the construction and operation of

these future parks and recreational facilities are anticipated to be cumulatively considerable. Thus, cumulative impacts related to parks and recreational facilities would be significant.

4.13.5 Significance of Impacts

4.13.5.1 Deterioration of Parks and Recreational Facilities

a. Blueprint SD Initiative

Implementation of the Blueprint SD Initiative could result in an increase in the use of existing neighborhood and regional parks and other recreational facilities which could result in the deterioration of these facilities. The Blueprint SD Initiative includes a policy framework which supports the maintenance and provision of new recreational facilities. Additionally, future CPUs, Specific Plans, and FPAs that are implemented in accordance with the Blueprint SD Initiative could identify potential recreational opportunities and provide regulations and policies which support and facilitate the development of recreational facilities. While the development of future recreational amenities under the project could offset the potential increased use of existing recreational facilities, it is unknown where these future improvements would be located, the specific impacts and the extent of impacts that could result from providing these facilities, and to what extent these future facilities would be able to accommodate increases in demand for recreational facilities. Thus, as it cannot be ensured that all future impacts would be mitigated to a less than significant level, impacts would be significant.

b. Hillcrest Focused Plan Amendment

Implementation of the Hillcrest FPA could result in an increase in the use of existing neighborhood and regional parks or other recreational facilities. While the development of the planned pocket park, as well as future recreational amenities supported by the project could offset the potential increased use of existing recreational facilities, it is unknown where these future improvements would be located, the specific impacts and the extent of impacts that could result from providing these facilities, and to what extent these future facilities would be able to accommodate increases in demand for recreational facilities. Thus, as it cannot be ensured that all impacts would be mitigated to a less than significant level, impacts would be significant.

c. University Community Plan Update

Implementation of the University CPU could result in an increase in the use of existing neighborhood and regional parks or other recreational facilities. While the development of the recreational facilities identified by the University CPU could offset the potential increased use of existing recreational facilities, it is unknown where these future improvements would be located, what specific impacts and the extent of impacts could result from providing these facilities, and to what extent these future facilities would be able to accommodate increases in demand for recreational facilities. Thus, as it cannot be ensured that all impacts would be mitigated to a less than significant level, impacts would be significant.

4.13.5.2 Construction or Expansion of Recreational Facilities

a. Blueprint SD Initiative

Implementation of the Blueprint SD Initiative could require the construction and/or expansion of parks and recreational facilities. While compliance with the regulations in existence at that time would address potential environmental impacts related to the construction and operation of future recreational facilities, it is unknown where specific future developments would be located and what the specific environmental impacts and extent of impacts may be associated with providing these facilities. As it cannot be ensured that all impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts would be significant.

b. Hillcrest Focused Plan Amendment

Implementation of the Hillcrest FPA could require the construction and/or expansion of parks and recreational facilities in the Hillcrest FPA area. While compliance with the regulations in existence at that time projects are proposed would address potential environmental impacts related to the construction and operation of future recreational facilities, it is unknown where specific future developments would be located and what the specific environmental impacts and extent of impacts may be associated with providing these facilities. As it cannot be ensured that all impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts would be significant.

c. University Community Plan Update

Implementation of the University CPU could require the construction and/or expansion of parks and recreational facilities in the University CPU area. While compliance with the regulations in existence at that time would address potential environmental impacts related to the construction and operation of future recreational facilities, it is unknown where specific future developments would be located and what the specific environmental impacts and extent of impacts may be associated with providing these facilities. As it cannot be ensured that all impacts associated with the construction and operation of potential future parks and recreational facilities would be mitigated to less than significant, impacts would be significant.

4.13.6 Mitigation Monitoring and Reporting

4.13.6.1 Deterioration of Parks and Recreational Facilities

No feasible mitigation measures beyond required regulatory compliance with the PMP and SDMC Section 142.0640(b) are available at this time.

4.13.6.2 Construction and Expansion Recreational Facilities

The construction and operation of new and/or altered recreational facilities would be required to comply with the City's existing regulations, including but not limited to, the City's Environmentally Sensitive Lands Regulations and Historic Resources Regulations, and the mitigation measures identified in this PEIR (see Chapter 9.0).

4.13.7 Significance after Mitigation

4.13.7.1 Deterioration of Parks and Recreational Facilities

Future individual private developments would be required to either pay Citywide DIFs or provide public parks consistent with SDMC Section 142.0640(b)(9)(A-F), as detailed in Section 4.13.2.2c, and development of future park and recreational facilities within the project area could offset the potential increased use of existing recreational facilities and their associated physical deterioration. However, it is unknown to what extent potential future parks and recreational facilities would be able to accommodate increases in demand for recreation facilities. Thus, after application of the City's regulatory framework that supports park improvements, it cannot be ensured that impacts associated with the deterioration of neighborhood parks and recreational facilities would be mitigated to less than significant; therefore, impacts would remain significant.

4.13.7.2 Construction and Expansion Recreational Facilities

While compliance with the existing regulations and the mitigation measures detailed in Chapter 9.0 of this PEIR would serve to reduce potential environmental impacts, impacts associated with the construction and operation of future parks and recreational facilities would remain significant as the specific impacts and extent of the impacts and ability of the regulatory and mitigation framework to fully reduce impacts associated with the construction and operation of future recreation facilities are not known at this time.

4.14 Transportation

This section analyzes the potential for significant impacts related to transportation that could result from implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code (LDC), and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the LDC, and associated discretionary actions.

This section describes the existing transportation system within the project areas, characteristics of the project areas, as well as relevant federal, state, and local regulations and programs related to transportation.

4.14.1 Existing Conditions

4.14.1.1 Physical Setting

The City provides transportation to the public using numerous modes of transportation including a network of highways and roads, public transit, local streets, paths, and trails. The transportation system provides travel for residents, visitors, employees, and goods movement and is comprised of a system that supports City and regional economic needs.

a. Blueprint SD Initiative

The Blueprint SD Initiative proposes an updated policy and land use framework defined by the Village Climate Goal Propensity Map (see Figure 3-1). This map would guide the development of future CPUs, Specific Plans, and FPAs, which would primarily focus future land use changes within the Climate Smart Village Areas, which are areas within the City with a medium to high village propensity value (i.e., 7 through 14) where the City would support the redesignation of land uses to increase development capacity, supporting more homes and jobs. Future increases in development intensities that support higher density residential and mixed-use development are anticipated to be focused in these Climate Smart Village Areas as these areas have good access to homes, jobs, and mixed use-destinations; are in proximity to high-frequency transit services based on the proposed 2050 regional transportation network, have competitive transit access to job centers based on the 2050 regional transportation network, and provide good connections between transit and destinations. Although the Blueprint SD Initiatives’ policy and land use framework would apply

citywide, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas.

b. Hillcrest Focused Plan Amendment

The Hillcrest FPA would increase the allowable development intensity and residential density within approximately 380 acres of the Hillcrest and Medical Complex neighborhoods allowing for additional homes and jobs to be near transit (see Tables 3-1 and 3-2 of this Program Environmental Impact Report [PEIR]). Generally, higher intensity development would be allowed along primary transit corridors, increasing opportunities for mixed-use commercial and employment districts. The proposed revised Uptown Community Plan Land Use map is depicted on Figures 3-8a through c. The proposed revised Uptown Community Plan mobility networks are depicted on Figures 3-10 through 3-13.

c. University Community Plan Update

The University CPU area includes approximately 8,675 acres (13.5 square miles). Streets and freeways comprise the framework of the University CPU area's transportation system. The University CPU area is relatively well-served by transit, with most of the community within a half-mile of a transit stop, which defines the boundary for being located within a Transit Priority Area (TPA). The proposed University CPU mobility networks are depicted on Figures 3-20 through 3-24.

4.14.1.2 Roadway Classifications

All community planning areas are in proximity to freeways and major roadways. Roadway facilities are categorized into the following street classifications and functions.

a. Freeway

A freeway is designed to carry through traffic, and is fully access controlled by grade separations, interchanges, and ramp connections. It normally is maintained by the California Department of Transportation (Caltrans), is constructed to state criteria, and varies in width from four to eight or more lanes. Freeways that serve the City and the Blueprint SD Initiative Climate Smart Village Areas include Interstate (I) 5, I-805, I-15, and State Route (SR) 905, SR-54, SR-94, SR-163, SR-15, SR-52, and SR-56. The University CPU area is served by three freeways: I-5, I-805, and SR-52. The Hillcrest FPA area is bisected and served by SR-163.

b. Primary Arterial

A primary arterial primarily provides a network connecting vehicles and transit to other primary arterials and to the freeway system. It carries heavy vehicular movement while providing low pedestrian movement and moderate bicycle and transit movements. It generally has a raised center median, bicycle lanes, street trees, traffic safety street lighting, sidewalks, and no access from abutting property. It may include underground utilities.

c. Major Street

A major street primarily provides a network connecting vehicles and transit to collector and local streets, other major streets and primary arterials, and to the freeway system. It also provides access to abutting commercial and industrial property. It generally carries moderate-to-heavy vehicular movement, low-to-high pedestrian and bicycle movements, and moderate-to-high transit movement. It generally has a raised center median, street trees, traffic safety street lighting, and sidewalks, and may include landscaping, pedestrian-scale lighting, underground utilities, on street parking, and/or bike lanes.

d. Collector Street

A collector street primarily provides movement between local/collector streets and streets of higher classification and, secondarily, provides access to abutting property. It generally carries low- to moderate-vehicular movement, low- to heavy-pedestrian movement, moderate- to heavy bicycle movement, and low- to moderate-transit movement. It generally has on-street parking, street trees, traffic safety street lighting, and sidewalks. It may also include landscaping, pedestrian-scale lighting, and underground utilities.

e. Local Street

A local street provides, primarily, direct access to abutting property. It carries low vehicular movement, low- to heavy-pedestrian movement, and low- to moderate-bicycle movement. It generally has on-street parking, street trees, traffic safety street lighting, and sidewalks. It may include landscaping, pedestrian-scale lighting, and underground utilities.

4.14.1.3 Public Transit

a. Blueprint SD Initiative

Public transportation services within the City and the Blueprint SD Initiative Climate Smart Village Areas is provided by the San Diego Metropolitan Transportation System (MTS) in the southern metropolitan area and the North County Transit District (NCTD) in the northern part of the county (with Coaster and bus services that tie into the City). Existing transit services include the trolley, buses, and commuter train. Transit services are provided both for trips within the City and region, and for trips between San Diego and adjacent areas.

b. Hillcrest Focused Plan Amendment

Within the Hillcrest FPA area there are seven bus routes operated by MTS, including one Rapid bus route (Route 215) and two limited stop routes (Routes 10 and 120). All seven bus routes serving the Hillcrest FPA area operate at headways of fifteen minutes or less. Park Boulevard between El Cajon Boulevard and University Avenue features center-running transit only lanes which are utilized by the Rapid Route 215. Most of the Hillcrest FPA area is within a quarter mile of a bus stop. Destinations reached by the Hillcrest-serving bus routes include Downtown, Fashion Valley, San Diego State University, East San Diego, Southeastern San Diego/Encanto, and the City of La Mesa. Several

existing transit routes which run along University Avenue within Hillcrest are planned for upgrade to Rapid bus service in the future by MTS and the San Diego Association of Governments (SANDAG).

c. University Community Plan Update

The University CPU area is relatively well-served by transit, with most of the community within a half-mile of a transit stop. MTS provides public transportation services throughout the CPU area including trolley, bus, and commuter train. There are 14 MTS bus routes that service the University CPU area. The combination of the MTS, NCTD, and University of California, San Diego (UCSD) bus routes cover most of the community and provide connections to transfer stations and Coaster/Amtrak stations that allow users to access other bus routes, trolley lines and regional services. The bus routes that service the University CPU area include MTS Routes 30, 31, 41, 50, 150, 60, and 105; MTS SuperLoops 202/202 and 204; MTS Rapid Route 237; MTS Coaster Connection Routes 978 and 979; and NCTD Route 101.

The highest public transit ridership levels in the University CPU area are found at the Gilman Drive Transit Center (Gilman Drive/Myers Drive) and the University Towne Center (UTC) Transit Center. These stops are served by SuperLoop Routes 201 and 202, which have significant ridership in the area (City of San Diego 2018).

The University CPU area is also served by the UC San Diego Blue Line Trolley which provides transit service to primary employment areas in University and the UCSD campus and connects the area with the rest of the trolley network, including Mission Valley, Downtown, East County, and South County. The six trolley stops within the University CPU area include 1) Nobel Drive/I-5; 2) Veterans Affairs Medical Center; 3) Pepper Canyon (at UCSD West); 4) Voigt Drive (at UCSD East); 5) Executive Drive/Genessee Avenue; and 6) Westfield UTC.

4.14.1.4 Bicycle and Pedestrian Facilities

a. Blueprint SD Initiative

Bicycle facilities, as described below, and pedestrian facilities, such as sidewalks, promenades, and parkways, are located throughout the City and the Blueprint SD Initiative Climate Smart Village Areas. There are three general classifications of bicycle facilities (City of San Diego 2018):

1. **Class I - Bike Path** (also referred to as shared-use or multi-use paths) are paved rights-of-way for exclusive use of bicyclists, pedestrians and those using non-modernized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way.
2. **Class II - Bike Lanes** are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway.
3. **Class III - Bike Routes** provide shared use with motor vehicle traffic within the same travel lane and are frequently marked with sharrows. Sharrows are markings on the roadway used

to indicate a shared lane environment for bicyclists and vehicles. Designated by signs, Class III bike routes provide continuity to other bike facilities or designated preferred routes through corridors with high demand.

4. **Class IV - Cycle Track** - Cycle tracks are bikeways located in roadway right-of-way but separated from vehicle lanes by physical barriers or buffers. Cycle tracks provide for one-way bicycle travel in each direction adjacent to vehicular travel lanes and are exclusively for bicycle use.

b. Hillcrest Focused Plan Amendment

Class I, II, III and IV bicycle facilities are found in the Hillcrest FPA area and span a total of approximately 4.1 miles. There is one Class I multi-use path in Hillcrest, which is a bridge overpass that connects the portions of Vermont Street separated by Washington Street and the SR-163 on-ramps. There are designated Class II bike lanes throughout Hillcrest along portions of University Avenue, Richmond Street, Cleveland Avenue, and Park Boulevard. There are sections of Class III bike routes within Hillcrest along Robinson Avenue, University Avenue, west of First Avenue, and Park Boulevard between University Avenue and Robinson Avenue. There are also Class IV cycle tracks along Fourth Avenue, Fifth Avenue, and Park Boulevard (see Figure 3-10).

Pedestrian activity is high throughout much of the Hillcrest FPA area. The highest activity during peak periods was observed within the commercial core area bounded by University Avenue, Robinson Avenue, Fourth Avenue, and Sixth Avenue. These streets have a walkable environment, with connectivity via sidewalks. There is just one multi-use path in the Hillcrest FPA area as mentioned above, which connects portions of Vermont Street separated by Washington Street and the SR-163 on-ramps.

c. University Community Plan Update

Class I, II, and III bicycle facilities are found in the University CPU area. The Rose Canyon Bike Path is a Class I bicycle facility within the University CPU area. Class II bike lanes can be found on portions of North Torrey Pines Road, Genessee Avenue, Eastgate Mall, Miramar Road, Regents Road, and Governor Drive, as well as within UCSD's planning area. Class III bike routes are located along Nobel Drive and Regents Road.

Pedestrian facilities are located throughout the University CPU area, however the distances between points of interest can be long. There are pedestrian bridges at some locations that serve as important connections, but the area's pedestrian travel can be challenging with the wide street configurations. Central areas in the University CPU area along Regents Road and Genessee Avenue provide high pedestrian connectivity, although the outer areas are not well served due to freeway interchanges. Additionally, Rose Canyon, I-805, I-5, and SR-52 act as barriers for pedestrian connectivity through the community.

4.14.2 Regulatory Setting

4.14.2.1 State Regulations

a. California Public Utilities Commission

The California Public Utilities Commission regulates privately-owned railroad and rail transit. California Public Utilities Commission staff ensures that highway-rail and pathway-rail crossings are safely designed, constructed, and maintained. The Rail Crossings and Engineering Branch engineers investigate and evaluate requests to construct new rail crossings or modify existing crossings.

b. California Department of Transportation

Caltrans is the primary state agency responsible for the construction and maintenance of the state highway system. Caltrans has established standards for street traffic flow and has developed procedures to determine if intersections require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. In addition, Caltrans must review proposals to signalize any freeway ramp interchanges through their Intersection Control Evaluation process (Caltrans Traffic Operations Policy Directive #13-01).

c. California Transportation Commission

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

d. California Complete Streets Act of 2008

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

e. Senate Bill 743

Senate Bill (SB) 743 changed the way transportation impact analysis is conducted under the California Environmental Quality Act (CEQA). Within the State's CEQA Guidelines, these changes include elimination of auto delay, level of service, and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. In December 2018, new CEQA Guidelines implementing SB 743 (CEQA Guidelines Section 15064.3), along with the Office of Planning and Research's (OPR's) Technical Advisory on Evaluating Transportation Impacts for

CEQA, were finalized and made effective. CEQA Guidelines Section 15064.3, and the associated OPR Technical Advisory, provide that use of automobile Vehicle Miles Traveled (VMT) is the preferred CEQA transportation metric, and correspondingly eliminate auto delay/level of service as the metric for assessing significant impacts under CEQA. Under CEQA Guidelines Section 15064.3, statewide application of the new VMT metric is required beginning on July 1, 2020.

4.14.2.2 Local Regulations

a. The Regional Plan

SANDAG is the regional authority that creates region-specific documents to provide guidance to local agencies, as SANDAG does not have land use authority. SANDAG's San Diego Forward: The 2021 Regional Plan (SANDAG 2015) is the long-range planning document developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The Regional Plan is updated every four years. The underlying purpose of the Regional Plan is to provide direction and guidance on future regional growth (i.e., the location of new residential and non-residential land uses) and transportation patterns throughout San Diego County as stipulated under SB 375. The Regional Plan establishes a planning framework and implementation actions that increase the region's sustainability and encourage "smart growth while preserving natural resources and limiting urban sprawl." The Regional Plan encourages an increase in residential and employment concentrations in areas with the best existing and future transit connections, and preservation of important open spaces. The Regional Plan's focus is on the implementation of basic smart growth principles designed to strengthen the integration of land use and transportation.

The Regional Plan also addresses border issues and provides an important guideline for communities bordering Mexico. In this case, the goal is to create a regional community where San Diego, its neighboring counties, tribal governments, and northern Baja California mutually benefit from San Diego's varied resources and international location.

b. SANDAG Regional Bike Plan

The Riding to 2050, the San Diego Regional Bike Plan adopted by SANDAG supports implementation of the Regional Plan. It provides a regional strategy to make riding a bike a useful form of transportation for everyday travel. The plan will help San Diego meet its goals to reduce greenhouse gas (GHG) emissions and improve mobility. The goals of the Regional Bike Plan include increasing levels of bicycling; improving bicycling safety; encouraging the development of Complete Streets; supporting reductions in emissions; and increasing community support. In September 2013, the SANDAG Board of Directors approved funding to implement the Regional Bike Plan Early Action Program, which focuses on the region's highest-priority projects. The Regional Bike Plan is currently being updated as part of SANDAG's Active Transportation Program.

c. City of San Diego General Plan

The Mobility Element of the General Plan defines the policies regarding traffic flow and transportation facility design. The purpose of the Mobility Element is "to improve mobility through development of a balanced, multi-modal transportation network." The main goals of the Mobility

Element pertain to walkable communities, transit first, street and freeway system, intelligent transportation systems, transportation demand management, bicycling, parking management, airports, passenger rail, goods movement/freight, and regional transportation coordination and financing. Central to the plan is the “City of Villages” strategy, which focuses growth in pedestrian-friendly, mixed-use activity centers linked to an improved regional transit system. The project includes an update to the City’s General Plan Mobility Element.

d. City of San Diego Bicycle Master Plan

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

e. City of San Diego Climate Action Plan

The City’s 2022 Climate Action Plan (CAP) builds on the 2015 CAP and establishes a citywide goal of net zero GHG emissions by 2035, committing the City to an accelerated trajectory for GHG emissions reductions and making the City more sustainable and healthier for residents. The primary purposes of the CAP are to provide a roadmap for the City to achieve GHG emissions reductions, conform the City’s climate change efforts to California laws and regulations, promote climate equity, implement climate change actions from the General Plan, and provide CEQA tiering for the GHG analysis of new development. The CAP identifies six (6) equity-focused strategies to achieve a goal of net zero emissions by 2035 through reducing and avoiding GHG emissions. The CAP includes a variety of policies under Strategy 3, Mobility and Land Use, which support active transportation use and encourage mixed-use, transit-oriented development.

e. City of San Diego Pedestrian Master Plan

The City of San Diego has developed a Pedestrian Master Plan (City of San Diego 2006; City of San Diego 2013) to guide the planning and implementation of pedestrian improvement projects. The Pedestrian Master Plan will help the City enhance neighborhood quality and mobility options by facilitating pedestrian improvement projects and will identify and prioritize improvement projects based on technical analysis and community input, as well as improve the City’s ability to receive grant funding for implementation of pedestrian projects.

f. City of San Diego Mobility Choices Program

To implement SB 743, the City of San Diego adopted the Mobility Choices Program. The Mobility Choices Program ensures that new development mitigates transportation VMT impacts to the extent feasible, while incentivizing development within the City’s TPAs and urban areas. The Mobility Choices Program included amendments to the San Diego Municipal Code (SDMC) to adopt the Mobility Choices Regulations (Chapter 14, Article 3, Division 11 of the SDMC). Additionally, the Mobility Choices Program included adoption of a new CEQA significance threshold for

transportation to implement SB 743. Notably, the City's Transportation Study Manual (TSM) identifies VMT thresholds, consistent with CEQA Guidelines Section 15064.3.

The Mobility Choices Program was evaluated as part of the City's Complete Communities: Housing Solutions and Mobility Choices Final PEIR (City of San Diego 2020, incorporated by reference herein). The Complete Communities: Housing Solutions and Mobility Choices PEIR found that implementation of the Mobility Choices Program would support reductions in per capita VMT by either requiring the 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: Housing Solutions and Mobility Choices PEIR found that implementation of the Mobility Choices Program and the new significance threshold for transportation impacts would result in VMT impacts for any new development that occurs in an area that generates resident VMT per capita or employee VMT per employee that is greater than 85 percent of the base year regional average, absent any mitigation. While the Mobility Choices Regulations were intended to serve as mitigation to ensure an overall reduction in citywide VMT, the PEIR concluded that VMT impacts would remain significant and unavoidable 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 impacts at the project level.

The Mobility Choices Regulations include the identification of Mobility Zones, VMT Reduction Measures as outlined in SDMC Section 143.1103(b) and the Land Development Manual Appendix T, and an Active Transportation In-Lieu Fee used to mitigate VMT impacts from new development in VMT inefficient areas by collecting funds for implementation of active transportation improvements in VMT efficient areas.

g. City of San Diego Transportation Study Manual

The City's TSM, updated September 2022, states that all discretionary projects must complete a Local Mobility Analysis (LMA) unless they meet the following trip generation screening criteria:

- Land uses consistent with the Community Plan/Zoning Designation: Generate less than 1,000 daily unadjusted driveway vehicle trips,
- Land uses inconsistent with the Community Plan/Zoning Designation: Generate less than 500 daily unadjusted driveway vehicle trips, or
- Projects in the Downtown Community Planning Area that generate less than 2,400 daily unadjusted trips.

The LMA is intended to identify the transportation effects of proposed development projects and to determine the need for any improvements to the adjacent and nearby road system to achieve acceptable mobility for vehicles, bicyclists, pedestrians, and transit. While the LMA is required by the City, the analysis is not related to the determination of significance related to transportation impacts under CEQA. However, should the LMA find that road improvements would be necessary to maintain acceptable mobility standards, such improvements would be included as project design features.

The TSM provides guidance for the City's CEQA Significance Determination Thresholds, screening criteria, and methodology for conducting the VMT analysis, while the LMA is required to identify any off-site infrastructure improvements in the project vicinity that may be triggered with the development of the project. The LMA also analyzes site access and circulation and evaluates the local multi-modal network available to serve the project.

h. Vision Zero

Refer to Section 4.8.2.3i for a discussion of the City's Vision Zero strategy to eliminate all traffic fatalities and severe injuries associated with transportation.

4.14.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to transportation are based on applicable criteria in the CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2022). The following issue questions are addressed in this section:

- 1) Would the project conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities;
- 2) Would the project result in vehicle miles traveled (VMT) exceeding thresholds identified in the City's Transportation Study Manual;
- 3) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- 4) Would the project result in inadequate emergency access.

For Issue 2, the City's CEQA Significance Determination Thresholds (2022) states the TSM should be used to determine the potential significance of a project, plan, or policy's VMT impacts. VMT analysis for this project is detailed in Appendix J: Vehicle Miles Travelled Analysis Report.

On September 27, 2013, Governor Jerry Brown signed SB 743 into law and started a process intended to fundamentally change transportation impact analysis under CEQA. The OPR published its latest recommended Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018. This Technical Advisory provides recommendations on how to evaluate transportation impacts under SB 743. The OPR guidance covers specific changes to the CEQA guidelines and recommends elimination of auto delay for CEQA purposes and the use of VMT/VMT as the preferred CEQA transportation metric.

VMT is positively correlated with growth and as the region is expected to grow, VMT is also expected to increase. How and where growth occurs plays a significant role in determining how much VMT will increase. Growth areas are projected to be more VMT efficient with the following: high quality transit service, a complete active transportation network, and complementary land use mixes.

Consistent with OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), the City adopted the TSM in 2020 (updated in 2022) that requires the use of the following VMT metrics for determining the CEQA transportation impacts of land use projects:

- For residential uses, the recommended efficiency metric is Resident VMT per Capita;
- For employment uses, the recommended efficiency metric is Employee VMT per Employee.
- For retail uses, the recommended metric is a net change of total area VMT due to the nature of retail trips typically redistributing shopping trips rather than creating new trips.

Table 3 of the TSM provides the significance thresholds for VMT by land use type which are shown in Table 4.14-1, below.

Table 4.14-1 Significance Thresholds for VMT Impacts	
Land Use Type (see TSM Appendix B for Specific Land Use Designations)	Threshold for Determination of a Significant Transportation VMT Impact**
Residential	15% below regional mean* VMT per Capita
Commercial Employment	15% below regional mean* VMT per Employee
Industrial and Agricultural Employment	Regional mean* VMT per Employee
Regional Retail	Zero net increase in total regional VMT*
Hotel	See Commercial Employment
Regional Recreational	See Regional Retail
Regional Public Facilities	See Regional Retail
Mixed-Use	Analyze each land use individually per above categories
Redevelopment	Apply the relevant threshold based on proposed land use (ignore the existing land use)
Transportation Projects	Zero net increase in total regional VMT*
* The regional mean and total regional VMT are determined using the SANDAG Regional Travel Demand Model. The specific model version and model year will be identified by the Development Services Department's Transportation Development Section.	
**Projects that exceed these thresholds would have a significant impact.	

While the metrics and thresholds in Table 4.14-1, Significance Thresholds for VMT Impacts, are appropriate at the project level, both OPR and the City recognize that for large land use plans such as the General Plan and Community Plans, proposed new residential, office and retail land uses should be considered in aggregate (OPR 2018). Locally serving retail land uses are presumed to have a less than significant impact on VMT. However, it is not possible at the program level to isolate the components of citywide proposed retail land uses that may be regionally serving which may have a significant VMT impact verses those that are locally serving and would be presumed to have a less than significant VMT impact. In addition, it is not possible to isolate the component of VMT attributable only to proposed retail land uses because net regional VMT changes referred to in Table 4.14-1 and provided by the transportation forecasts include those caused by population and employment growth as well as proposed land use, transportation network, and policy changes. For retail land uses it is more appropriate to identify VMT impacts and potential mitigation measures at the project level.

4.14.4 Impact Analysis

Issue 1 Transportation Policy Consistency

Would the project conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities?

The project would not conflict with any adopted transportation policies, plans, and programs including those supporting transit, bicycle, and pedestrian facilities. The project would allow for an increase in transit supportive residential densities and non-residential intensities in locations where existing or planned transit would be available consistent with the planned 2050 regional transportation network. The Village Climate Goal Propensity Map, which was developed with the 2050 regional transportation network in mind, provides a framework for directing land uses within areas that would align with existing and planned transit infrastructure, with the overall goal of increasing opportunities for homes and jobs in locations that would cause a shift in mode share from single occupancy vehicles to walking/rolling, bicycling and transit use as planned transit infrastructure is implemented. The land use framework provided in the Blueprint SD Initiative would facilitate development within Climate Smart Village Areas with an overall goal of reducing Citywide per capita VMT that is consistent with and supportive of the goals of the City's General Plan, CAP, and the Regional Plan, because it supports transit-oriented, mixed-use development. Within the University CPU area and Hillcrest FPA area, increases in density are consistent with the land use framework identified in the Village Climate Goal Propensity Map, allowing for increases in density in locations near existing or planned transit infrastructure to support shifts in mode share and reductions in per capita VMT.

The project is consistent with other adopted policies, plans, and programs supporting the transportation system as it strives to improve mobility through a balanced, multi-modal transportation network with planned improvements to pedestrian, bicycle, transit, and roadway facilities. Additionally, the project provides policies that support improvements to pedestrian, bicycle, transit, and roadway facilities while reducing per capita VMT and increasing alternative mode share. All transportation facilities would be designed in accordance with applicable City standards.

The Blueprint SD Initiative includes updated policies to align the General Plan with policies in the City's CAP and the Regional Plan. Applicable General Plan policies include, but are not limited to:

Walkable/Rollable Communities Policies

- Policy ME-A.10: Create walkable destinations equitably across the City by increasing opportunities for placemaking and community gathering spaces, facilitating outdoor dining, and allowing for the creation of more designated space for active transportation.
- Policy ME-A.11: Support opportunities to convert undeveloped right-of-way or underutilized paper streets into trails, enhanced urban pathways, multi-use paths, or public spaces that encourage outdoor activity and active transportation.

Bicycle Policies

- Policy ME-B.2b: Develop and maintain a comprehensive, integrated system of reduced stress bikeways to help encourage community members to cycle for commuting and daily needs.
- Policy ME-B.3: Maintain and improve the quality, operation, and integrity of the bikeway network and roadways regularly used by bicyclists.
 - Provide buffered or separated bikeways along major roadways where vehicle speeds and volumes are higher.
 - Provide treatments such as wayfinding and markings, colored pavement, bicycle signals, bike boxes, and protected intersections to enhance the safety, comfort and enjoyability for all levels of bicycle riders.
 - Implement high-quality bicycle facilities, treatments, and amenities as roadways are resurfaced and/or rights-of-way become available.

Shared Use Mobility Policies

- Policy ME-C.1: Expand shared mobility program coverage by identifying suitable locations for shared micro-mobility stations and geographic areas where a program should operate.
 - Ensure that shared micro-mobility program(s) focus on connecting neighborhoods, business districts, and high demand destinations.
 - Deploy shared mobility devices near active transportation facilities.
 - Improve the convenience and the user experience in accessing visitor destinations via shared mobility devices.
 - Work with public and private entities, such as large employers, colleges, and public agencies, to provide access to shared mobility devices.
- Policy ME-C.2: Designate shared mobility device parking zones or corrals in commercial and recreational areas, schools, transit stations, mobility hubs, activity centers, and visitor destinations.
- Policy ME-C.3: Partner with shared mobility device operators to optimize availability in mobility hubs and near transit and to promote “first/last-mile” application of these devices, especially during peak hours.

Transit Policies

- Policy ME-D.1.e: Coordinate to provide seamless transfers between transit service and other modes (I.e., micro-mobility) and systems.
- Policy ME-D.10: Support commuter, intercity and high-speed passenger rail transportation projects that will provide travel options and improve the quality of service for intercity travel while minimizing adverse impacts to communities.
- Policy ME-D.11: Support intermodal stations to facilitate transfer of passengers between modes and expand the convenience, range, and usefulness of transportation systems implemented in the City.
- Policy ME-D.12: Locate future [passenger rail] stations adjacent to villages with high-density employment or residential uses.
- Policy ME-D.15: Support a stable, multi-year transportation funding policy for passenger rail services that meets the goal of improved rail travel opportunities.
- Policy ME-D.18: Improve transit connections by investing in first-mile/last-mile solutions.
- Policy ME-D.19: Support and develop mobility hubs of different scales to provide a diverse set of amenities that encourage multi-modal trips, for all trip types, and to serve as connection points between transit, shared micro-mobility services, and other private transportation services.

Policies within the University CPU that would align with policies in the General Plan, the City's CAP and the Regional Plan include, but are not limited to:

- Policy 3.1A: Create continuous pedestrian and bicycle networks with amenities to further accommodate and encourage residents to walk or ride a bike for their commuting and daily needs.
- Policy 3.2B: Implement physical and operational street improvements to support the City's Vision Zero initiative, such as narrowing corner radii, roundabouts, other traffic calming measures, pedestrian hybrid beacons, and lead pedestrian intervals (LPI), where appropriate, to improve safety and visibility, reduce crossing distances, and reduce speeds and conflicts from motorists.
- Policy 3.3E: Enhance safety, comfort, and accessibility for all levels of cyclists along bikeways and at intersections with features that improve visibility and physical separation from vehicles, such as loop detection, bicycle signals, bike boxes, No Right Turn on Red restrictions, bicycle rails, slip ramps, lighting, wayfinding, signage, pavement markings, and buffered or separated facilities.
- Policy 3.4C: Encourage new residential, office, and commercial developments, as well as any new parking facilities, to provide spaces for micromobility.

- Policy 3.5A: Coordinate with MTS and SANDAG to increase transit infrastructure and service enhancement opportunities within University, including those identified in the adopted Regional Plan and future updates of the Regional Plan.

Updated policies within the Uptown Community Plan resulting from the Hillcrest FPA that would align with policies in the General Plan, the City's CAP and the Regional Plan include, but are not limited to:

- Policy MO-1.3: Consider traffic calming measures such as raised intersections, corner bulb-outs, roundabouts/traffic circles along pedestrian corridors.
- Policy MO-1.6: Implement pedestrian enhancements within identified pedestrian focus areas developed as part of the pedestrian planning effort. These enhancements include but are not limited to bulb-outs/curb extensions, pedestrian promenades, enhanced crossing treatments, traffic calming, leading pedestrian intervals, continental crosswalk and exclusive pedestrian phases.
- Policy MO-2.4: Support bicycle facilities on Washington Street, University Avenue, Park Boulevard, Laurel Street, Juniper Street, San Diego Avenue, Third Avenue, Fourth Avenue, Fifth Avenue, Sixth Avenue, Robinson Avenue, and Bachman Place.
- Policy MO-3.13: Coordinate with SANDAG and MTS on the feasibility of an aerial skyway connecting Hillcrest and Mission Valley.
- Policy MO-3.14: Support a transit connection between the Hillcrest UCSD campus and the La Jolla UCSD campus.
- Policy MO-3.15: Consider public-private partnerships to enhance transit connections and encourage the implementation of mobility hubs.

The project would support citywide and regional programs, plans, ordinances, or policies addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities; therefore, impacts would be less than significant.

Issue 2 Vehicle Miles Traveled

Would the project result in vehicle miles traveled (VMT) exceeding thresholds identified in the City of San Diego Transportation Study Manual?

SANDAG's Activity Based Model (ABM) was used to calculate the project's VMT. The proposed land uses and Regional Plan mobility network were inputs to the model to develop future travel forecasts and VMT. Attachment B of Appendix J provides details on the methodology for the modeling of this project. For the project's VMT analysis the following modelling scenarios were utilized:

- Base Year (2016) – The calibrated base year model SANDAG used for the 2021 Regional Plan 2023 Amendment.

- City of San Diego Model Run 1 (2050) – Is the low estimate density for the Blueprint SD Initiative Climate Smart Village Areas, which are areas with a village propensity value of 7 through 14, with the proposed regional mobility network from the 2021 Regional Plan 2023 Amendment.
- City of San Diego Model Run 2 (2050) – Incorporates proposed land uses from the University CPU and Hillcrest FPA with the proposed regional mobility network from the 2021 Regional Plan 2023 Amendment while maintaining the Blueprint Model Run 1 unit growth for the remaining communities except in the Clairemont Mesa and College Area communities where draft proposed CPU land uses were included (e.g. land uses that align with the Village Climate Goal Propensity map).
- City of San Diego Model Run 3 (2050) – Is the high estimate density for Blueprint SD Initiative Climate Smart Village Areas with the proposed regional mobility network from the 2021 Regional Plan 2023 Amendment.

a. Blueprint SD Initiative VMT Analysis

Residential and Employment VMT

Table 4.14-2 presents the City of San Diego resident and employee VMT efficiency metrics for Base Year conditions. Under Base Year conditions, the City is above the threshold of 85 percent of the regional mean for both efficiency metrics at 92 percent and 104 percent of the Base Year regional means for both VMT per Capita (Residents) and VMT per Employee (Employment), respectively (see Attachment F of Appendix J).

Table 4.14-2 Base Year VMT Metrics			
	2016 Regional Mean ¹	2016 Base Year	
		Citywide Mean ¹	Percent of 2016 Regional Mean
VMT per Capita (Residents)	19.1	17.6	92%
VMT per Employee (Employment)	19.1	19.8	104%
¹ SOURCE: SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, VMT Report Scenario ID 186 (Attachment F of Appendix J)			

By 2050, under the Blueprint SD Initiative, the VMT efficiency substantially improves in both the higher density (Model Run 3) and lower density (Model Run 1) modeling scenarios. Table 4.14-3 presents the Blueprint SD Initiative 2050 resident and employee VMT for the City of San Diego. Under the Blueprint SD Initiative, the City is projected to have VMT per Capita between 13.3 and 14.4 and VMT per Employee between 13.2 and 14.2, which are 70 to 75 percent and 69 to 74 percent, respectively, of the Base Year regional means (see Attachment F of Appendix J). VMT associated with the residential and employment land uses would not exceed the thresholds and would be less than significant assuming full implementation of the Blueprint SD Initiative and the Regional Plan. However, at a programmatic level of analysis, it is not possible to ensure that full implementation of

the Regional Plan's transportation investments and the timing of these investments with the specific development would occur. Therefore, residential and employment VMT impacts would be considered significant.

Table 4.14-3 VMT CEQA Analysis for the Blueprint SD Initiative				
	2016 Regional zMean ¹	2050 Blueprint SD Initiative		
		Citywide Mean ²	Percent of 2016 Regional Mean	Exceeds Threshold ³ (Yes/No)
VMT per Capita (Residents)	19.1	13.3 ^a - 14.4 ^b	70% - 75%	No
VMT per Employee (Employment)	19.1	13.2 ^a - 14.2 ^b	69% - 74%	No
¹ Source for 2016 Regional Mean is SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, VMT Report Scenario ID 186 ² Sources for Citywide means are: ^a SANDAG ABM 2+, Blueprint Model Run 3 Scenario - SB 743 VMT Report, Scenario ID 321 and ^b SANDAG ABM 2+, Blueprint Model Run 1 Scenario - SB 743 VMT Report, Scenario ID 319 (see Attachment F of Appendix J) ³ Threshold is 85% of the 2016 Regional Mean VMT per Capita or VMT per Employee, respectively				

Retail VMT

While the metrics and thresholds in Table 4.14-3 are appropriate at the project level, both OPR and the City recognize that for large land use plans such as the General Plan and Community Plans, proposed new residential, office and retail land uses should be considered in aggregate (OPR 2018). Locally serving retail land uses typically capture existing trips and are therefore often considered to have a less than significant related to VMT. Specific projects would require review for consistency with the City's TSM screening criteria for locally serving retail. As detailed in the City's TSM, a locally serving retail project would be screened out from further VMT analysis if it is a retail project of 100,000 square feet gross floor area or less that is able to demonstrate through a market area study that the market capture area for the project is approximately three miles (or less) and serves a population of roughly 25,000 people or less.

At the program level it is not possible to isolate the components of Citywide proposed retail land uses that may be regionally serving which may have a significant VMT impact verses those that are locally serving and would be presumed to have a less than significant VMT impact because no site specific development projects are proposed at this time. However, as future retail land uses that require a discretionary approval are proposed, the City would apply the TSM to ensure individual project VMT impacts are considered in the context of the specific project type and VMT generation.

In addition, at a program level of review it is not possible to isolate the component of VMT attributable only to proposed retail land uses because net regional VMT changes provided by the transportation forecasts include those caused by population and employment growth as well as proposed land use, transportation network, and policy changes. For retail land uses it is more appropriate to identify VMT impacts and potential mitigation measures at the project level, consistent with the City's TSM. In addition, at this program level of analysis it is not possible to ensure that full implementation of the Regional Plan's transportation investments and timing to

support access to retail land uses would occur. Therefore, retail VMT impacts would be considered significant.

b. University Community Plan Update VMT Analysis

Residential and Employment VMT

Table 4.14-4 presents the University CPU resident and employee VMT efficiency metrics for Base Year conditions. Under Base Year conditions, the University CPU exceeds the thresholds due to base year VMT being above 85 percent of the regional means for both VMT per Capita (Residents) and VMT per Employee (Employment). VMT per Capita (Residents) is at 90 percent of the Base Year regional mean and VMT per Employee is at 126 percent of the Base Year regional mean (see Attachment F of Appendix J).

Table 4.14-4 Base Year VMT Metrics – University Community Plan Update			
	2016 Regional Mean ¹	2016 Base Year	
		University Community Plan Area Mean ²	Percent of 2016 Regional Mean ³
VMT per Capita (Residents)	19.1	17.1	90%
VMT per Employee (Employment)	19.1	24.0	126%

¹SOURCE: SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, VMT Report Scenario ID 186 (Attachment F of Appendix J)
²SOURCE: SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, TFIC SB 743 VMT Maps Scenario ID 458 (Attachment F of Appendix J)
³Threshold is 85% of the 2016 Regional Mean VMT per Capita or VMT per Employee, respectively

By 2050, with the implementation of the University CPU in addition to the mobility improvements identified in the SANDAG Regional Plan, the VMT efficiency substantially improves in Model Run 2 which best reflects the proposed CPU land uses in University. Table 4.14-5 presents the University CPU resident and employee VMT for 2050 which is projected to have a VMT per Capita at 11.5 and an VMT per Employee at 16.3, which are 60 percent and 85.3 percent, respectively, of the Base Year regional means (see Attachment F of Appendix J). With implementation of the SANDAG Regional Plan, VMT associated with the residential land uses would not exceed the 85 percent thresholds at buildout of the University CPU and would be less than significant. However, for the purpose of this program level analysis, it cannot be ensured that full implementation of the Regional Plan's transportation investments would occur. Therefore, residential VMT impacts would be significant. VMT associated with employment land uses would exceed the 85 percent threshold at buildout of the University CPU and would be considered significant.

Table 4.14-5 Resident and Employee VMT - University Community Plan Update				
	2016 Regional Mean ¹	2050 University CPU		
		University Community Plan Area Mean ²	Percent of 2016 Regional Mean	Exceeds Threshold ³ (Yes/No)
VMT per Capita (Residents)	19.1	11.5	60%	No
VMT per Employee (Employment)	19.1	16.3	85.3%	Yes

¹ SOURCE: SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, VMT Report Scenario ID 186 (Attachment F of Appendix J)

² SOURCE: SANDAG ABM 2+, Blueprint Model Run 2 Scenario - SB 743 VMT Report, Scenario ID 320 (Attachment F of Appendix J)

³ Threshold is 85% of the 2016 Regional Mean VMT per Capita or VMT per Employee, respectively

Retail VMT

While the metrics and thresholds in Table 4.14-5, Resident and Employee VMT–University Community Plan Update, are appropriate at the project level, both OPR and the City recognize that for large land use plans such as the General Plan and Community Plans, proposed new residential, office and retail land uses should be considered in aggregate. Locally serving retail land uses are presumed to have a less than significant impact on VMT. Due to the presence of the UTC Mall in the University CPU area, it is not possible at the program level to isolate proposed retail land uses that may be regionally serving, and which may have a significant VMT impact versus those that are locally serving and would be presumed have a less than significant VMT impact. In addition, it is not possible to isolate the component of VMT attributable solely to proposed retail land uses due to net regional VMT changes reflecting those caused by population and employment growth as well as proposed land use, transportation network, and policy changes. For retail land uses, it is more appropriate to identify VMT impacts and potential mitigation measures at the project level. At this programmatic level of analysis, retail VMT impacts would be considered significant.

c. Hillcrest Focused Plan Amendment VMT Analysis

Residential and Employment VMT

Table 4.14-6 presents the Hillcrest FPA resident and employee VMT efficiency metrics for Base Year conditions. Under Base Year conditions, the Hillcrest FPA is below the threshold for the VMT per Capita (Residents) metric at 75 percent of the Base Year regional mean while VMT per Employee (Employment) for the Hillcrest FPA is 87 percent of the Base Year regional averages, which exceeds the threshold (see Attachment F of Appendix J).

Table 4.14-6 Base Year VMT Metrics – Hillcrest FPA			
	2016 Regional Mean ¹	2016 Base Year	
		Hillcrest FPA Mean ²	Percent of 2016 Regional Mean ³
VMT per Capita (Residents)	19.1	14.2	75%
VMT per Employee (Employment)	19.1	16.5	87%

¹SOURCE: SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, VMT Report Scenario ID 186 (Attachment F of Appendix J)
²SOURCE: SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, VMT Report Scenario ID 186 (Attachment F of Appendix J)
³Threshold is 85% of the 2016 Regional Mean VMT per Capita or VMT per Employee, respectively

By 2050 with the implementation of the Hillcrest FPA, the VMT efficiency substantially improves in Model Run 2 which best reflects the proposed FPA land uses in Hillcrest. Table 4.14-7 presents the Hillcrest FPA resident and employee VMT for 2050 which is projected to have a Resident VMT per Capita at 5.7 and an Employee VMT per Employee at 9.4, which are 30 percent and 50 percent, respectively, of the Base Year regional averages (see Attachment F of Appendix J). VMT associated with the residential and employment land uses would not exceed the 85 percent thresholds at buildout of the Hillcrest FPA and would be less than significant based on the Hillcrest FPA land uses and the implementation of the Regional Plan. However, at this programmatic level of analysis, it cannot be ensured that full implementation of the Regional Plan's transportation investments would occur. Therefore, residential and employment VMT impacts would be considered significant.

Table 4.14-7 Resident and Employee VMT for Hillcrest Focused Plan Amendment				
	2016 Regional Mean ¹	2050 Hillcrest Focused Plan Amendment Buildout		
		Hillcrest FPA Mean ²	Percent of 2016 Regional Mean	Exceeds Threshold ³ (Yes/No)
VMT per Capita (Residents)	19.1	5.7	30%	No
VMT per Employee (Employment)	19.1	9.4	50%	No

¹SOURCE: SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, VMT Report Scenario ID 186 (Attachment F of Appendix J)
²SOURCE: SANDAG ABM 2+, Blueprint Model Run 2 Scenario - SB 743 VMT Report, Scenario ID 320 (Attachment F of Appendix J)
³Threshold is 85% of the 2016 Regional Mean VMT per Capita or VMT per Employee, respectively

Retail VMT

Although total VMT generated by all land uses is expected to increase under future buildout of the Hillcrest FPA, it is anticipated that development under the Hillcrest FPA would maintain and possibly expand neighborhood and community-serving retail. Per the City's TSM and OPR's Technical Advisory "local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than significant transportation

impact.” Within the Hillcrest FPA, all retail would be locally serving due to size limitations imposed by the City’s base zoning in this area. Consistent with the City’s TSM and OPR’s Technical Advisory, impacts related to VMT for retail land uses within the Hillcrest FPA would be less than significant.

Issue 3 Design Feature

Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The project accommodates all modes of transportation. The future design of roadways and roadway modifications included in the project would be required to conform with applicable Federal, State, and City design criteria which contain provisions to minimize roadway hazards. Compliance with these standards including, but not limited to, the City’s LDC, Standard Drawings, and Street Design Manual to the satisfaction of the City Engineer would avoid impacts related to roadway hazards due to design features or incompatible uses. Furthermore, the Project would improve existing transportation deficiencies by providing higher quality bicycle facilities and improving pedestrian connectivity by eliminating gaps in the pedestrian network. Enhancements include implementation of leading pedestrian intervals, protected intersections, separated bicycle facilities, and flexible lanes. These multi-modal enhancements are intended to improve safety for all users of the roadway. Refer also to Section 4.8.4, Issue 5 for a discussion of applicable policies that support roadway network safety and accessible. The project is not associated with incompatible uses that could increase hazards. Additionally, implementation of the City’s Vision Zero supports elimination of traffic fatalities and injuries associated with transportation. Therefore, impacts related to hazardous design features would be less than significant.

Issue 4 Emergency Access

Would the project result in inadequate emergency access?

a. Blueprint SD Initiative

The Blueprint SD Initiative includes policies to address emergency access and does not include any requirements that would result in inadequate emergency access. The General Plan Mobility Element includes Policy ME-E.9 which supports improvements to operations and maintenance on City streets and sidewalks including maintenance for all users including emergency vehicles. Implementation of the Blueprint SD Initiative may include implementation of traffic calming devices; however, General Plan Mobility Element policy ME-E.10.e requires traffic calming measures to include consideration of any potential undesired effects such as increased travel times, emergency response times, noise, and traffic diversion. It is also anticipated that future community plan updates, land use plan amendments, and projects would propose improvements to the circulation and mobility network in their project areas to address potential emergency access issues, consistent with City regulations and the TSM. Future development in accordance with the Blueprint SD Initiative would be required to comply with all applicable City regulations related to emergency access including the California Fire Code, the SDMC Chapter 5, Article 5, Division 87: Appendix D – Fire Apparatus Access Roads, and would also be reviewed for consistency with applicable emergency access policies such as 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. In addition, per FPB Policy A-14-1, future developments would be reviewed by the City Fire Marshal to ensure that emergency access is provided.

Throughout the City and beyond, there are generally adequate emergency evacuation routes through the major interstate system, local highways, and prime arterials within San Diego County. As the project would not result in land use changes that would impede emergency evacuation and future projects would be required to demonstrate consistency with the City's regulatory framework related to emergency access, impacts related to emergency access would be less than significant.

b. University Community Plan Update

The University CPU would improve circulation and mobility for all modes of travel throughout the CPU area. In addition, the University CPU has identified dedicated roadway space for transit along several key corridors in the University CPU area, which will also be available for emergency vehicles thereby improving emergency access in the area. With the recent (2021) construction of the North University City Fire Station 50 and the ongoing construction of Torrey Pines Fire Station 52, these stations will better serve the area and increase emergency access throughout the community along with the existing Eastgate Mall Fire Station 35.

At buildout, the University CPU would result in an overall community-wide increase of approximately 36,803,000 square feet of planned non-residential floor area and approximately 29,000 additional planned residential units (see Tables 3-3 and 3-4). This growth would use existing roadways and freeways for emergency evacuation purposes. Specifically, the University CPU area has a number of transportation corridors that can serve as emergency evacuation routes. I-5 traverses the University CPU area along its western edge in the south and traverses through the central portion of the community as it heads north. I-805 generally forms the eastern boundary of the University CPU area while SR-52 forms the southern boundary of the University CPU area. These major evacuation routes are accessible from Regents Road, Genessee Avenue, Governor Drive, Nobel Drive, Gillman Drive/La Jolla Colony Drive, and Sorrento Valley Road. In addition to these major transportation routes, the University CPU area has access to the Mid-Coast Trolley system. The highest intensity development in the University CPU area is focused around areas with transit access and access to major transportation corridors. In addition to existing transit, there are future transit improvements planned over the planning horizon (see Figure 3-22 and 3-23).

Within the University CPU area, limited north south connections are available, with Genessee Avenue serving as the main north south connection within the community and I-805 providing a north south connection along the eastern edge of the community via SR-52. However, the southern portion of the University CPU area, south of Rose canyon has access to evacuation routes including Regents Road to SR-52 and south to Clairemont Mesa Boulevard, Genessee Avenue in both north and south directions, and Governor Drive east to I-805.

As future development is proposed consistent with the University CPU, the City would consider the adequacy of emergency evacuation routes. Generally, the anticipated location of development would have ready access to transit and major transportation corridors. Based on the existing

roadway network in place combined with improvements required by the City as development occurs and required consistency with the Fire Code, impacts related to ensure emergency access within the University CPU area would be less than significant.

c. Hillcrest Focused Plan Amendment

The Hillcrest FPA area is primarily located within an established, developed urbanized area. Access to I-5 via University Avenue and Washington Street, access to SR-163 from University Avenue, Washington Street and Robinson Avenue, and access to I-805 to the east via University Avenue or El Cajon Boulevard provide substantial evacuation routes in the event of an emergency.

Planned mobility improvements in the Hillcrest FPA would improve mobility throughout the FPA area for all modes of travel. As it pertains to emergency access, the Hillcrest FPA contains policies supporting operational improvements to facilitate ingress and egress of all vehicles. Refer to Uptown Community Plan policies MO-4.8, 4.9, 4.10 and 4.11 that are applicable to development within the Hillcrest FPA area. In addition, the Hillcrest FPA has identified dedicated roadway space for transit along University Avenue between Fourth Avenue and Park Boulevard in the Hillcrest community (see Figure 3-12), which will also be available for emergency vehicles thereby improving emergency access in the area. The Uptown Community Plan includes a number of policies applicable to the Hillcrest FPA which would support emergency access improvements as detailed in Section 4.8.4, Issue 5. Therefore, implementation of the Hillcrest FPA would not create significant impediments for emergency access, and impacts would be less than significant.

Cumulative Impacts

Regarding transportation policy consistency, the analysis under Issue 1 addresses consistency of the project with adopted programs, plans, ordinances and policies addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities. As no policy conflicts have been identified, cumulative impacts related to transportation policy would be less than significant.

The VMT analysis provided under Issue 2 is by nature a cumulative issue. Therefore, as discussed under Issue 2, residential, employee, and retail VMT impacts associated with the Blueprint SD and University CPU would be cumulatively significant. Residential and employment VMT impacts associated with the Hillcrest FPA would be cumulatively significant, and cumulative retail VMT impacts associated with the Hillcrest FPA would be less than significant.

Cumulative impacts associated with increased hazards due to design features would be less than significant as those issues are site-specific and would not compound or increase in combination with project development elsewhere in the project area.

Future development in accordance with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would be required to comply with all applicable City codes related to emergency access including the California Fire Code and the SDMC, and would be reviewed for consistency with policies related to emergency access.

Through implementation of project specific requirements for roadway improvements consistent with the Fire Code, TSM, and the SDMC, and adherence to City policies and regulations, cumulative emergency access impacts associated with the Blueprint SD Initiative, University CPU, and the Hillcrest FPA would not be cumulatively considerable and cumulative impacts would be less than significant.

4.14.5 Significance of Impacts

4.14.5.1 Transportation Policy Consistency

Overall, the project would support improved pedestrian, bicycle and transit facilities and foster increased safety for all alternative modes by facilitating higher density development within areas closer to existing and planned transit. Additionally, the project provides policies that support improvements to pedestrian, bicycle, transit, and roadway facilities while reducing per capita VMT and increasing alternative mode share. Thus, the project would not conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities, and impacts would be less than significant.

4.14.5.2 Vehicle Miles Traveled

The project would have a significant VMT impact at the program level due to residential, employment, and retail VMT exceeding 85 percent of the regional mean. Although the model results show that VMT per capita (residents) for the Blueprint SD Initiative, University CPU, and Hillcrest FPA, and VMT per employee (employment) for the Blueprint SD Initiative and Hillcrest FPA would fall below the City's significance thresholds, these model results assume full implementation of the SANDAG Regional Plan transportation investments, which cannot be ensured. For the University CPU, even assuming implementation of the SANDAG Regional Plan transportation investments, VMT per employee would be 85.3 percent of the regional mean, resulting in a significant VMT per employee impact under the University CPU. Overall, due to the fact that completion of all the SANDAG Regional Plan transportation investments cannot be ensured and future project-specific review is required for consistency with the City's TSM, at a program level of review, residential and employment VMT impacts would be significant; however, retail VMT impacts under the Hillcrest FPA would be less than significant.

4.14.5.3 Design Feature

Any proposed improvements to roadways or amenities such as bicycle facilities would undergo review and approval by the City Engineer. Adherence to City standards, including the City's Street Design Manual, would ensure that a substantial increase in hazards or incompatible uses would not occur as a result of the proposed project. The proposed project does not include any requirements that would result in a substantial increase in hazards due to design features or incompatible uses. Impacts would be less than significant.

4.14.5.4 Emergency Access

The major interstate system, local highways, and prime arterials in the City serve as emergency evacuation routes throughout the City. The University CPU area has a number of transportation corridors that can serve as emergency evacuation routes including I-5, I-805, SR-52, which are accessible from Regents Road, Genessee Avenue, Governor Drive, Nobel Drive, Gillman Drive/La Jolla Colony Drive, and Sorrento Valley Road. Within the Hillcrest FPA area, access to I-5 via University Avenue and Washington Street, access to SR-163 from University Avenue, Washington Street and Robinson Avenue, and access to I-805 to the east via University Avenue or El Cajon Boulevard provide substantial evacuation routes in the event of an emergency. Future development in accordance with the project would be required to comply with all applicable City codes related to emergency access, including the City's Fire Code and the SDMC, would be reviewed for consistency with policies related to emergency access, and would be forwarded to the City Fire Marshall to ensure adequate emergency access. Through implementation of project specific requirements for roadway improvements consistent with the Fire Code, TSM, and the SDMC, and adherence to City policies and regulations, impacts associated with emergency access would be less than significant.

4.14.6 Mitigation, Monitoring, and Reporting

4.14.6.1 Transportation Policy Consistency

Impacts would be less than significant; no mitigation is required.

4.14.6.2 Vehicle Miles Traveled

VMT mitigation is provided at the program level to serve as the basis for more specific refinement of project specific mitigation as specific projects are proposed. The following mitigation framework provides a program-level framework for reducing significant impacts related to VMT.

MM-TRANS-1 – Achieve VMT Reductions

Future development shall be required to demonstrate compliance with the City's Mobility Choices Ordinance (SDMC Section 143.1103 et seq.) and the City's TSM, including preparation of a VMT analysis, where applicable.

4.14.6.3 Design Feature

Impacts would be less than significant; no mitigation is required.

4.14.6.4 Emergency Access

Impacts would be less than significant; no mitigation is required.

4.14.7 Significance after Mitigation

4.14.7.1 Transportation Policy Consistency

Impacts would be less than significant; no mitigation is required.

4.14.7.2 Vehicle Miles Traveled

At a program level of review, the project would have a significant VMT impact even after application of mitigation measure TRANS-1 because it cannot be determined with certainty whether all project level impacts could be reduced to below a level of significance. Although compliance with the Mobility Choices Ordinance is anticipated to result in the implementation of infrastructure improvements that could result in per capita VMT reductions, at a program level of analysis, it cannot be determined with certainty whether implementation of the required improvements would reduce VMT impacts to below a level of significance. Thus, impacts associated with residential, employment and retail VMT would remain significant after mitigation.

4.14.7.3 Design Feature

Impacts would be less than significant; no mitigation is required.

4.14.6.4 Emergency Access

Impacts would be less than significant; no mitigation is required.

4.15 Tribal Cultural Resources

This section analyzes the potential for significant impacts to Tribal Cultural Resources that could result from implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code, and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the Land Development Code, and associated discretionary actions.

This section documents the tribal cultural background for the project areas and addresses potential impacts related to Tribal Cultural Resources. The analysis in this section is based in part on the following reports in addition to consultation with participating Tribes:

- Blueprint San Diego Cultural Resources Analysis prepared by Helix Environmental Planning (Appendix G)
- Cultural Resources Constraints and Sensitivity Analysis for the University Community Plan Update prepared by Red Tail Environmental (Appendix H-1)

4.15.1 Existing Conditions

4.15.1.1 Tribal Cultural Resources

A Tribal Cultural Resource is defined as a site, feature, place, cultural landscape, sacred place, or object that is of cultural value to a Native American Tribe and is either on or eligible for listing on the California Register of Historical Resources or a local historic register, or which the lead agency, at its discretion, chooses to identify as a Tribal Cultural Resource (Public Resources Code [PRC] Section 21074).

4.15.1.2 Tribal Cultural Context

a. Blueprint SD Initiative Context (Citywide)

The following discussion is from the Blueprint SD Cultural Analysis (see Appendix G).

Evidence for continuous human occupation in the San Diego region spans the last 10,000 years. Various attempts to parse out variability in archaeological assemblages over this broad time frame have led to the development of several cultural chronologies; some of these are based on geologic

time, most are based on temporal trends in archaeological assemblages, and others are interpretive reconstructions. Each of these reconstructions describes essentially similar trends in assemblage composition in more or less detail. This section employs a common set of generalized terms used to describe chronological trends in assemblage composition: Paleoindian (pre-7,450 Before Present [BP]), Archaic (7,450-1,450 BP), Late Prehistoric (450 BP–AD 1769), and Ethnohistoric (post-AD 1769). Before Present is defined as before 1950. It is important to note that Native American aboriginal lifeways did not cease at European contact. Protohistoric refers to the chronological trend of continued Native American Aboriginal lifeways at the cusp of the recorded historic period in the Americas.

The pre-contact cultural sequences are locally characterized by the material culture recovered during archaeological investigations as early as the 1920s, and through early accounts of Native American life in San Diego, recorded as a means to salvage scientific knowledge of native lifeways.

The prehistoric cultural sequence in San Diego County is generally described as comprising three basic periods: the Paleoindian, dated between about 11,500 and 8,500 BP and manifested by the artifacts of the San Dieguito Complex; the Archaic, lasting from about 8,500 to 1,500 BP (AD 500) and manifested by the cobble and core technology of the La Jollan Complex; and the Late Prehistoric, lasting from about 1,500 BP to historic contact (i.e., AD 500 to 1769) and represented by the Cuyamaca Complex. This latest complex is marked by the appearance of ceramics, small arrow points, and cremation burial practices.

b. Paleoindian Period

The Paleoindian Period in San Diego County, which was situated at the terminal Pleistocene through Early Holocene geologic eras (circa 11,700 to 7,500 BP) is most closely associated with the San Dieguito Complex. Many archaeological sites attributed to the San Dieguito time frame are described as surface or very shallow deposits, typically located on inland knoll tops and ridge-fingers overlooking watercourses. The usually tenuous nature of these deposits, coupled with a limited range of tool types, has led many researchers to interpret San Dieguito sites as either temporary camps or loci of specialized activities, such as hunting or food processing. If these views are correct, then a San Dieguito economy, based primarily on hunting activities and secondarily on the use of plant resources, was probably expressed as a nomadic lifestyle that may have entailed seasonal patterns of movement dictated by the availability of local resources. The San Dieguito assemblage consists of well-made scraper planes, choppers, scraping tools, crescentics, elongated bifacial knives, and leaf-shaped points. The San Dieguito Complex is thought to represent an early emphasis on hunting.

c. Archaic Period

The Archaic Period in coastal San Diego County is represented by the La Jollan Complex, a local manifestation of the widespread Millingstone Horizon. The La Jollan Complex spans the latter part of the Early Holocene, through the Middle Holocene, to the middle Late Holocene (circa 8,500 to 1,500 BP). This period brings an apparent shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. The local cultural manifestations of the Archaic Period are called the La Jollan Complex along the coast and the Pauma Complex

inland. Pauma Complex sites lack the shell that dominates many La Jollan sites. Along with an economic focus on gathering plant resources, the settlement system appears to have been more sedentary. Large deposits of marine shell at coastal sites argue for the importance of shellfish gathering to the coastal Archaic economy. Sites dating to the Archaic Period are numerous along the coast, near-coastal valleys, and around estuaries. In the inland areas of San Diego County, sites associated with the Archaic Period are less common relative to the Late Prehistoric complexes that follow them. The La Jolla/Pauma complex tool assemblage is dominated by rough cobble tools, especially choppers and scrapers. The La Jolla/Pauma complex tool assemblage also includes manos and metates; terrestrial and marine mammal remains; flexed burials; doughnut stones; discoidals; stone balls; plummets; biface points; beads; and bone tools.

d. Late Prehistoric Period

While there has been considerable debate about whether San Dieguito and La Jollan patterns might represent the same people using different environments and subsistence techniques, or whether they are separate cultural patterns, abrupt shifts in subsistence and new tool technologies occur at the onset of the Late Prehistoric Period (1,500 BP to AD 1769). This period coincides with the Late Holocene, dating after 3,500 BP. The Late Prehistoric period is represented by the San Luis Rey complex in the northern portion of San Diego County and the Cuyamaca complex in the southern portion of the county. Near the coast and in the Peninsular Mountains beginning approximately 1,500 years ago, patterns began to emerge, which suggest the ancestors of the ethnohistoric Kumeyaay occupied the area. This period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversify and intensify during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive but effective technological innovations. The late prehistoric archaeology of the San Diego coast and foothills is characterized by the Cuyamaca Complex. The Cuyamaca Complex is characterized by the presence of steatite arrowshaft straighteners, steatite pendants, steatite comales (heating stones), Tizon Brown Ware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic "Yuman bow pipes," ceramic rattles, miniature pottery, various cobble-based tools (e.g., scrapers, choppers, hammerstones), bone awls, manos and metates, mortars and pestles, and Desert Side-Notched (more common) and Cottonwood Series projectile points.

Based on ethnographic data, including the areas defined for the Hokan-based Yuman-speaking peoples (Kumeyaay) and the Takic-speaking peoples (Luiseño) at the time of contact, it is now generally accepted that the Cuyamaca complex is associated with the Kumeyaay and the San Luis Rey complex with the Luiseño. Agua Hedionda Creek is often described as the division between the territories of the Luiseño and the Kumeyaay people, although various archaeologists and ethnographers use slightly different boundaries.

e. Ethnohistoric Period

The Ethnohistoric Period commenced with the earliest European arrival in what is now San Diego and continued through the Spanish and Mexican periods and into the American period. Spanish colonists began to settle Alta California with the founding of Mission San Diego de Alcalá in AD 1769, within the territory of the Kumeyaay people. The Kumeyaay (also known as Kamia, *Ipai/Tipai*, and

Diegueño) occupied the southern two-thirds of San Diego County. The Kumeyaay lived in semi-sedentary, politically autonomous villages or rancherías. A settlement system typically consisted of two or more seasonal villages with temporary camps radiating away from these central places. Their economic system consisted of hunting and gathering, with a focus on small game, acorns, grass seeds, and other plant resources. The most basic social and economic unit was the patrilocal extended family. A wide range of tools was made of locally available and imported materials. A simple shoulder-height bow was used for hunting. Numerous other flaked-stone tools were made, including scrapers, choppers, flake-based cutting tools, and biface knives. Preferred stone types were locally available metavolcanics, quartzite, and quartz. Obsidian was imported from the deserts to the north and east. Ground stone objects include mortars and pestles typically made of locally available fine-grained granite. Both portable and bedrock types are known. The Kumeyaay constructed fine baskets. These employed either coiled or twined construction. The Kumeyaay also manufactured pottery, using the paddle-and-anvil technique. Most were a plain brown utility ware defined as Tizon Brown Ware. Decorated Tizon is known but is infrequent.

One difficulty with defining the Ethnohistoric Period is that influences from encroaching Spanish colonial forces undoubtedly reached northern groups, far in advance of the founding of Mission San Diego de Alcalá and Presidio de San Diego in AD 1769. For the local area the pace of cultural change accelerated after that date, and ultimately, the coming of the Spanish precipitated large-scale native depopulation, relocation, and social collapse of the aboriginal groups. This era also resulted in terminological confusion because Fray Junipero Serra, following standard practice, called the San Diego mission neophytes “Diegueños” and the Mission San Luis Rey de Francia neophytes “Luiseños.” These terms were extended to incorporate all natives within the holdings of each combined mission and Presidio administrative district, generally in complete ignorance of traditional sociopolitical divisions.

It is difficult to accurately reconstruct Aboriginal social and political structures because the Spanish recorded little information of value in this regard, and ethnographic field research began long after native cultures had experienced significant historical impacts. The Yuman speaking inhabitants throughout most of San Diego County were loosely organized into at least two dialectically separate groups, each associated with a geographic area that was home to many triplets or bands. The *Ipai* (northern) and *Tipai* (southern) divisions were not so much clearly defined territorial units as they were recognized, cultural and dialectical structures. In original usage, these terms probably had geographic and/or classificatory meanings that have since been lost or modified.

The Kumeyaay traditionally maintained a system of patrilineal, patrilocal, exogamous sibs that were distributed within a territorially associated band structure. Each band contained members of up to 15 sibs within its organization. The consanguineal kin group (household) was the primary social structure and consisted of a married couple together with their unmarried children, married sons and families, and such dependent relatives within the father’s lineage as his parents, grandparents, and unmarried aunts or uncles. At any one time, the Kumeyaay band usually maintained a main village and several outlying villages. Since the economy was based on intensive utilization of locally available natural resources, these settlements were more or less temporary. Residential units often split into their constituent clans when movement to other areas was necessitated either by seasonal changes or by local overexploitation. A “permanent” village, as recorded by early European explorers, probably consisted of an area that was regularly utilized by local band members for a

large part of the yearly cycle. At the time of Spanish intrusion, institutionalized leadership roles within the clans and various integrating systems between the clans facilitated flexible patterns of personnel movement and trade throughout the region. There were also various connections with the bands and clans of other ethnolinguistic traditions.

European contact substantially and pervasively stressed the social, political, and economic fabric of Kumeyaay culture. Missionary influence eroded traditional religious and ideological institutions, while Spanish development of coastal areas for crops and livestock severely impacted traditional subsistence practices. Disease, starvation, and a general institutional collapse caused emigration, birth rate declines, and high adult and infant mortality levels. For a short time and principally among inland groups, these pressures enhanced the role and increased the scope of interclan and possibly tribal level political institutions. However, continuing European encroachments eventually made traditional band level lifeways progressively unviable. A few impoverished bands were able to retain traditional patterns in remote mountain areas until the early twentieth century, but the broader and complex Kumeyaay social system was effectively dismantled by the mid nineteenth century. The general collapse was so rapid and complete that most village locations and band, clan, or lineage names were never recorded.

The lack of Spanish colonial records notwithstanding, through a combination of ethnographic research, oral tradition, and archaeological investigations it is now understood that at the time of Spanish colonization in the late 1700s, several major villages, or rancherías, were located throughout coastal and riverine San Diego. Villages and campsites were generally located in areas where water was readily available, preferably on a year-round basis. The San Diego River provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region. Along the San Diego River are at least three known village localities, including *Nipaguay* at the location of the San Diego Mission de Alcalá on the north side of the river; *Kosaii*, located at Old Town on the south side of the river; and the likely named Paulpa village at the mouth of the San Diego River in Ocean Beach. Other villages include *Milejo* and *Chiap* in the mouth of the Tijuana and Otay River Valleys, *Los Choyas*, along Chollas Creek, *Rinconada (Jamo)* along Rose Creek, and *Ystagua*, along Soledad Creek. The presence of significant sites along river courses and valley bottoms point to the importance of these physiographic features to native populations. Some native speakers referred to river valleys as *oon-ya*, meaning trail or road, describing one of the main routes linking the interior of San Diego with the coast.

4.15.1.3 University Community Plan Update Area Tribal Cultural Setting

The following discussion is from the Cultural Resources Constraints and Sensitivity Analysis for the University CPU (see Appendix H-1).

The village of *Ystagua* is significant to the University CPU area as it represents the closest of the documented *lipai* villages during the ethnohistoric period and is located adjacent to the eastern boundary of the University CPU area. The village site was a large central village and home of the Captain (*Kwaaypaay*) band. From *Ystaguai*, the *Kwaaypaay* oversaw all use of Torrey Pines Bluff, adjacent beaches and the coastal lagoon, and several satellite villages from the coast inland to Poway. The *Kwaaypaay* maintained control of Torrey Pines, a unique regional resource, and the

pinos were maintained and protected from damage. *Ystagua* was an important center for trade and interaction throughout Southern California, and the *Kwayyapaay* maintained close relationships with the villages of Pamo and Mesa Grande, as well as coastal villages around San Diego, Mission Bay, and coastal locations within North San Diego County.

The village of *Ystagua* was a socio-economic hub for Southern California indigenous peoples. Coastal access for inland groups and access to foothill and mountain environments for coastal traders was made possible through Peñasquitos Creek, along the northern boundary of the University CPU area. The drainage not only provided a preferential access route between coastal and inland communities, but also ample natural resources for local inhabitants. As time passed, the same resources were eventually relied upon by the Spanish and, later, Mexican ranchers.

4.15.1.4 Hillcrest Focused Plan Amendment Area Tribal Cultural Setting

The following discussion is from the Uptown CPU Final Program Environmental Impact Report (City of San Diego 2016).

Although no significant resources have been identified within the Hillcrest FPA area, significant resources are found in the vicinity of the Uptown CPU Final Program Environmental Impact Report identified one named Kumeyaay village in the vicinity of the community of Uptown, the village of Cosoy/Kosaii/Kosa'aay. Villages and campsites were generally located in areas where water was readily available, preferably on a year-round basis. The San Diego River, which is located approximately 0.5 mile from the Uptown Community Planning area, provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region. Major coastal villages were known to have existed along the San Diego River, including the village of Cosoy/Kosaii/Kosa'aay near the mouth of the San Diego River. Although the actual location of the village is unknown, a site called Cosoy/Kosaii/Kosa'aay by the Native Americans was in the vicinity of Presidio Hill and Old Town, located less than one mile west of the Uptown Community Planning area boundary. Several investigations have identified possible locations for the village of Cosoy/Kosaii/Kosa'aay, however, the actual site has never been found. Several additional large villages have been documented along the San Diego River through ethnographic accounts and archaeological investigations in the area. These include Nipaquay, located near present-day Mission San Diego de Alcalá; El Corral, located near Mission Gorge; Santee Greens, located in eastern Santee; and El Capitan, located approximately 21 miles upstream of the Uptown Community Planning area, now covered by the El Capitan Reservoir (City of San Diego 2016).

4.15.2 Regulatory Setting

4.15.2.1 Federal Regulations

See Section 4.4, Cultural Resources, for federal regulations pertaining to Tribal Cultural Resources.

4.15.2.2 State Regulations

See Section 4.4, Cultural Resources, for additional state regulations pertaining to Tribal Cultural Resources.

a. Senate Bill 18

Signed into law in September 2004, and effective March 1, 2005, Senate Bill (SB) 18 permits California Native American Tribes recognized by the Native American Heritage Commission (NAHC) to hold conservation easements on terms mutually satisfactory to the Tribe and the landowner. The term “California Native American Tribe” is defined as “a federally recognized California Native American Tribe or a non-federally recognized California Native American Tribe that is on the contact list maintained by the NAHC.” The bill also requires that, prior to the adoption or amendment of a City or county’s general plan, the City or county shall consult with California Native American Tribes for the purpose of preserving specified places, features, and objects located within the City or county’s jurisdiction. SB 18 also applies to the adoption or amendment of specific plans. This bill requires the planning agency to refer to the California Native American Tribes specified by the NAHC and to provide them with opportunities for involvement.

c. Assembly Bill 52

Assembly Bill (AB) 52, which created the new category of “Tribal Cultural Resources” that must be considered under the California Environmental Quality Act (CEQA), applies to all projects that file a notice of preparation or notice of negative declaration or mitigated negative declaration on or after July 1, 2015. AB 52 requires lead agencies to provide notice to and begin consultation with California Native American Tribes that are traditionally and culturally affiliated with the geographic area of a project if that Tribe has requested, in writing, to be kept informed of projects by the lead agency prior to the determination whether a negative declaration, mitigated negative declaration, or environmental impact report will be prepared. If a Tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the Tribe. The bill also specifies mitigation measures that may be considered to avoid or minimize impacts on Tribal Cultural Resources.

4.15.2.3 Local Regulations

See Section 4.4, Cultural Resources, for additional local regulations pertaining to Tribal Cultural Resources.

a. General Plan Historic Preservation Element

The City’s General Plan Historic Preservation Element includes policies HP-A.1 through HP-A.5 which support the overall identification and preservation of historical resources. These policies address coordinated planning and preservation of tribal resources, and promoting the relationship with Kumeyaay/Diegueño Tribes. Policy HP-A.5e states that Native American monitors should be included during all phases of the investigation of archaeological resources; this would include surveys, testing, evaluations, data recovery phases, and construction monitoring. Recently adopted

community plan updates may also include additional community-specific policies related to Tribal Cultural Resources and tribal consultation.

4.15.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to Tribal Cultural Resources are based on applicable criteria in the CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2022). The following issue questions are addressed in this section:

- 1) 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, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:
 - a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k), or
 - b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

4.15.3.1 Sacred Lands File Search

The NAHC was contacted on March 11, 2020 for a Sacred Lands File search and a list of Native American contacts for the University CPU area. On March 19, 2020, the NAHC responded with a positive result to the Sacred Lands File Search, in addition to providing a list of 16 Native American Tribes to contact for additional information on the Tribal Cultural Resources within the University CPU area. The NAHC was contacted on June 13, 2023, for a Sacred Lands File search and a list of Native American contacts for the Blueprint SD Initiative study area (i.e., citywide). On June 29, 2023, the NAHC responded with a positive result to the Sacred Lands File Search, in addition to providing a list of Native American Tribes who may have knowledge of the Tribal Cultural Resources within the Blueprint SD Initiative project area. The Kumeyaay are the identified Most Likely Descendants for all Native American human remains found in the City.

4.15.4 Impact Analysis

Issue 1 Tribal Cultural Resources

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, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k), or*
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.*

While much of the project areas have been developed, there is always a potential for encountering buried resources associated within the cultural territory that was utilized for over thousands of years by the Kumeyaay people. The potential for intact tribal cultural deposits at depth is probable at many locations where undocumented fill or alluvial deposition may mask buried resources, or in proximity to known recorded archaeological resources which can also be Tribal Cultural Resources as defined in CEQA (PRC Section 21074).

In an effort to determine the potential for Tribal Cultural Resources to be impacted as a result of project implementation, Native American Tribes were engaged. Tribal consultation in accordance with SB 18 was initiated by the City in July 2021 for both Blueprint SD Initiative (including the Hillcrest Focused Plan Amendment) and the University CPU. The City received responses from two Tribes. On July 23, 2021, Ray Teran from the Viejas Band of Kumeyaay Indians provided comments on the project. On August 13, 2021, Dennen Pelton from the Rincon Band of Luiseno Indians provided a response to the notice. Additional notices will be sent 45 and 10 days prior to the City Council hearing on the project. On November 3, 2023, the City delivered AB 52 notifications for the Blueprint SD Initiative, including the Hillcrest FPA and the University CPU, to the Lipay Nation of Santa Ysabel, the Jamul Indian Village, the San Pasqual Band of Diegueno Mission Indians, and the Campo Band of Diegueno Mission Indians. Subsequent emails were delivered on November 17, 2023, November 20, 2023, and January 26, 2024. No responses were received from three of the Tribes; one request for consultation was received from Ms. Angelina Gutierrez from the San Pasqual Tribe of Mission Indians on November 6, 2023. The City responded to this request seeking to schedule a meeting on November 13, 2023 and December 7, 2023, but have not received a response to date.

Similar to the analysis provided in Section 4.4, Issue 2, the Cultural Resources Sensitivity Maps would be reviewed to determine the potential for Tribal Cultural Resources to be impacted during construction associated with future development anticipated under the project. Implementation of the Historical Resources Regulations and Historical Resources Guidelines would require site-specific cultural surveys where warranted and implementation of measures to avoid or minimize impacts to the extent feasible.

In addition to compliance with the City's Historical Resources Regulations and Historical Resources Guidelines, future development within the project areas would be reviewed for consistency with the General Plan's Historic Element policies, including policies HP-A.2 through HP-A.4, which address formal consultation with Native American Tribes, the inclusion of Native American monitors during archaeological resources investigations, the consideration of historical and cultural resources early in the development review process, and the treatment of Native American human remains.

Individual community plans also contain policies addressing Tribal Cultural Resources, and future projects would also be reviewed for consistency with the applicable Community Plan policies. Within the University CPU area, future development with the potential to impact Tribal Cultural Resources would be reviewed for consistency with the University CPU's Historic Preservation Policies including the following: Policy 6.1A, which directs the City to conduct project-specific Native American consultation early in the discretionary development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites with cultural or religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines; Policy 6.1A, which directs the City to conduct project-specific investigations in accordance with all applicable laws and regulations to identify potentially significant tribal cultural and archaeological resources; and Policy 6.2A, which calls for ensuring adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites as part of development, including measures to monitor and recover buried deposits from the tribal cultural, archaeological and historic periods, under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor.

Within the Hillcrest FPA area, future development with the potential to impact Tribal Cultural Resources would be reviewed for consistency with the Uptown Community Plan's Historic Preservation policies including Policy HP-2.10, which directs the City to conduct project-specific Native American consultation early in the development review process to ensure adequate treatment and mitigation for significant archaeological sites or sites with cultural and religious significance to the Native American community in accordance with all applicable local, state and federal regulations and guidelines; and Policy HP-2.1, which directs the City to consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within Uptown, and refer the site to the Historical Resources Board for designation, as appropriate.

While adherence to the existing regulations, General Plan and Community Plan policies, and any project-specific mitigation would provide for the protection of Tribal Cultural Resources, at a program level of review it cannot be ensured that all potential impacts to Tribal Cultural Resources would be fully avoided or minimized. Mitigation Measure MM-HIST-2, as described in Section 4.4.6.2, Cultural Resources, is provided to address potential impacts to Tribal Cultural Resources. Nevertheless, potential impacts to Tribal Cultural Resources would be significant.

Cumulative Impacts

The City's Historical Resources Regulations and Historical Resources Guidelines, combined with federal, state, and local regulations, provide a regulatory framework for ensuring that Tribal Cultural Resources are evaluated and mitigation measures or standard conditions are applied during

project-level reviews. The City's process for evaluating discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan and applicable Community Plan. Development in accordance with the project would largely be located within existing developed and urban locations that have been subject to some degree of ground disturbance, which would limit the potential for significant, previously undiscovered resources to be encountered, but does not eliminate the possibility for further impacts. Nevertheless, future development in accordance with the project may contribute to incremental tribal cultural resource impacts. Adherence to the existing regulatory and policy framework and implementation of the mitigation framework would reduce impacts to Tribal Cultural Resources. However, as the degree of future impacts and the applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis, the cumulative impact on Tribal Cultural Resources would be significant.

4.15.5 Significance of Impacts

While compliance with existing regulations including the City's Historical Resources Regulations, Historical Resources Guidelines, and tribal consultation requirements, and implementation of applicable General Plan and Community Plan policies would provide for the protection of Tribal Cultural Resources and would minimize potential impacts, it is not possible to ensure the successful preservation of all Tribal Cultural Resources at a program level of review. Therefore, potential impacts to Tribal Cultural Resources would be significant.

4.15.6 Mitigation, Monitoring, and Reporting

Refer to Section 4.4.6.2, MM-HIST-2 for mitigation that would address potential Tribal Cultural Resources impacts associated with future development projects.

4.15.7 Significance after Mitigation

Development anticipated as a result of the Blueprint SD Initiative, the University CPU, and the Hillcrest FPA would result in potentially significant impacts to Tribal Cultural Resources, and therefore, would be required to implement MM-HIST-2 (see Section 4.4.6.2). MM-HIST-2 includes measures to minimize impacts to Tribal Cultural Resources. This mitigation, combined with the policies of the General Plan and applicable Community Plan policies promoting the identification, protection, and preservation of Tribal Cultural Resources, in addition to compliance with CEQA and PRC Section 21080.3.1 requiring tribal consultation early in the development review process, and the City's Historical Resources Regulations, which require review of discretionary construction or development permit applications for any parcel identified as sensitive on the Cultural Resources Sensitivity Maps, would reduce the program-level impact related to Tribal Cultural Resources. However, even with application of the existing regulatory, policy, and mitigation frameworks, at a program level of review it cannot be ensured that all potential impacts to Tribal Cultural Resources would be fully avoided or minimized. Thus, impacts to Tribal Cultural Resources would remain significant.

4.16 Utilities and Service Systems

This section analyzes the potential for significant impacts as it relates to utilities and service systems that could result from implementation of the following key project components:

- “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code (LDC), and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the LDC, and associated discretionary actions.

Issues addressed in this section include utilities, water supply, sewer, stormwater, water distribution facilities, communication systems, and solid waste systems. The analysis in this section is partially based on the Water Supply Assessment (WSA) prepared for the Hillcrest FPA and University CPU. Appendix L-1 includes the City’s request for a WSA for the Hillcrest FPA dated October 10, 2023, Appendix L-2 is the January 2024 WSA for the Hillcrest FPA prepared by the City’s Public Utilities Department (PUD), Appendix M-1 is the City’s request for a WSA for the University CPU dated July 14, 2023, and Appendix M-2 is the August 2023 WSA for the University CPU prepared by PUD.

4.16.1 Existing Conditions

4.16.1.1 Water Supply

a. Metropolitan Water District

The Metropolitan Water District (MWD) is southern California’s wholesale water provider. The MWD service area is approximately 5,200 square miles and includes the counties of Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura. There are 26 member agencies of the MWD, including 14 cities and 11 municipal water districts, and the San Diego County Water Authority (SDCWA). MWD owns and operates the Colorado River Aqueduct, and the Colorado River is one of their two main water sources. Under the priority system that governs the distribution of Colorado River water made available to California, MWD holds the fourth priority right of 550,000 acre-feet per year (AFY; City of San Diego 2020).

MWD’s second major water source is the State Water Project (SWP), owned by the State of California and operated by the Department of Water Resources (DWR). The SWP’s supply originates in northern California with water captured from the Feather River Watershed behind Lake Oroville Dam. MWD is the largest, in terms of population served, of the 29 agencies that have long-term contracts for water service from DWR. MWD’s contract with DWR provides for the ultimate delivery

of 1,911,400 million acre-foot, which is 46 percent of the total SWP entitlement (City of San Diego 2020).

MWD's existing water supplies have been historically sufficient to meet demands within its service area during years of normal precipitation, and while it manages reserve supplies to account for normal drought conditions, regulatory actions have placed limitations on its ability to provide water to its member agencies. Future population growth, regulatory restrictions, increased competition for low-cost water supplies, and other factors such as climate change could impact MWD's ability to supply its member agencies even in normal years.

b. San Diego County Water Authority

The SDCWA is one of the member agencies of the MWD. SDCWA is the countywide wholesaler and is made up of 24 public member agencies stretching from the United States-Mexico border to the Orange County and Riverside County borders. SDCWA owns and operates five large-diameter pipelines to deliver imported water to its member agencies. SDCWA has embarked on a multi-year Emergency Storage Plan to provide up to six months of emergency water supplies in the event of a system failure or other issue with receiving imported water from the MWD (SDCWA 2021).

In November 2012, SDCWA's Board of Directors approved a 30-year Water Purchase Agreement with Poseidon Resources, a private investor-owned company, to purchase water from the proposed Carlsbad Desalination Plant. The plant and conveyance pipeline were completed in 2015 and, as of 2018, meet approximately 10 percent of the region's water demand (SDCWA 2021).

The SDCWA has encouraged the development of local water supply projects, such as water recycling and groundwater projects, through the award of Local Water Supply Development incentives. Over \$55 million in SDCWA incentive funding has been awarded to program participants. In fiscal year 2020, the Water Authority provided local agencies with \$3 million in Local Water Supply Development Program incentives for agencies with existing executed agreements for recycled water projects (SDCWA 2021).

The water supply to the University CPU area is supplied via the City's Miramar Water Treatment Plant which receives water from the SDCWA aqueduct system as well as through the impoundment of local runoff (Dudek 2020). The Uptown Community Plan area, where the Hillcrest FPA area is located, is served by existing six-inch- to 36-inch-diameter public water mains located in a grid pattern within the connecting streets. Water is distributed to businesses and residences through private water lines that connect to the public water main.

c. City of San Diego Public Utilities Department

The City's PUD is one of the public member agencies of the SDCWA and serves a population of approximately over 1.4 million, which is expected to increase about one percent annually over the next 25 years. The PUD's water system extends over approximately 400 square miles and includes both potable and recycled water facilities. The City's water system has nine reservoirs (commonly referred to as City lakes), two water reclamation plants, three water treatment plants, and 29 treated

water storage facilities. The City's water system is split into three major service areas: Miramar, Alvarado, and Otay. The City's PUD provides water to the City through an existing water system.

d. Surface Water

The City's PUD maintains and operates nine reservoirs that capture surface water runoff from rainfall within local watersheds. These nine reservoirs provide approximately 13 percent of the City's total water supply. In the San Diego region, local precipitation produces surface runoff to streams that contribute to these reservoirs. A portion of this runoff is used for the municipal water supply, while the remainder evaporates during reservoir storage. Most of the runoff to reservoirs is produced in years with much greater than average rainfall. As with the local climate, average rainfall is about the minimum required to saturate the soils sufficiently for significant surface runoff (City of San Diego 2022).

The use of local surface water is also affected by water resource management policies. PUD's policy is to use local water first to reduce imported water purchases and costs. PUD also operates emergency and seasonal storage programs in conjunction with its policy. The purpose of emergency storage is to maintain an accessible amount of stored water that could provide an uninterrupted supply of water to the City's water treatment facilities, should an interruption to the supply of imported water occur. The purpose of seasonal storage is to store surplus imported water in the wet winter season for use during the dry summer season. In the winter, PUD may increase the use of imported water so that the local water may be saved in reservoirs or groundwater basins for summer use (City of San Diego 2022).

e. Recycled Water

While PUD has historically imported nearly all of its water from the SDCWA, it also strives for more local surface water, recycled water, and conservation efforts to meet or offset potable demands. Recycled water is wastewater that has undergone additional treatment to make it suitable for a range of beneficial uses. Recycled water in the City is produced by two water reclamation plants: the North City Water Reclamation Plant (NCWRP) and the South Bay Water Reclamation Plant (City of San Diego 2020).

The City's Pure Water San Diego Program (Pure Water) was approved by the City of San Diego City Council (City Council) in 2014 and is intended to provide a reliable drinking water supply that is locally controlled and drought-proof. The Pure Water Program is a phased, multi-year program. Based on water use projections developed in 2020, the Pure Water Program will provide nearly one-half of San Diego's water supply locally by 2035 (City of San Diego, 2021). Phase 1 of the Pure Water Program is currently underway and includes the construction of the Morena Northern Pipelines and Tunnels, the expansion of the NCWRP, and the construction of the NCWRP Flow Equalization Basin and North City Pure Water Facility and Pump Station projects in the University CPU area (City of San Diego 2023).

f. Conservation

In 1985, the City Council adopted the Water Conservation Program to address water scarcity concerns. Over the past 30 years, the City has achieved substantial water savings by:

- Developing innovative, customer-oriented water conservation programs;
- Creating policies and ordinances designed to promote and mandate water conservation; and
- Implementing comprehensive public information and education campaigns that foster behavior change and a shared water conservation ethic.

On May 31, 2018, Governor Brown signed Senate Bill (SB) 606 and Assembly Bill (AB) 1668 which build on ongoing efforts to “make water conservation a California way of life.” The bills emphasize efficient water use as the most cost-effective way to achieve long term water conservation goals, as well as evaluating water supply reliability relative to longer and more intense droughts caused by climate change in California. The MWD and its member agencies continue to work toward achieving water savings consistent with AB 1668 standards for efficient water use, as well as the SB 606 urban water use objective (City of San Diego 2020).

4.16.1.2 Utility Infrastructure

a. Water Distribution

The City’s PUD treats and delivers a current average of approximately 175,000 AFY of water to approximately 1.4 million residents. The water system extends over approximately 400 square miles, including approximately 340 square miles in the City. PUDs’ potable water system serves the City and certain surrounding areas, including both retail and wholesale customers. The project areas are all located within PUD’s water service area. To offset potable (drinking) water demands, the City owns and operates two water reclamation plants and a recycled water distribution system that delivers recycled water for non-potable water uses. The City’s three water treatment plants—Alvarado, Miramar and Otay—provide safe and reliable drinking water and have a combined permitted total capacity of approximately 378 million gallons per day. To distribute potable water produced at these water treatment plants, PUD maintains and operates numerous water pump stations within over 130 pressure zones (within the City’s retail service area), and numerous treated water storage facilities with more than approximately 200 million gallons of potable water capacity (Appendix K-1).

b. Sewer

The City’s PUD provides wastewater collection, treatment, reclamation, and disposal services to the City through its Metropolitan Sewerage System. The Metropolitan Sewerage System treats wastewater for approximately 450 square miles and approximately 2.2 million people. The service area includes the City of San Diego, including the Hillcrest FPA area and University CPU area, and 15 other cities and districts. The system treats an average of approximately 180 million gallons per day of wastewater. The majority of sewer flows generated within the University CPU Area are conveyed outside of the community boundary via the University of California, San Diego and Miramar Trunk Sewers, which are eventually conveyed via the Rose Canyon Trunk Sewer. Outside of the community

boundary, sewer flows continue to the North Metro Interceptor, eventually reaching the Point Loma Wastewater Treatment Plant. In addition to these flows, a portion of the sewer flows within the University CPU area are also conveyed to the NCWRP. Reclaimed water produced at the NCWRP is distributed throughout the northern part of the City via an extensive reclaimed water pipeline system. Distribution pipelines are installed within the University CPU area to provide reclaimed water for irrigation, landscaping, and industrial use (Dudek 2020).

c. Stormwater Infrastructure

The City's stormwater system is maintained by the City's Stormwater Department. It consists of drainage and conveyance facilities such as underground storm drainpipes, culverts, outfalls, pump stations, open flood risk management channels, and more. This infrastructure collects and conveys stormwater and other runoff downstream. Storm drains are designed to handle normal water flow, but occasionally during heavy rain flooding will occur.

The City's Stormwater Department is responsible for the inspection, maintenance, and repair of the City's storm drain system in the public right-of-way and in drainage easements. In addition, other City departments, such as the Parks and Recreation Department or PUD, may also have the responsibility and jurisdiction to maintain the drainage systems within their own facilities.

Stormwater runoff originating throughout the City and specifically in the Hillcrest FPA area and the University CPU area is conveyed in a variety of directions through streets, gutters, cross gutters, gullies, open channels, and storm drain systems. In the University CPU area, the majority of the storm drain network can be found in the southern portion of the community, where residential drainage structures are conveyed to larger storm mains which contribute stormwater to Rose Canyon and San Clemente Canyon (River Focus 2020).

d. Electric Power and Natural Gas

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

SDG&E supplies customers with electricity generated both locally and outside of the utility's service territory, with local facilities currently capable of generating a total of approximately 3,100 megawatts of power. SDG&E owns and contracts with generation facilities both within and outside its service territory, and power is also produced in local facilities that are non-utility owned (SDG&E 2021).

Natural gas is imported into the San Diego region by pipeline after being produced at any of several major supply basins located from Texas to Alberta, Canada. Although the San Diego region has access to all of these basins by interstate pipeline, the final delivery into the SDG&E system is

dependent on just one Southern California Gas Company pipeline that enters San Diego County from Orange County located along Interstate 5.

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

e. Communications Systems

Communications systems for telephones, computers, and cable television are serviced by utility providers such as AT&T, Cox, Spectrum (formerly Time Warner), and other independent cable companies. In addition, television services are available from the two satellite services, Direct TV and Dish. Facilities are located above and below ground within private easements. In recent years, the City has initiated programs to promote economic development through the development of high-tech infrastructure and integrated information systems. The City also works with service providers to underground overhead wires, cables, conductors, and other structures associated with communication systems in residential areas in accordance with the City's Municipal Code (SDMC). Individual development projects consisting of more than four lots are subject to SDMC Section 144.0240, which requires privately owned utility systems and service facilities to be placed underground.

4.16.1.3 Solid Waste

The City's Environmental Services Department manages residential solid waste disposal for eligible residences in the project areas pursuant to SDMC Section 66.0101 et seq. Refuse not eligible for the City's collection services is collected by privately operated franchised haulers. Waste generated in the City is taken primarily to three landfills: West Miramar Sanitary Landfill, Sycamore Landfill, and Otay Landfill. The West Miramar Landfill is located within the City and is permitted to receive a maximum of 8,000 tons of waste per day. Remaining capacity as of 2020 was approximately 11 million cubic yards. As of 2023, the landfill's estimated cease operation date was determined to be 2031 (California Department of Resources Recycling and Recovery [CalRecycle] 2023).

The Sycamore Landfill is operated by Republic Services and is located within the City. The facility is permitted to receive maximum of 5,000 tons of waste per day. As of 2016, remaining capacity at this landfill was estimated to be nearly 114 million cubic yards. As of 2023, the landfill's estimated cease operation date was determined to be 2042 (CalRecycle 2023).

The Otay Landfill is located within an unincorporated area within the City of Chula Vista and is also operated by Republic Services. The facility is permitted to receive a maximum of 6,700 tons of waste per day. As of 2016, remaining capacity at this landfill was estimated to be approximately 21 million cubic yards. As of 2023, the landfill's estimated cease operation date was determined to be 2030 (CalRecycle 2023).

4.16.2 Regulatory Setting

4.16.2.1 Federal Regulations

a. Safe Drinking Water Act

The Safe Drinking Water Act (SDWA), passed by Congress in 1974, authorizes the federal government to set national standards for drinking water. These National Primary Drinking Water Regulations protect against both naturally occurring and man-made contaminants. The SDWA sets enforceable maximum contaminant levels for drinking water and all water providers in the United States, excluding private wells serving fewer than 25 people, must treat water to remove contaminants.

The 1986 amendments to the SDWA and the 1987 amendments to the Clean Water Act (CWA) established the U.S. Environmental Protection Agency (USEPA) as the primary authority for water programs throughout the country. The USEPA is the federal agency responsible for providing clean and safe surface water, groundwater, and drinking water, and protecting and restoring aquatic ecosystems. USEPA Region 9 (Pacific Southwest) includes Arizona, California, Hawaii, Nevada, the Pacific Islands (Northern Marianas, Guam, and American Samoa), and a minimum of 148 Tribal Nations located within Arizona, California, and Nevada.

b. Clean Water Act

The CWA (33 United States Code Section 1251 et seq.; 1972) is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The CWA established basic guidelines for regulating discharges of pollutants into waters of the United States and requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the CWA.

Section 401 of the CWA requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility that may result in the discharge of any pollutant, must obtain certification from the state. Section 402 of the CWA established the National Pollutant Discharge Elimination System (NPDES) to regulate the discharge of pollutants from point sources. The CWA was amended in 1987 to address urban runoff. One requirement of the amendment was the obligation for municipalities to obtain NPDES permits for discharges of urban runoff from their municipal separate storm sewer systems (MS4s).

4.16.2.2 State Regulations

a. California Department of Public Health Drinking Water Program

The California Department of Public Health Drinking Water Program conducts most enforcement activities related to water providers abiding by maximum contaminant levels set by the SDWA. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers. The Drinking Water Program is within the Division of Drinking Water and Environmental

Management, and San Diego County falls under the Southern California Field Operation Branch in Region V, District 14. The Drinking Water Program is also responsible for the following tasks:

- Regulating public water systems;
- Certifying drinking water treatment and distribution operators;
- Supporting and promoting water system security;
- Providing support for small water systems and for improving technical, managerial, and financial capacity; and
- Providing funding opportunities for water system improvements.

b. Department of Water Resources

The California DWR was established in 1956 and is responsible for the operation and maintenance of the California SWP. DWR is also responsible for the following:

- Overseeing the statewide process of developing and updating the California Water Plan (Bulletin 160 series);
- Protecting and restoring the Sacramento–San Joaquin Delta;
- Regulating dams, providing flood protection, and assisting in emergency management;
- Educating the public about the importance of water and its proper use; and
- Providing technical assistance to service local water needs.

c. Senate Bills 221 and 610

SB 221 requires water suppliers to prepare written verification that sufficient water supplies are available prior to approval of a large-scale subdivision of land under the State Subdivision Map Act. Large-scale projects include residential developments with more than 500 units, shopping centers or businesses employing more than 1,000 people, shopping centers or businesses having more than 500,000 square feet of floor space, commercial office buildings employing more than 1,000 people, and/or commercial buildings having more than 250,000 square feet of floor space or occupying more than 40 acres of land. SB 610 requires water suppliers to prepare a WSA report for inclusion by land use agencies during the California Environmental Quality Act (CEQA) process for new developments that are subject to SB 221. SB 221 and SB 610 went into effect in January of 2002 to improve the link between information on water availability and land use decisions made by cities and counties.

d. Water Conservation Act of 2009

The Water Conservation Act of 2009 was enacted by the California legislature as SB 7 of the 7th Special Legislative Session (SB X7-7) to institute a new set of urban water conservation requirements known as “20 Percent by 2020.” These requirements stipulate that urban water agencies must reduce per capita water use within their service areas by 20 percent relative to their use over the previous 10 to 15 years.

e. State Water Resources Control Board and Regional Water Quality Control Board

In California, the State Water Resources Control Board (SWRCB) and Regional Water Quality Control Boards (RWQCBs) administer the NPDES permitting programs and are responsible for developing waste discharge requirements. The local RWQCB is responsible for developing waste discharge requirements specific to its jurisdiction. General waste discharge requirements that may apply to projects include the SWRCB Construction General Permit, Industrial General Permit, and the Regional MS4 Permit Order No. R9-2013-0001, as amended by Order No. R9-2015-0001 and R9-2015-0100, administered by the San Diego RWQCB.

f. California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act of 1989 (AB 939) was enacted to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible primarily through source reduction, recycling, and composting activities, and by requiring the participation of the residential, commercial, industrial, and public sectors to reduce solid waste from landfill disposal.

g. Assembly Bill 341

In 2011, in response to AB 939, the State of California enacted AB 341, which established a policy goal of a 75 percent reduction of solid waste by 2020 and annually thereafter through recycling, composting, or source reduction. AB 341 requires that commercial enterprises that generate four cubic yards or more of solid waste weekly and multi-family dwellings of five units or more arrange for recycling services.

h. Assembly Bill 1668

AB 1668 requires the SWRCB, in coordination with the DWR, to adopt water efficiency standards and regulations; drought and water shortage contingency plan guidance; specified standards for per capita daily indoor residential water use; and performance measures for commercial, industrial, and institutional water use. The legislation also specifies penalties on local water suppliers for violations to these standards. Starting in 2027, local water suppliers' failure to comply with the Board's adopted long-term standards could result in fines of \$1,000 per day during non-drought years, and \$10,000 per day during declared drought emergencies and certain dry years.

i. Senate Bill 606

SB 606 requires an urban retail water supplier to calculate an urban water use objective no later than November 1, 2023, and by November 1 every year thereafter, and its actual urban water use by those same dates.

4.16.2.3 Regional Regulations

a. MWD 2020 Regional Urban Water Management Plan

The MWD's Urban Water Management Plan (UWMP) describes and evaluates sources of water supply, efficient uses of water, demand management measures, implementation strategies and schedules, and other relevant information and programs. The UWMP is updated every five years, and information from the MWD's UWMP is used by local water suppliers in the preparation of their own plans. The information included in the MWD's UWMP represents the district's most current planning projections of demand and supply capability developed through a collaborative process with the member agencies. The MWD's UWMP does not explicitly discuss specific activities undertaken, which is the role of MWD's Integrated Water Resources Plan. The 2020 MWD UWMP found that within the MWD's service area, retail water demands can be met with local or imported supplies.

b. MWD 2020 Integrated Water Resources Plan

The MWD's Integrated Water Resources Plan is a blueprint for long-term water supply reliability in southern California. The fundamental goal of the plan is for southern California to continue to have a reliable water system, considering future challenges related to prolonged droughts and changing climate.

c. SDCWA 2020 Urban Water Management Plan

The SDCWA developed its 2020 UWMP in coordination with its 24 member agencies. The main components of the UWMP include the following: baseline demand forecasts under normal weather, dry weather and climate change scenarios; conservation savings estimates and net water demand projections; a water supply assessment; supply reliability analysis; and scenario planning. SDCWA's 2020 UWMP estimates that future water demands in 2045 are projected to reach approximately 630,771 acre feet, which represents a 36 percent increase from 2020 demands.

d. Regional MS4 Permit

The San Diego RWQCB is responsible for permitting, compliance, and other activities to reduce pollutants in municipal, construction, and industrial stormwater runoff. The Storm Water Management Unit of the San Diego RWQCB also provides important assistance in dispersing state grant funds to worthy projects that support activities for the reduction and prevention of stormwater pollution. As a co-permittee for the Regional MS4 permit under the NPDES and the CWA (see State Regulations above), the City must implement several stormwater management programs, including those designed to control stormwater and other discharges from new development and redevelopment.

The San Diego RWQCB regulates discharges from Phase I MS4s in the San Diego region under the Regional MS4 Permit. The Regional MS4 Permit covers 39 municipal, county government, and special district entities located in San Diego County, southern Orange County, and southwestern Riverside County who own and operate large MS4s which discharge stormwater (wet weather) runoff and

non-stormwater (dry weather) runoff to surface waters throughout the San Diego region. The Regional MS4 Permit, Order No. R9-2013-0001, was adopted on May 8, 2013 and initially covered the San Diego County co-permittees. Order No. R9-2015-0001 was adopted on February 11, 2015, and amended the Regional MS4 Permit to extend coverage to the Orange County co-permittees. Finally, Order No. R9-2015-0100 was adopted on November 18, 2015, and amended the Regional MS4 Permit to extend coverage to the Riverside County co-permittees. The Regional MS4 Permit expired on June 27, 2018 but remains in effect under an administrative extension until it is reissued by the San Diego RWQCB. The San Diego Water Board has begun the development of proposed changes to the Regional MS4 Permit and will hold public workshops on focus topics and proposed changes.

The Regional MS4 Permit requires that all jurisdictions within the San Diego region prepare Jurisdictional Runoff Management Plans outlining strategies and processes a jurisdiction will implement to reduce the discharge of pollutants from its storm drain system to the maximum extent practicable. Each of these plans must contain a component addressing construction activities and a component addressing existing development.

4.16.2.4 Local Regulations

a. City of San Diego General Plan

The **Public Facilities, Services, and Safety Element** presents goals and policies related to wastewater, stormwater infrastructure, waste management, and public utilities. Overall goals include providing environmentally sound collection, treatment, re-use, disposal, and monitoring of wastewater; increase the use of reclaimed water to supplement the region's limited water supply; protection of beneficial water resources through pollution prevention and interception efforts, implementation of a stormwater conveyance system that effectively reduces pollutants in urban runoff and stormwater to the maximum extent practicable; providing efficient, economical, environmentally-sound waste collection, management, and disposal, achieving maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use; providing public utility services in the most cost-effective and environmentally sensitive way, and ensuring that public utilities sufficiently meet existing and future demand with facilities and maintenance practices that are sensible, efficient, and well-integrated into the natural and urban landscape.

The **Conservation Element** addresses the management, preservation, and utilization of natural resources. The Conservation Element works together with the Public Facilities, Services, and Safety Element to provide policies on facility infrastructure and the management of resources such as water and energy. Overall goals include preparing for, adapting to, and thriving in a changing climate and being an international model of sustainable development and conservation including water conservation. Specific policies include CE-A.5 encourages the employment of sustainable or "green" building techniques for the construction and operation of buildings and CE-A.11 which encourages implementation of sustainable landscape design and maintenance specifically implementing water conservation measures in site/building design and landscaping. CE-D.1 encourages the implementation of a balanced, water conservation strategy as an effective way to manage demand by: reducing dependence on imported water supplies; maximizing the efficiency of existing urban

water and agricultural supplies through conservation measures/programs; and developing alternative, reliable sources to sustain present and future water needs.

b. City of San Diego City Council Policies

Council Policy 400-04 outlines the City's Emergency Water Storage Program. The policy mandates that PUD store sufficient water in active, available storage to meet 7.2 months (six-tenths of the annual) of normal City water demand requirements, excluding conservation. Active, available storage is defined as the portion of water that is above the lowest usable outlet of each reservoir.

Council Policy 400-13 identifies the need to provide maintenance access to all sewers to reduce the potential for spills. This policy requires that environmental impacts from access paths in environmentally sensitive areas should be minimized through the use of sensitive design, canyon-proficient maintenance vehicles, and plans that dictate routine and preventative maintenance and emergency access procedures.

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

Council Policy 600-43 establishes a set of guidelines for the review and processing of applications for the placement and design of wireless communication facilities in accordance with the City's land use regulations. These guidelines are intended to prescribe clear, reasonable, and predictable criteria to assess applications in a consistent and expeditious manner, while reducing visual and land use impacts associated with the construction of new wireless communication facilities. For applicants seeking the placement of a wireless communication facility on City-owned land, this policy should be used in conjunction with applicable Council policies and SDMC Section 141.0420.

Council Policy 800-04 assigns maintenance of stormwater conveyance facilities located on private land to those private landowners, absolving the City of responsibility.

Council Policy 800-14 establishes a prioritization process for CIP projects. Prior to inclusion in the CIP budget, the following prioritization factors are to be considered: risk to health, safety, and environment and regulatory or mandated requirements; existing conditions, potential annual cost, and longevity; benefit towards under-served communities and economic prosperity; improvement on level and quality of service; sustainability and conservation; funding availability; project readiness; and multiple category benefit. Following inclusion into the CIP budget, the CIP Review and Advisory Committee utilizes a more detailed scoring methodology in the planning and pre-design, design, and construction phases of an infrastructure project to ensure an up-to-date and accurate assessment of the feasibility, cost, and environmental impact and mitigation.

c. City of San Diego Municipal Code

The SDMC contains a number of ordinances regulating public utilities. These include permitting and requirements for public sewer connections and wastewater facilities, construction waste diversion, recycling for City-serviced properties and residential properties, controlling non-stormwater discharges, stormwater runoff, and drainage from development projects.

d. City of San Diego Water Facility Design Guidelines

The City's Water Facility Design Guidelines identify general planning, predesign, and design details that provide uniformity in key concepts, equipment types, and construction materials for facilities being built. These design guidelines assist in providing professionally sound, efficient, uniform, and workable facilities – whether pipelines, pressure control facilities, pumping stations, or storage facilities.

e. Long-Range Water Resources Plan

The City's 2012 Long-Range Water Resources Plan is a high-level strategy document that evaluates water supply and demand objectives against multiple planning objectives. The 2012 Long-Range Water Resources Plan was a stakeholder-driven process that evaluated over 20 water supply options such as water conservation, recycled water, groundwater storage, brackish groundwater desalination, rainwater harvesting, graywater, and potable reuse. The plan takes a long-range viewpoint through the year 2035, addressing risks and the uncertainty of future water supply conditions.

f. City of San Diego Urban Water Management Plan

The City's UWMP, adopted by the City Council in June 2021, is the planning document used by water suppliers to meet the standards set forth in SB 610 and SB 221. The UWMP addresses the City's water system and includes a description of the water supply sources, magnitudes of historical and projected water use, and a comparison of water supply to water demands during normal, single-dry, and multiple-dry years. The UWMP serves as a long-range planning document for the City's water supply.

g. Jurisdictional Runoff Management Plan

The City's Jurisdictional Runoff Management Plan provides a total account of how the City plans to protect and improve the water quality of rivers, bays, and the ocean in the region in compliance with the Regional MS4 Permit. The document describes how the City incorporates stormwater best management practices (BMPs) into land use planning, development review and permitting, City CIP project planning and design, and the execution of construction contracts. See also Section 4.9, Hydrology of this Program Environmental Impact Report (PEIR).

h. Storm Water Management and Discharge Control Ordinance

As a co-permittee under the Regional MS4 Permit issued by the San Diego RWQCB, the City must implement stormwater management programs, including programs designed to control stormwater discharges from development projects during construction and on a permanent postconstruction basis. The City's Storm Water Management and Discharge Control Ordinance addresses these requirements by requiring construction measures and permanent post-construction BMPs for development projects.

i. Watershed Asset Management Program

The City's Stormwater Department has prepared the Watershed Asset Management Plan to identify the broad investments required to maintain the City's stormwater management system. The plan is consistent with the City's general asset management practices and addresses both flood risk management and stormwater quality. The plan incorporates the strategies identified in the City's Comprehensive Load Reduction Plans as a foundation for meeting the requirements and compliance standards of the Regional MS4 Permit issued by the RWQCB on May 8, 2013.

j. City of San Diego Stormwater Standards Manual

The City's Stormwater Standards Manual (City of San Diego 2018) provides information to project applicants on how to comply with the permanent and construction stormwater quality requirements in the City. The Stormwater Standards Manual is contained in Appendix O of the City's Land Development Manual and is organized in three key parts:

Part 1: BMP Design Manual - For Permanent Site Design, Stormwater Treatment and Hydromodification Management

Part 2: Construction BMP Standards

Part 3: Offsite Stormwater Alternative Compliance Program for Water Quality and Hydromodification Control

Part 1 of the Stormwater Standards Manual, the BMP Design Manual, addresses and provides guidance for complying with on-site post-construction stormwater requirements for Standard Projects and Priority Development Projects, and provides procedures for planning, preliminary design, selection, and design of permanent stormwater BMPs based on the performance standards presented in the MS4 Permit.

Part 2 of the Stormwater Standards Manual addresses stormwater impacts and required controls associated with construction activities in the City. The purpose of these standards is to provide guidance to prevent construction activities from adversely impacting downstream and on-site resources through appropriate planning, installation, and maintenance of BMPs. The construction BMP standards provide guidance on providing the appropriate BMPs to prevent discharges of pollutants associated with construction activity.

Part 3 of the Stormwater Standards Manual addresses the Offsite Stormwater Alternative Compliance Program (Offsite Alternative Compliance Program) developed by the City to allow mitigation of Priority Development Projects' stormwater impacts through implementation of off-site structural BMPs. The program allows for offsite control of water quality and hydromodification impacts, provides design options and flexibility in the case of site infeasibility, and provides the potential for more effective regional storm water control solutions to improve watershed scale water quality.

k. City of San Diego Municipal Waterways Maintenance Plan

The City is responsible for maintaining the City's storm drain system which conveys runoff from local neighborhoods to the Pacific Ocean. The City's Municipal Waterways Maintenance Plan guides the maintenance of the storm drain system, which includes activities such as, but not limited to, removal of accumulated sediment, vegetation and trash that impedes water flow and increases flood risks, repair and maintenance of City stormwater infrastructure, and construction of mitigation sites to provide mitigation for impacts to stormwater infrastructure. This plan efficiently provides public safety through a pro-active and responsive maintenance schedule that minimizes and mitigates effects on the environment and streamlines subsequent authorizations.

l. City of San Diego Sewer Design Guide

The City's Sewer Design Guide sets forth criteria to be used for the design of sewer systems, which may consist of pump stations, gravity sewers, force mains, and related appurtenances. The guide includes criteria for determining pump station, gravity sewer, and force main capacity and sizing; alignment of gravity sewers and force mains; estimating wastewater flow rates; designing bridge crossings; and corrosion control requirements.

m. City of San Diego Climate Action Plan

The City's Climate Action Plan (CAP) is the City's policy commitment to set clear goals to reduce greenhouse gas emissions. The 2022 CAP aims to achieve net zero greenhouse gas emissions by 2035 and has identified six equity-focused strategies to achieve this goal:

- Strategy 1: Decarbonization of the Built Environment
- Strategy 2: Access to Clean and Renewable Energy
- Strategy 3: Mobility and Land Use
- Strategy 4: Circular Economy and Clean Communities
- Strategy 5: Resilient Infrastructure and Healthy Ecosystems
- Strategy 6: Emerging Climate Actions

Key measures related to water and wastewater include Measure 4.5 to support capture of methane from wastewater treatment plants and Measure 5.3 to increase local water supply and reduce water dependence.

n. Wireless Communications Facilities Guidelines

The SDMC defines Wireless Communication Facilities as the antennas, support structures, and other equipment or apparatus necessary for providing personal wireless services and information services. SDMC Section 141.0420 regulates wireless communications facilities, as well as the City's Wireless Communications Facilities Guidelines, which provides guidelines to minimize visual impacts from the installation of wireless communications facilities in accordance with the City's General Plan.

4.16.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to utilities and infrastructure are based on applicable criteria in the CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2022). The following issue questions are addressed in this section:

- 1) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?
- 2) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?
- 3) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- 4) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

4.16.4 Impact Analysis

Issue 1 New or Expanded Utilities

Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU are planning level actions that will facilitate future development across the City and within the Hillcrest FPA Area and University CPU area; however, no specific development is proposed at this time. As future development is proposed consistent with these planning documents, specific project features would need to be evaluated to determine if new or expanded utilities and associated infrastructure are required. At a program level of review, implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would guide future development in appropriate locations, including

supporting increased opportunities for higher residential and commercial density within the Climate Smart Village Areas, which are primarily areas with a village propensity value between 7 and 14 (see Figure 3-1). To implement the Blueprint SD Initiative, it is anticipated that community plan updates, specific plans, focused plan amendments, and LDC amendments would be proposed in the future to support development in the Climate Smart Village Areas. Implementation of the Hillcrest FPA would increase the allowable residential and commercial development intensity within approximately 380 acres of the Hillcrest and Medical Complex neighborhoods supporting additional homes and jobs in close proximity to transit to maximize sustainable transportation options. At buildout, the University CPU would result in an overall community-wide increase of approximately 36,800,000 square feet of planned non-residential floor area and approximately 29,000 additional planned residential units. As future development is implemented consistent with the Village Climate Goal Propensity Map, the University CPU and Hillcrest FPA, each individual project would be required to evaluate the physical impacts of development, including impacts associated with new or expanded utilities. At a project level of review, physical impacts would be minimized through required compliance with the City's Environmentally Sensitive Lands (ESL) Regulations, Historical Resources Regulations, and other applicable LDC requirements, as well as any additional project-specific mitigation measures as determined by the City. While it is expected that individual future development projects would be able to reduce the impacts associated with providing new or expanded utilities with compliance with the City's regulatory framework, at a program level of review, these impacts are considered significant due to the project's expected increase in demand for additional utilities resulting from anticipated development.

a. Stormwater

As discussed in Section 4.9, Hydrology, and Section 4.17, Water Quality, future development projects throughout the project areas would have the potential to result in urban runoff and associated pollutant discharges. However, as development occurs, it is likely that the volume and rate of runoff could be decreased through the City's compliance with the Regional MS4 Permit, Stormwater Standards Manual, Jurisdictional Runoff Management Plan, and SDMC requirements for stormwater management (collectively referred to as the "City Stormwater Regulations"). As new development occurs, implementation of Low Impact Development BMP practices that help retain stormwater on-site for infiltration, re-use, or evaporation would be required per the City's Stormwater Standards Manual.

Future development occurring under the project could result in a need for the installation of new stormwater infrastructure. The need for new stormwater infrastructure would depend on the condition of existing infrastructure, development patterns, and development standards. The City assesses the condition of its stormwater facilities on a continuous basis. Additionally, per Council Policy 800-14, the City's CIP program has established a scoring methodology to prioritize funding for infrastructure projects, including the construction of new stormwater infrastructure.

All future projects would be required to adhere to the SDMC, including conformance with the City Stormwater Regulations in place at the time future development is proposed. As future development is implemented at the project-level, consistent with the Village Climate Goal Propensity Map, the University CPU and Hillcrest FPA, each individual project would be required to evaluate the physical impacts of development, including impacts associated with new or expanded stormwater

facilities. At a project level of review, physical impacts would be minimized through required compliance with the City's ESL Regulations, Historical Resources Regulations, and other applicable LDC requirements, as well as any additional project-specific mitigation measures as determined by the City. While it is expected that individual future development projects would be able to reduce potential impacts with compliance with the City's regulatory framework, at a program level of review, and without project-specific development plans, potential physical impacts and the extent of impacts associated with the future construction of stormwater facilities required to support future projects would be significant.

b. Sewer

Sewer line upgrades are administered by the City's Engineering & Capital Projects (E&CP) Department and are handled on a project-by-project basis. No new sewer collection or wastewater treatment facilities are proposed in conjunction with the project. Likewise, the location and extent of future facilities would not be established until such time that individual projects are proposed. Future development would be required to follow the City's Sewer Design Guide and to comply with SDMC Chapter 6, Article 4 regulations regarding sewer and wastewater facilities. As future development is implemented at the project-level, consistent with the Village Climate Goal Propensity Map, the University CPU and Hillcrest FPA, each individual project would be required to evaluate the physical impacts of development, including impacts associated with new or expanded sewer facilities. At a project level of review, physical impacts would be minimized through required compliance with the City's ESL Regulations, Historical Resources Regulations, and other applicable LDC requirements, as well as any additional project-specific mitigation measures as determined by the City. While it is expected that individual future development projects would be able to reduce the potential impacts associated with providing new or expanded sewer facilities with compliance with the City's regulatory framework, at a program level of review, and without project-specific development plans, potential physical impacts and the extent of these impacts associated with potential sewer facility upgrades required to support future projects are unknown. Therefore, impacts would be significant.

c. Water Distribution Facilities

No new water distribution or treatment facilities are proposed in conjunction with the proposed project; however, Phase 1 of the City's Pure Water Program is in progress and includes two projects that pass through the University CPU area, and address the need to increase the sizing of existing pipelines and mains. The potable water distribution system is continually upgraded and repaired on an ongoing basis through the City's CIP. These improvements are determined based on continuous monitoring by the E&CP's Engineering Division to determine remaining levels of capacity. The E&CP's Engineering Division plans its CIP projects several years prior to pipelines reaching capacity. Such improvements are required of the water system regardless of implementation of the proposed project. As future development is implemented at the project-level, consistent with the Village Climate Goal Propensity Map, the University CPU and Hillcrest FPA, each individual project would be required to evaluate the physical impacts of development, including impacts associated with new or expanded water distribution facilities. At a project level of review, physical impacts would be minimized through required compliance with the City's ESL Regulations, Historical Resources Regulations, and other applicable LDC requirements, as well as any additional project-specific

mitigation measures as determined by the City. While it is expected that individual future development projects would be able to reduce the potential impacts associated with providing new water distribution facilities with compliance with the City's regulatory framework, at a program level of review, and without project specific development plans, potential physical impacts and the extent of these impacts associated with future improvements to water lines are unknown. Therefore, impacts would be significant.

d. Electric Power and Natural Gas

New development occurring under the project may result in the need for new electric and natural gas transmission lines; however, no specific upgrades are proposed, and the location and extent of future development is not known at this time. Future project level review for the development of electric and natural gas transmission lines would be required. Further, per the City's CAP (Strategy 1: Decarbonization of the Built Environment), the City is actively engaging with stakeholders to develop a Building Code Amendment that will take a step beyond the 2021 California Energy Commission's unanimous approval of amendments to the state building code for the removal of natural gas in new construction. As future development is implemented at the project-level, consistent with the Village Climate Goal Propensity Map, the University CPU and Hillcrest FPA, each individual project would be required to evaluate the physical impacts of development, including impacts associated with the installation of new electric or natural gas utilities. At a project level of review, physical impacts would be minimized through required compliance with the City's ESL Regulations, Historical Resources Regulations, and other applicable LDC requirements, as well as any additional project-specific mitigation measures as determined by the City. While it is expected that individual future development projects would be able to reduce potential impacts with compliance with the City's regulatory framework, at a program level of review, potential physical impacts and the extent of these impacts associated with the construction of electric and natural gas transmission lines required to support future projects are unknown, since the location of specific future development cannot be determined at this time. Therefore, impacts to electric power and natural gas would be significant.

e. Communications Systems

New development occurring under the project may result in the need for new communications systems; however, no specific systems upgrades are proposed, and the location and extent of future facilities is not known at this time. Future siting of communications infrastructure would be in accordance with SDMC Section 141.0420, which regulates wireless communications facilities, as well as the City's Wireless Communications Facilities Guidelines, which provides guidelines to minimize visual impacts from the installation of wireless communications facilities in accordance with the City's General Plan. Project level review for future communication systems would be required. Potential impacts associated with future site-specific development would be minimized through required compliance with the City's ESL Regulations, Historical Resources Regulations, and other applicable LDC requirements, as well as any additional project-specific mitigation measures as determined by the City. While it is expected that individual future development projects would be able to reduce potential impacts associated with the provision of new communications systems with compliance with the City's regulatory framework, at a program level of review, potential physical impacts and the extent of these impacts associated with the future construction of communication

systems required to support future projects are unknown, since the location of specific future development cannot be determined at this time. Therefore, impacts to communications systems would be significant.

Issue 2 Sufficient Water Supplies

Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU are planning level actions that anticipate both future plan amendments and future development; however, no specific development is proposed at this time. As future development is proposed consistent with these planning documents, specific project features would need to be evaluated to determine if sufficient water supplies are available to the project.

WSAs were prepared for the University CPU (see Appendix M-2) and the Hillcrest FPA (Appendix L-2) to assess whether sufficient water supplies are, or will be, available to meet the projected water demands of the proposed land use changes. The WSAs included, among other information, identification of existing water supply entitlements, water rights, water service contracts, or agreements relevant to the identified water supply for the community plan areas; and quantities of water received in prior years pursuant to those entitlement, rights, contracts, and agreements. The WSA evaluated water supplies that are, or will be, available during a normal, single-dry year, and multiple-dry year (20-year) period, to meet the estimated demands of the changes proposed in the CPUs compared to the existing land use plans. The WSAs demonstrate that there are sufficient water supplies over a 20-year planning horizon to meet the projected demands of the University CPU and the Hillcrest FPA, as well as the existing and other planned development projects within the PUD service area in normal, dry, and multiple-dry year forecasts. Additional discussion of the WSA results is provided in the subsections below.

a. Blueprint SD Initiative

Future CPUs, specific plans, and FPAs are anticipated to align with the City's land use framework as defined by the Village Climate Goal Propensity map, focusing future opportunities for homes and jobs within the Climate Smart Village Areas. The additional development density and intensity throughout the City could result in additional demand on water supply. Due to the Village Climate Goal Propensity map being a framework for growth, with specific land use changes anticipated to occur in the future, a WSA addressing Citywide growth consistent with the Village Climate Goal Propensity map was not conducted. As future CPUs, specific plans, and/or focused plan amendments are proposed, these would be accompanied by WSAs to evaluate the availability of water. The City's ongoing updates to the UWMP on a five-year cycle allow the City to appropriately plan for water demands of planned land uses, as specific Community Plans are updated to reflect additional opportunities for growth. While implementation of the Blueprint SD Initiative is anticipated to increase demand for water, the five-year annual updates to the City's UWMP would ensure ongoing planning for water supplies is conducted that accounts for future growth and changing drought conditions.

Furthermore, if individual developments are proposed that trigger the requirement for a WSA including residential developments with more than 500 units and other large scale projects (see Section 4.16.2.2c), PUD would evaluate the availability of water supplies during normal, single-dry years, and multiple-dry water years during a 20-year projection to determine if it meets the projected demands of the project in addition to the existing and planned future water demands of PUD. As WSAs are prepared for future Community Plan updates proposed for consistency with the Village Climate Goal Propensity map and the Blueprint SD Initiative, the water demands of planned development would be incorporated into water supply projections. Additionally, the anticipated growth under the Blueprint SD Initiative would support efficient use of water due to growth anticipated to be multi-family or mixed-use residential development that would have higher densities and intensities proportional to their village propensity values. Higher density development requires less potable water demand than lower density, single-family residential due to reduced demand for water use in landscaping. Therefore, the growth framework for the Blueprint SD Initiative is supportive of residential water efficiency. Additionally, adherence to the City's policy and regulatory framework would facilitate water efficient site design and infrastructure as part of future development.

Existing regulations would also ensure water efficient fixtures are installed with new development. The California Green Building Standards Code requires a 20 percent reduction in indoor water use relative to specified baseline levels. SDMC Section 67.0601, Water Submeters, was adopted in April 2010 to encourage water conservation in multi-family residential and mixed-use buildings by requiring the use of water submeters for each individual residential unit. Billing individual residential units based on the actual amount of water consumed in the unit creates a financial incentive for residents of multi-family residential units to conserve water.

While the project anticipates densities in excess of what would have been considered in the latest water supply planning document, the preparation of a WSA to account for all future development consistent with the Village Climate Goal Propensity map would not be feasible at this time because it is not known with certainty where and how much density will be ultimately proposed under future plan amendments or future development consistent with the Village Climate Goal Propensity map. A WSA that estimates water supplies needed to serve maximum buildout of the Village Climate Goal Propensity Map would be considered speculative at this time. As future CPUs, specific plans, or other focused plan amendments are proposed consistent with the Blueprint SD Initiative Village Climate Goal Propensity map, WSAs would be prepared to evaluate the availability of water supply, which would ensure that the water demands of planned or proposed development are incorporated into water supply projections. Impacts resulting from implementation of the Blueprint SD Initiative would be less than significant.

b. Hillcrest Focused Plan Amendment

As detailed in Appendix L-1, the City requested a WSA based on the projected residential and non-residential build-out projections for the FPA area. SANDAG Series 14 forecasts were used to estimate existing and future 2045 population, employment, and future residential and non-residential development. Conservatively, the projected community buildout with the project was estimated at 54,500 residential units (just above the 52,818 units reported in Table 3-1) and 8,318,700 square feet of non-residential space (consistent with Table 3-1). As detailed in Appendix L-1, the City assumes

that approximately 400 homes would be constructed annually from 2020 to 2045. Based on these assumptions, the City estimates that approximately 33,183 units could be constructed by 2045, with the remaining units occurring beyond 2050. Since the projections used for the WSA are based on a 20 year planning horizon, the estimated residential growth of approximately 33,183 dwelling units by 2045 was used for preparation of the WSA. This represents a reasonable assumption of growth over the planning horizon. For non-residential space, the City estimates approximately 8,318,700 square feet of non-residential buildout, which could be built by 2045. This would be approximately 1,168,800 more square feet than existing which is attributable to the proposed expansion of the University of California, San Diego and Scripps Medical Centers.

As detailed in Appendix L-2, the City's estimated build-out projections for the existing Uptown Community Plan are based on the 2020 UWMP. The WSA estimates the Hillcrest FPA would add approximately 3,002 multi-family homes and approximately 1,037,600 square-feet institutional/medical facilities to the Uptown Community by 2045.

This WSA found that the proposed water demand projections for the Hillcrest FPA are included in the regional water resource planning documents of the City and the Water Authority. Current and future water supplies, as well as actions necessary to develop future water supplies, have been identified. This WSA demonstrates that there will be sufficient water supplies available during normal, single-dry, and multiple-dry water years over a 20-year projection to meet the demands of the project. The projected 2045 water demand of the WSA is 578,781 gallons per day (gpd), or 648.3 AFY. Water demands for the Hillcrest FPA assume all mandatory water efficiency standards are met and result in more water efficient buildings and landscapes as compared to older developments. Per State law, the UWMP is required to be updated every five years; therefore, future development that could occur from 2045 to 2050 (the proposed CPU's planning horizon) would be accounted for in the next UWMP update. Based on the results of the Hillcrest FPA WSA, implementation of the Hillcrest FPA would result in less than significant impacts related to water supply.

c. University Community Plan Amendment

As detailed in Appendix M-1, the City requested a WSA based on the projected residential and non-residential build-out projections for the University CPU area. SANDAG Series 14 forecasts were used to estimate existing and future 2045 population, employment, and future residential and non-residential development. The projected University CPU buildout is estimated at 57,000 residential units and 99,900,000 square feet of non-residential floor area (just above the 99,867,000-square feet reported in Table 3-4). As detailed in Appendix M-1, the City assumes that approximately 800 homes would be constructed annually from 2020 to 2045. By 2045, including the 2020 Series 14 forecast estimate, the total number of homes is projected to reach 48,000. Due to the WSA estimating water use over a 20-year planning horizon, the University WSA assumes 48,000 new residential units would be constructed over the planning horizon, including 5,000 single family units and 43,000 multi-family units (Appendix M-2)

Regarding non-residential growth the University CPU WSA anticipates approximately 69,486,000 square feet of nonresidential buildout over the planning horizon, which is based on a growth assumption of approximately 1,000,000 square feet per year through 2045. As detailed in Appendix M-2 the University CPU WSA found that the proposed water demand projections are included in the

regional water resource planning documents of the City and the Water Authority. Current and future water supplies, as well as actions necessary to develop future water supplies, have been identified. This WSA demonstrates that there will be sufficient water supplies available during normal, single-dry, and multiple-dry water years over a 20-year projection to meet the demands of the CPU. The WSA finds that there is sufficient water planned to supply the CPU's estimated annual average usage. The projected water demand of the University CPU is approximately 3,424,425 gallons per day (GPD), or 3,835 AFY. Water demands for the CPU assume all mandatory water efficiency standards are met and result in more water efficient buildings and landscapes as compared to older developments. The 2020 UWMP establishes that the five Pressure Zones: La Jolla Gardens, North City 2, North City 3, Northwest Mesa, and Torrey Pines serve the University CPU area have a planned net capacity of 10,201 AFY in 2050. Therefore, the City has adequate capacity to serve the projected water demand of the University CPU with the combined planned pressure zone capacity. As detailed in Appendix M-2, there are sufficient water supplies to support the anticipated growth within the University CPU Area considering normal and drought conditions. Per State law, the UWMP is required to be updated every five years; therefore, future development that could occur from 2045 to 2050 (the proposed CPU's planning horizon) would be accounted for in the next UWMP update. Therefore, impacts related to water supply would be less than significant.

Issue 3 Adequate Wastewater Capacity

Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No new sewer collection or wastewater treatment facilities are proposed in conjunction with the project. However, implementation of the Blueprint SD Initiative, the University CPU and Hillcrest FPA would allow for increased intensity of development that could increase demand on public sewer systems. Upgrades to sewer lines are an ongoing process. These upgrades are administered by the City's E&CP Department and are handled on a project-by-project basis. As project implementation would likely result in an increase in demand for wastewater capacity, there may be a need to increase the sizing of existing pipelines and mains for wastewater. Wastewater treatment facilities may also require upgrades. PUD infrastructure planning includes long range infrastructure planning and upgrades in anticipation of future growth. Due to the project identifying appropriate locations for growth in response to SANDAG growth projections, existing and ongoing PUD planning would capture the anticipated wastewater demand from the project.

All future sewer facilities would be required to comply with the SDMC regulations regarding sewers and wastewater facilities (SDMC Chapter 6, Article 4, Division 4), the City's Sewer Design Guidelines, and PUD's Capital Improvement Program Guidelines and Standards, and would be subject to review at the time design plans are available that would ensure adequate capacity exists to serve future development. Potential impacts associated with the provision of future sewer facilities would be minimized through required compliance with the City's ESL Regulations, Historical Resources Regulations, and other applicable LDC requirements, as well as any additional project-specific mitigation measures as determined by the City. While wastewater treatment capacity is likely to be addressed by PUD long range planning and infrastructure improvements, future project level evaluation of wastewater capacity would be required as future development is proposed. As

site-specific information regarding the specific demands of future projects in relation to available wastewater capacity to serve development cannot be known at a program level of review, impacts would be considered significant.

Issue 4 Solid Waste

Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The CalRecycle provides estimates of solid waste generation rates for different types of land uses. These rates estimate the amount of solid waste created by residences or businesses over a specified amount of time. Waste generation rates include all materials discarded, whether or not they are later recycled or disposed of in a landfill, because under state law the total amount of waste “generated” is considered to be the sum of the waste “disposed of” plus the waste “diverted” from disposal. Waste generation rates can be used to estimate the impact of new development on local solid waste infrastructure. However, it should be noted that impacts to solid waste infrastructure are not necessarily the amount of waste generated, but whether any increase would require the development of new facilities. Since the majority of waste is managed through waste diversion, solid waste facilities include those necessary to provide composting, recycling, and other collection, separation, and diversion services.

Future projects developed under the project would be required to comply with applicable SDMC regulations related to recycling (SDMC Sections 66.0702 through 66.0718) in addition to requirements for the recycling of construction and demolition debris specified in the City’s Construction and Demolition Debris Diversion Deposit Program Ordinance (Sections 66.0601 through 66.0610 of the SDMC).

SDMC Section 66.0604 sets the following construction and demolition recycling requirements for all Building Permits or Demolition/Removal Permits issued by the City (Development Services Department Information Bulletin 710):

- (a) All applicants for a Building Permit or a Demolition/Removal Permit, including the City of San Diego, shall submit a properly completed Waste Management Form Part I with the Building Permit or Demolition/Removal Permit application, in accordance with the requirements set forth in the Land Development Manual; and
- (b) All applicants, including the City of San Diego, shall pay a refundable deposit at the time the Building Permit or Demolition/Removal Permit is issued; and
- (c) No Building Permit or Demolition/Removal Permit shall be issued unless the applicant has submitted a properly completed Waste Management Form Part I and paid the required deposit.

All future development proposed under the project would be required to comply with SDMC Section 142.0801 et seq., which outlines the requirements for refuse and recyclable materials storage that would ensure sufficient project-specific interior and exterior storage space for refuse and recyclable materials is included in the project design. Adherence to these regulations would help the City meet

its recycling and waste reduction goals as established by the City and mandated by the State of California and would further conserve the capacity of the landfill as solid waste materials would be diverted to the appropriate recycling or organic waste facility. The City is also in the process of expanding its Organics Processing Facility on the Miramar Landfill to continue meeting the City's organics diversion processing needs.

The General Plan addresses waste management in Policies PF-I.1 through PF-I.5, focusing on waste recycling and diversion of materials in PF-I.2. Future projects' conformance with these policies would help the City meet a 75 percent recycling target as required under AB 341. Additionally, the City has adopted a Zero Waste Plan, which aims to achieve 70 percent waste diversion by 2020, 90 percent waste diversion by 2035, and 100 percent diversion by 2040. The City's CAP also includes policies supporting zero waste. Through mandatory compliance with the SDMC regulations related to solid waste, all new development projects would continue to reduce solid waste generation and increase recycling efforts.

Through compliance with existing policies and regulations, impacts associated with solid waste management would be less than significant.

Cumulative Impacts

a. Utilities

Mandatory compliance with City standards for the design, construction, and operation of storm water, water distribution, wastewater, electric power, natural gas, and communications systems infrastructure and required compliance with the City's ESL Regulations, Historical Resources Regulations, and other applicable LDC requirements, would ensure significant cumulative physical impacts related to the provision of utilities would be avoided. Physical impacts associated with the relocation or construction of new or expanded storm water, water distribution, wastewater, electric power, natural gas, and communication systems infrastructure would typically be localized and would not combine to create a significant cumulative impact. Therefore, cumulative impacts would be less than significant.

b. Water Supply

Water supply planning inherently considers the cumulative supply and demand for water in the region. According to WSAs prepared for the University CPU and Hillcrest FPA, water supply is adequate to supply projected development in these areas. Implementation of Blueprint SD Initiative and the associated Village Climate Goal Propensity Map (see Figure 3-1) would facilitate development that is focused within Climate Smart Village Areas. Increased intensity of residential and commercial development would increase demands for water that is not accounted for in existing water supply planning documents. However, as future CPUs, specific plans, or other focused plan amendments are proposed consistent with the Village Climate Goal Propensity map, WSAs would be prepared to evaluate the availability of water supply, which would ensure that the water demands of planned or proposed development are incorporated into water supply projections. Furthermore, the City's five year updates to the UWMP provides for ongoing water supply planning for projected growth in the region. Therefore, cumulative impacts would be less than significant.

c. Adequate Wastewater Capacity

Mandatory compliance with the SDMC regulations, the City's Sewer Design Guidelines, and PUD's Capital Improvement Program Guidelines and Standards at the time future project specific development is proposed would ensure adequate wastewater capacity is available at the time development is proposed. Additionally, PUD wastewater capacity planning is conducted on an ongoing basis to ensure cumulative demand on wastewater facilities and capacity is available to support anticipated growth. Despite planning level efforts to ensure adequate wastewater capacity, at this level of programmatic review and without the benefit of project-specific development plans, cumulative impacts associated with adequate wastewater capacity would be significant.

d. Solid Waste

Future development in accordance with the Blueprint SD Initiative, the University CPU, and the Hillcrest FPA would generate solid waste through demolition/construction and ongoing operations, which would increase the amount of solid waste generated within the region. All future projects would be required to comply with City regulations regarding solid waste, including those intended to divert solid waste from the Miramar Landfill to preserve capacity. Compliance with existing regulations requiring waste diversion would help preserve solid waste capacity. Additionally, Citywide efforts to reach zero waste goals would support landfill diversion and minimize demand on landfill capacity. Therefore, cumulative impacts associated with solid waste would be less than significant.

4.16.5 Significance of Impacts

4.16.5.1 Utilities

Mandatory compliance with City standards for the design, construction, and operation of storm water, water distribution, wastewater, electric power, natural gas, and communications systems infrastructure would likely minimize significant environmental impacts associated with the future construction of and/or improvements to utility infrastructure. At a project level of review, future development would consider the physical impacts of utility improvements and physical impacts would be minimized through required compliance with the City's ESL Regulations, Historical Resources Regulations, and other applicable LDC requirements. However, at this programmatic level of review and without the benefit of project-specific development plans, impacts associated with the construction of storm water, water distribution, wastewater, electric power, natural gas, and communication systems would be significant.

4.16.5.2 Water Supply

Impacts related to implementation of the Blueprint SD Initiative would be less than significant because this planning initiative plans for anticipated growth by focusing development within Climate Smart Village Area, prioritizing higher density multi-family and mixed-use development which is more water efficient than single family land uses. At the time specific land use changes are proposed, WSAs would be prepared to evaluate and document the availability of water supply over

the planning horizon. Providing WSA projections based on build-out assumptions for the Blueprint SD Initiative would be speculative at this time as the land use changes have not occurred and water demand assumptions are based on more refined analysis of actual growth projections. As discussed under Issue 2, the water use assumptions for the Hillcrest FPA and University CPU are based on annual growth assumptions to provide a reasonable estimate of actual water demand. According to WSAs prepared for the University CPU and Hillcrest FPA, there would be adequate water supply in a normal, single-dry year, and multiple-dry year (20-year) period, to meet the estimated water demands within these communities through 2045, the water supply planning horizon. Therefore, water supply impacts related to the project would be less than significant.

4.16.5.3 Adequate Wastewater Capacity

No new sewer collection or wastewater treatment facilities are proposed in conjunction with the proposed project. However, implementation of the Blueprint SD Initiative, the University CPU, and the Hillcrest FPA would allow for increased intensity of development that could increase demand on public sewer systems.

As site-specific information regarding future demand and available wastewater capacity to serve development anticipated by the proposed project is not known at a program level of review, impacts would be significant.

Mandatory compliance with the SDMC regulations, the City's Sewer Design Guidelines, and PUD's Capital Improvement Program Guidelines and Standards would ensure future development is required to demonstrate adequate wastewater facilities and capacity is available to serve the project, or that appropriate infrastructure improvements are constructed concurrent with development to ensure adequate capacity. However, at this programmatic level of review and without project-specific development plans, potential impacts associated with increased demand on sewer infrastructure and wastewater capacity would be significant.

4.16.5.4 Solid Waste

Future development within the project areas would generate solid waste through demolition/construction and ongoing operations, which would increase the amount of solid waste generated within the region. However, future projects would be required to comply with City regulations regarding solid waste that are intended to divert solid waste from the Miramar Landfill to preserve capacity. Compliance with existing regulations requiring waste diversion would help preserve solid waste capacity. Therefore, impacts associated with solid waste would be less than significant.

4.16.6 Mitigation, Monitoring, and Reporting

4.16.5.1 Utilities

At a program level of review, impacts related to new or expanded utilities would be significant. As future development is implemented at the project-level consistent with the Blueprint SD Initiative, the University CPU, and the Hillcrest FPA, each individual project would be required to evaluate the physical impacts of development including all utility improvements. At a project level of review,

physical impacts associated with the installation of utility infrastructure would be minimized through required compliance with the City's ESL Regulations, Historical Resources Regulations, and other applicable LDC requirements, as well as any additional project-specific mitigation measures as determined by the City. Feasible mitigation that may be implemented at the project level is described in Chapter 9.0. While it is expected that individual future development projects would be able to reduce physical impacts associated with providing utility infrastructure, at a program level of review and without specific development plans available, it cannot be ensured that all impacts would be mitigated to a less than significant level. Thus, impacts would be significant.

4.16.5.2 Water Supply

Impacts related to water supply would be less than significant for the Blueprint SD Initiative, University CPU and Hillcrest FPA. As future CPUs, Specific Plans, or other FPAs are proposed consistent with Blueprint SD Initiative and the Village Climate Goal Propensity map, these actions would be accompanied by future WSAs, as applicable pursuant to the Water Code, to document the adequacy of future water supplies to accommodate projected growth as determined on a community basis. At the project level, WSAs may also be required for larger projects that meet specified thresholds of the Water Code. Additionally, building code and City landscape regulations would apply to ensure water efficiency in new buildings and landscapes. As discussed in the WSAs prepared for the University CPU and Hillcrest FPA, there would be adequate water supply in a normal, single-dry year, and multiple-dry year (20-year) period, to meet the estimated water demands within these communities through 2045, the water supply planning horizon. Therefore, impacts related to water supply would be less than significant and no mitigation is required.

4.16.5.3 Adequate Wastewater Capacity

At a program level of review, impacts related to adequate wastewater capacity would be significant due to the project's additional wastewater demand associated with anticipated development. As future development is implemented at the project-level consistent with the Blueprint SD Initiative, the University CPU, and the Hillcrest FPA, each individual project would be required to evaluate the physical impacts of development including any potential wastewater treatment improvements. At a project level of review, physical impacts would be avoided or minimized through required compliance with the City's ESL Regulations, Historical Resources Regulations, and other applicable LDC requirements, as well as any additional project-specific mitigation measures as determined by the City. Feasible mitigation that may be implemented at the project level is described in Chapter 9.0. While it is expected that individual future development projects would be able to reduce physical impacts associated with providing wastewater treatment infrastructure, at a program level of review and without specific development plans available, it cannot be ensured that all impacts would be mitigated to a less than significant level. Thus, impacts would remain significant.

4.16.5.4 Solid Waste

Impacts related to solid waste would be less than significant; therefore, no mitigation is required. Consistent with the program-level analysis, future development would be required to implement the City's existing and future regulations related to solid waste diversion and recycling, including Waste Management Plans, to demonstrate projects are consistent with all applicable regulations related to solid waste.

4.17 Water Quality

This section analyzes the potential for significant impacts related to water quality that could result from implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), which includes rezones, amendments to the City of San Diego’s (City’s) Land Development Code, and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU,” which includes rezones, amendments to the Land Development Code, and associated discretionary actions.

4.17.1 Existing Conditions

4.17.1.1 Hydrologic Setting

The hydrologic setting in San Diego County, where the Blueprint SD Initiative project area, including the Climate Smart Village Areas, is located is described in Section 4.9.1.1 and the eleven major watersheds are shown in Figures 4.9-1a through 4.9-1e. The Hillcrest FPA area is located in two watersheds, the San Diego Watershed and the Pueblo San Diego Watershed, as shown in Figure 4.9-1b. The University CPU area is located in the Los Peñasquitos watershed as shown in Figures 4.9-1c and 4.9-1d.

The major receiving waters within the City include the Pacific Ocean, San Diego Bay, Mission Bay, the San Dieguito River, Los Peñasquitos Creek, the San Diego River, the Otay River, and the Tijuana River. Major reservoirs within or managed by the City include Barrett, El Capitan, San Vicente, Hodges, Miramar, Murray, Lower Otay, Upper Otay, and Sutherland. Additionally, there are minor receiving waters made up of creeks, channels, streams, and lagoons.

The Los Peñasquitos Lagoon and Mission Bay are the receiving waters for stormwater runoff from the University CPU area. The quality of stormwater runoff from the community impacts the health of the receiving waters. However, the community contributes only a small portion of the total water to each receiving location. Typical pollutants from land uses in the University CPU area include sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen-demanding substances, oil and grease, bacteria and viruses, and pesticides.

Much of the existing development in the University CPU and Hillcrest FPA areas was established before the adoption of stormwater regulations; therefore, there are limited existing on-site Low-Impact Development (LID) Best Management Practices (BMPs) in place to capture and treat stormwater runoff. The Hillcrest FPA area is largely urbanized with minimal opportunities for infiltration except for the canyon areas. The University CPU area is mostly developed with minimal

opportunities for infiltration except for some undeveloped areas in the eastern portion of the community near the Miramar National Cemetery, open space within the University of California San Diego grounds, area canyons, and the Torrey Pines Golf Course in the northernmost section of the community.

Stormwater runoff originating in the University CPU area is conveyed in a variety of directions through streets, gutters, cross gutters, gullies, open channels, and storm drain systems. The majority of the storm drain network can be found in the southern portion of the community, where residential drainage structures are conveyed to larger stormwater mains which contribute stormwater to Rose and San Clemente Canyons. In general, the northern section of the community has more infiltration potential than the south.

In both the University CPU area and Hillcrest FPA area, much of the stormwater runoff is conveyed directly to the receiving waters via streets, gutters, and the storm drain system.

4.17.2 Regulatory Setting

Refer to Section 4.9.2 for a comprehensive discussion of the regulatory setting addressing water quality including federal, state, and local regulations.

4.17.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to water quality are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2022). The following issue questions are addressed in this section:

- 1) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
- 2) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

4.17.4 Impact Analysis

Issue 1 Water Quality Standards or Waste Discharge Requirements

Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

a. Water Quality Standards and Waste Discharge Requirements

Future development that may occur due to implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would have the potential to result in urban runoff and associated pollutant discharges. Urban runoff is surface water runoff generated from developed or

disturbed land associated with urbanization. The increase in impervious surfaces and the decrease in opportunities for infiltration within the landscape as a result of development associated with the project could increase stormwater flows and provide a source for sediment and other pollutants to enter receiving waters.

As future development occurs, applicable regulatory requirements would be triggered that would require the retention and/or treatment of stormwater through the implementation of LID BMPs. The City's National Pollutant Discharge Elimination System (NPDES) permit requirements would require future development to demonstrate how pollutants such as various trace metals (e.g., copper, lead, zinc, and mercury), fecal coliform, low dissolved oxygen, phosphorus, and total dissolved solids would be treated to prevent discharge into receiving waters. Additionally, the City's Municipal Separate Storm Sewer System (MS4) Permit requires the development of Water Quality Improvement Plans (WQIPs), administered through the Regional Water Quality Control Board and implemented by the City as a co-permittee, which would guide future development towards achieving improved water quality.

Under current stormwater regulations in the City, all projects are subject to certain minimum stormwater requirements to protect water quality. All development projects are required to submit a Stormwater Applicability Checklist (form DS-560) to determine the applicable stormwater requirements. Based on this form, the City ensures that the project has been properly identified as Priority Development Project, Standard Development Project or is Exempt from additional stormwater requirements. In the case of a Standard Development Project, the assigned reviewer checks the submitted construction documents to ensure that the project meets the minimum site design and source control BMP requirements set forth for all development projects in the Stormwater Standards Manual. If a project is determined to be a Priority Development Project, it is required to submit a Storm Water Quality Management Plan at initial submittal to ensure incorporation of structural BMPs at initial design.

If future proposed projects would disturb one or more acres of land, the project would be subject to the Construction Stormwater General Permit (Construction General Permit), Order No. WQ 2022-0057-DWQ (NPDES NO. CAS000002), issued by the State Water Resources Control Board (SWRCB), and would be required to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City and the SWRCB. If the proposed project would disturb less than one acre of land, a Water Pollution Control Plan (WPCP) would be required to be prepared and submitted to the City. The SWPPP and WPCP require the project proponent to identify actions that would be implemented to prevent pollutants in stormwater discharges from the project site during construction. Should projects comply with the applicable stormwater requirements during construction, these permit conditions would address any water quality impacts.

Compliance with the City's NPDES and MS4 permits, Stormwater Standards Manual, Jurisdictional Runoff Management Plan, and SDMC requirements for stormwater management (collectively referred to as the "City Stormwater Regulations") would normally suffice to reduce water quality impacts to below a level of significance. Project compliance with the City Stormwater Regulations would preclude water quality impacts due to all ministerial and discretionary project being subject to compliance with the City's Stormwater Standards Manual; including requirements to implement applicable site design, source control, structural pollutant control, and hydromodification BMPs.

Implementation of required stormwater LID BMPs would reduce the amount of pollutants transported from future development projects to receiving waters. During operations, industrial projects that discharge stormwater to waters of the United States would comply with the requirements of the General Permit for Stormwater Discharges Associated with Industrial Activities (Industrial General Permit), Order No. 2014-0057-DWQ (NPDES No. CAS000001), issued by the SWRCB.

The City has also adopted the Municipal Waterways Maintenance Plan to repair and maintain the City's existing stormwater infrastructure, including channels, ditches, and stormwater pipes, to ensure adequate stormwater conveyance and reduce the volume of pollutants entering receiving waters. Further, the City continues to implement the goals and strategies identified in the WQIPs for the reduction of the highest priority pollutants of the applicable watershed, including, but not limited to, street sweeping and catch basin cleaning.

Future development implemented consistent with the project would be subject to the existing Stormwater Regulations in place at the time projects are implemented. Future development would need to provide an engineering analysis to demonstrate that the project can comply with the Stormwater Standards. Required compliance for future development with the applicable City Stormwater Regulations and WQIP implementation in compliance with the City's MS4 Permit would ensure adverse impacts related to compliance with water quality standards would be less than significant.

b. Impaired Waterbodies

There are a number of waterbodies within the City that are designated on the Clean Water Act 303d list of impaired waterbodies. Future development that may occur due to implementation of the Blueprint SD initiative, the Hillcrest FPA, and the University CPU would have the potential to result in new pollutant discharges to already impaired waterbodies which could further degrade the existing impairment of the water body. Projects that would discharge the same pollutant for which that waterbody is already impaired could exacerbate an existing condition and result in a significant impact. The impact may be lessened if there is an adopted Total Maximum Daily Load (TMDL) Program for this waterbody and associated pollutant that identifies the allowable pollutant load that may be discharged into the waterbody. If future development can demonstrate compliance with allowable pollutant loads, including implementation of applicable treatment control LID BMPs, the impacts would be less than significant.

If the waterbody does not yet have an adopted TMDL Program in place, the addition of this same pollutant to the water body could exacerbate an existing condition, leading to a significant impact. A water quality study would be needed to determine the anticipated pollutant loads from the project and to identify the pollutant load reduction from implementation of the applicable treatment control LID BMPs to reduce the discharge to the maximum extent practicable and to identify if the project discharge meets the applicable Basin Plan water quality standards or TMDL requirements. Development projects would be required to demonstrate the project would not exacerbate the existing condition and would comply with the TMDL requirements. Due to required compliance with applicable water quality plans and regulations, individual projects would be required to reduce pollutant discharges to receiving waters to meet water quality standards. Therefore, due to required

implementation of applicable regulatory requirements including site specific LID BMPs and site design measures, impacts to impaired waterbodies resulting from future development would be less than significant.

c. Environmentally Sensitive Areas

Future development that may occur due to implementation of the Blueprint SD Initiative, the Hillcrest FPA, the University CPU would have the potential to discharge into a designated Environmentally Sensitive Area, which could result in a significant impact if those discharges would impair water quality or beneficial uses associated with that waterbody, including on sensitive species. The City's designated Environmentally Sensitive Areas are identified in the City's Jurisdictional Runoff Management Plan Appendix XVI. Environmentally Sensitive Areas include 303d listed waters (discussed above), areas of special biological significance, and waterbodies designated with the "RARE" beneficial use, which includes uses of water that support habitats necessary, at least in part, for the survival and successful maintenance of plant or animal species established under state or federal law as rare, threatened, or endangered. Future development anticipated under the project would be required to demonstrate compliance with the applicable source control BMPs, site design LID BMPs, as well as pollutant control BMPs and hydromodification management BMPs, as identified in the City Stormwater Regulations. Future development's required compliance with Stormwater Regulations at the time development is implemented would ensure pollutant discharges are reduced to the maximum extent practicable to avoid impacts to receiving waterbody. Therefore, impacts associated with future development anticipated due to implementation of the Blueprint SD initiative, the University CPU, and Hillcrest FPA would be less than significant.

Issue 2 Water Quality Control Plan or Sustainable Groundwater Management Plan

Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As described in Issue 1 above, future development that could result due to implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would be required to comply with the applicable WQIPs. Additionally, all development in the City is subject to the drainage regulations contained in the SDMC Chapter 14, Article 2, Division 2, Stormwater Runoff and Drainage Regulations, which require that all development be conducted to prevent erosion and stop sediment and pollutants from leaving the property to the maximum extent practicable (refer to Section 4.9). Future projects would be required to comply with the Water Quality Control Plan for the San Diego Basin, which includes the groundwater management plan and BMPs to be implemented at the project level. Thus, impacts would be less than significant.

Cumulative Impacts

Future projects resulting from implementation of the project could contribute to cumulative impacts related to water quality, including water quality impacts and erosion, and sedimentation. However, all future development within the project areas would be required to comply with all NPDES permit

requirements, including the development of a SWPPP if the disturbed area covers one acre or more, or a WPCP if the disturbed area is less than one acre. Future development implemented consistent with the project would also be subject to the existing Stormwater Regulations in place at the time projects are implemented and would be required to follow the City's Stormwater Standards Manual for the installation of LID BMPs for stormwater treatment, as applicable. Through compliance with the existing regulatory framework, cumulative impacts would be less than significant.

4.17.5 Significance of Impacts

4.17.5.1 Water Quality Standards or Waste Discharge Requirements

Future development that may occur due to implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would have the potential to result in urban runoff and associated pollutant discharges. As future development occurs, applicable regulatory requirements would be triggered that would require the retention and/or treatment of stormwater through the implementation of BMPs. NPDES permit requirements would require future development to demonstrate how pollutants would be treated to prevent discharge into receiving waters. Additionally, the MS4 Permit requires development of WQIPs, administered through the Regional Water Quality Control Board and implemented by the City as a co-permittee, which would guide future development towards achieving improved water quality.

New development occurring within the project areas would be required to implement LID BMPs into the design of future projects within the project areas to address the potential for transport of pollutants of concern through either retention or filtration, consistent with the requirements of the MS4 Permit for the San Diego region and the City's Stormwater Standards Manual. Implementation of LID BMP design and stormwater construction BMPs, as identified in the SWPP or WPCP, would reduce the amount of pollutants transported from the project areas to receiving waters. Future development projects implemented under the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would also be subject to existing stormwater regulations in place at the time projects are implemented. Thus, through compliance with the existing regulatory framework addressing protection of water quality, impacts would be less than significant.

4.17.5.2 Water Quality Control Plans

Future development that could result due to implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would be required to comply with applicable WQIPs and the Water Quality Control Plan for the San Diego Basin which includes the groundwater management plan and BMPs to be implemented at the project level. Additionally, all development in the City is subject to the drainage regulations contained in the SDMC Chapter 14, Article 2, Division 2, Stormwater Runoff and Drainage Regulations, which require that all development be conducted to prevent erosion and stop sediment and pollutants from leaving the property to the maximum extent practicable. Thus, impacts would be less than significant.

4.17.6 Mitigation, Monitoring and Reporting

As detailed in the preceding analysis, all impacts would be less than significant. Implementation of the SDMC and the City's Storm Water Standards Manual at the time of development is proposed would ensure water quality impacts are reduced to less than significant.

4.18 Wildfire

This section analyzes potential significant impacts as it relates to wildfire that could result from implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”), which includes rezones, amendments to the Land Development Code, and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the Land Development Code, and associated discretionary actions.

The analysis in this section is based on the California Department of Forestry and Fire Protection (CAL FIRE) metadata for fire threat levels and fire hazard severity zone mapping.

4.18.1 Existing Conditions

4.18.1.1 Wildfire Risk Factors

Threats from wildfire hazards are determined based on several factors, including fuel loading (vegetation); topography; climatic conditions, such as wind, humidity, and temperature; and the proximity of structures and urban development to fire hazards. Wildland fire hazards are most pronounced in wildland-urban interface areas, or where urban development is located close to open space areas where vegetation can serve as fuel. Human activity, including residential and agricultural burning, campfires, and the use of fireworks can all trigger fires. Natural causes such as lightning strikes may also start fires.

a. Vegetation / Fuels

Variations in vegetative cover type and species composition have a direct effect on fire behavior. Some plant communities and their associated plant species have increased flammability based on plant physiology (resin content), biological function (flowering, retention of dead plant material), physical structure (bark thickness, leaf size, branching patterns), and overall fuel loading. For example, non-native grass-dominated plant communities become seasonally prone to ignition and produce lower intensity, higher spread rate fires. In comparison, sage scrub can produce higher heat intensity and higher flame lengths under strong, dry wind patterns, but does not typically ignite or spread as quickly as grass fuels.

b. Topography

Topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread upslope and slower spread down-slope. Terrain that forms a funneling effect, such as chimneys, chutes, or saddles on the landscape can result in especially intense fire behavior. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind.

c. Climate

The City, like much of southern California, is influenced by the Pacific Ocean and a seasonal, migratory subtropical high-pressure cell known as the “Pacific High.” Wet winters and dry summers with mild seasonal changes characterize the southern California climate. This climate pattern is occasionally interrupted by extreme periods of hot weather, winter storms, or dry, easterly Santa Ana winds. Generally, the periods of greatest risk for wildland fire are the late summer and early fall when vegetation is at its driest although fire risk exists year-round,

4.18.1.2 Wildfire Hazard Mapping

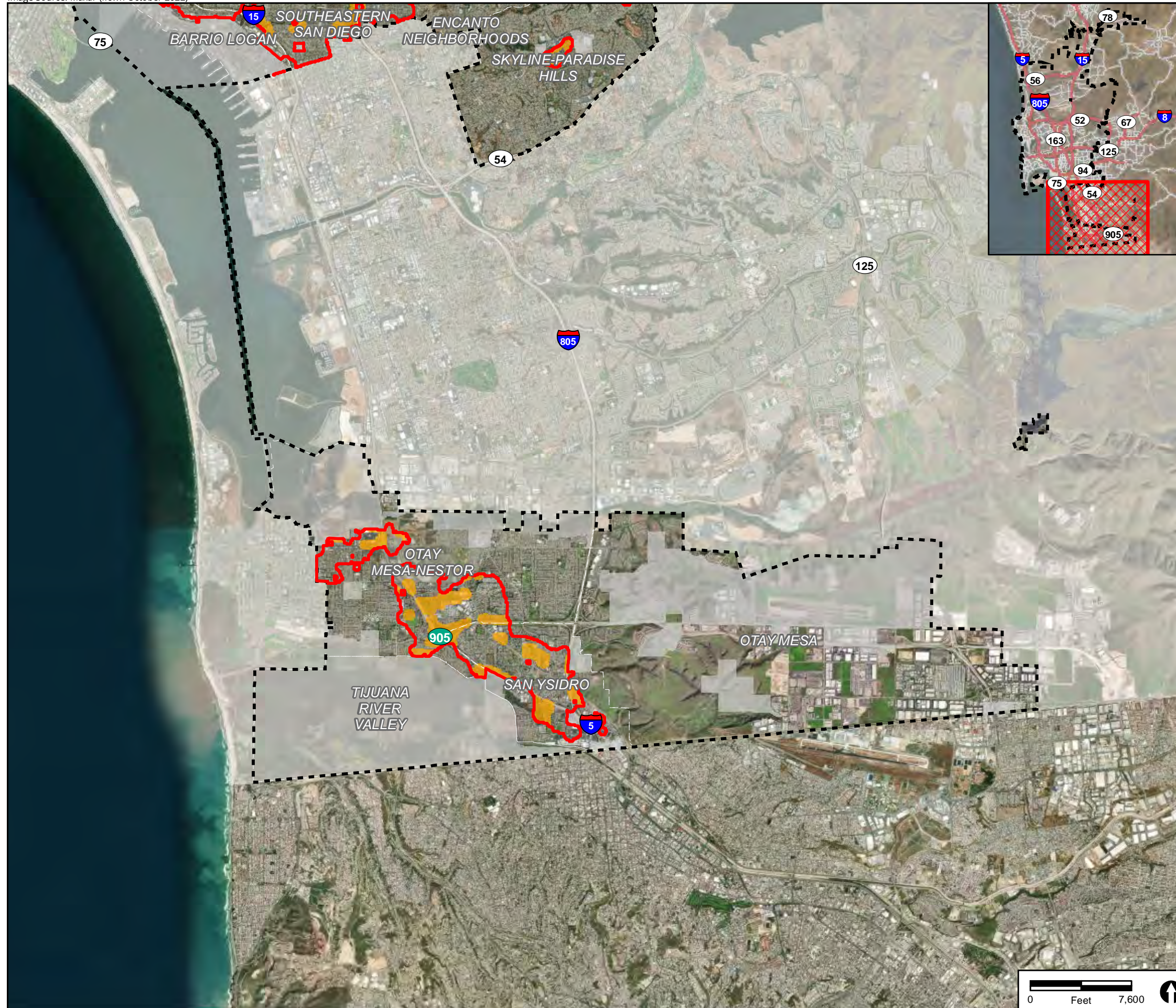
CAL FIRE has identified areas based on the severity of fire hazard. These areas, or “zones,” are based on factors such as fuel (e.g., flammable vegetation), slope, and fire weather. There are three zones, based on increasing fire hazard: moderate, high, and very high fire hazard severity zones. CAL FIRE also maps fire threat potential throughout California. CAL FIRE ranks fire threat based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate).

The fire hazard mapping for the Blueprint SD Initiative Climate Smart Village Areas, Hillcrest FPA area, and the University CPU area are described in the following subsections. For the Blueprint SD Initiative Climate Smart Village Areas, reported acreages are based on areas with a village propensity value between 7 through 14; although the development of increased residential and employment density may occur in other areas of the City depending on an area’s village characteristics and proximity to transit.

a. Blueprint SD Initiative Climate Smart Village Areas

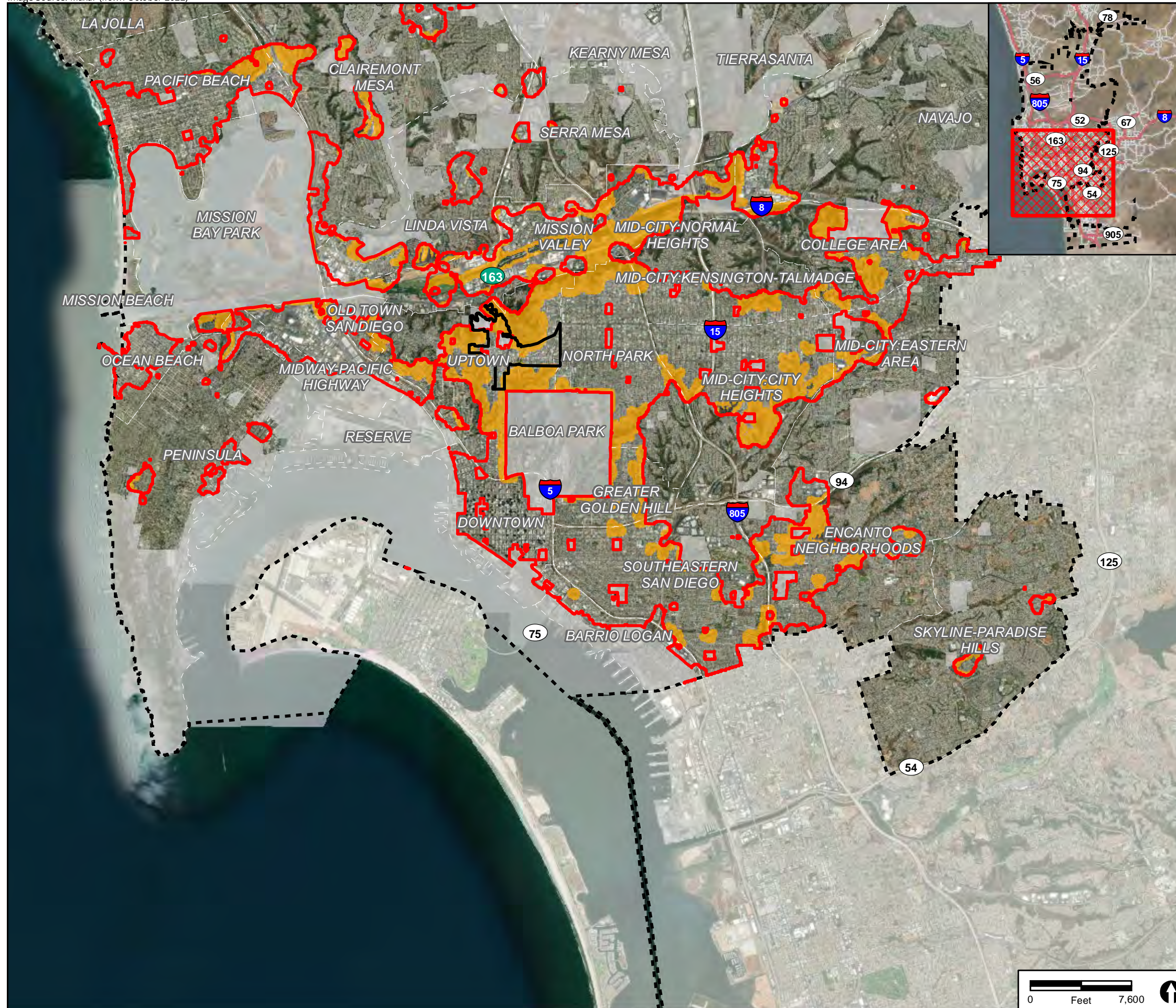
As shown in Figures 4.18-1a through 4.18-1e and detailed in Table 4.18-1, approximately 7,415 acres, or 30 percent of the Blueprint SD Initiative Climate Smart Village Areas are located in a very high fire hazard severity zone based on the City’s latest update to the fire hazard severity zone mapping.

CAL FIRE also maps fire threat potential throughout California. CAL FIRE ranks fire threat based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). Fire threat ratings for the Blueprint SD Initiative Climate Smart Village Areas are shown in Figures 4.18-2a through 4.18-2e. As shown in Table 4.18-2, the majority of the project areas are located within a moderate threat level.



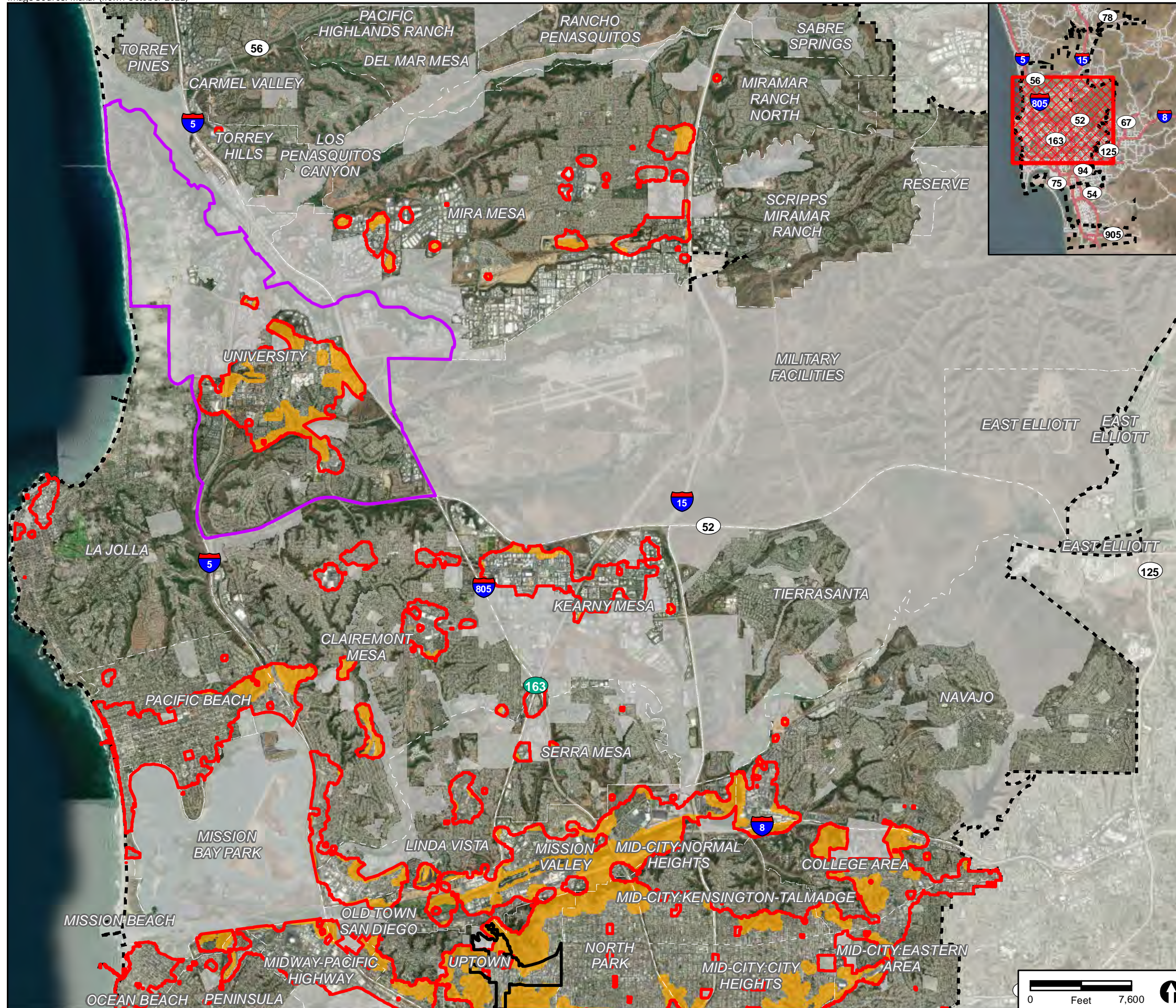
- Blueprint SD Initiative Climate Smart Village Areas
- San Diego City Limits
- Exclusion Area
- Very High Fire Hazard Severity Zone

FIGURE 4.18-1a
Fire Hazard Severity Zones in Relation to
the Project Areas - South



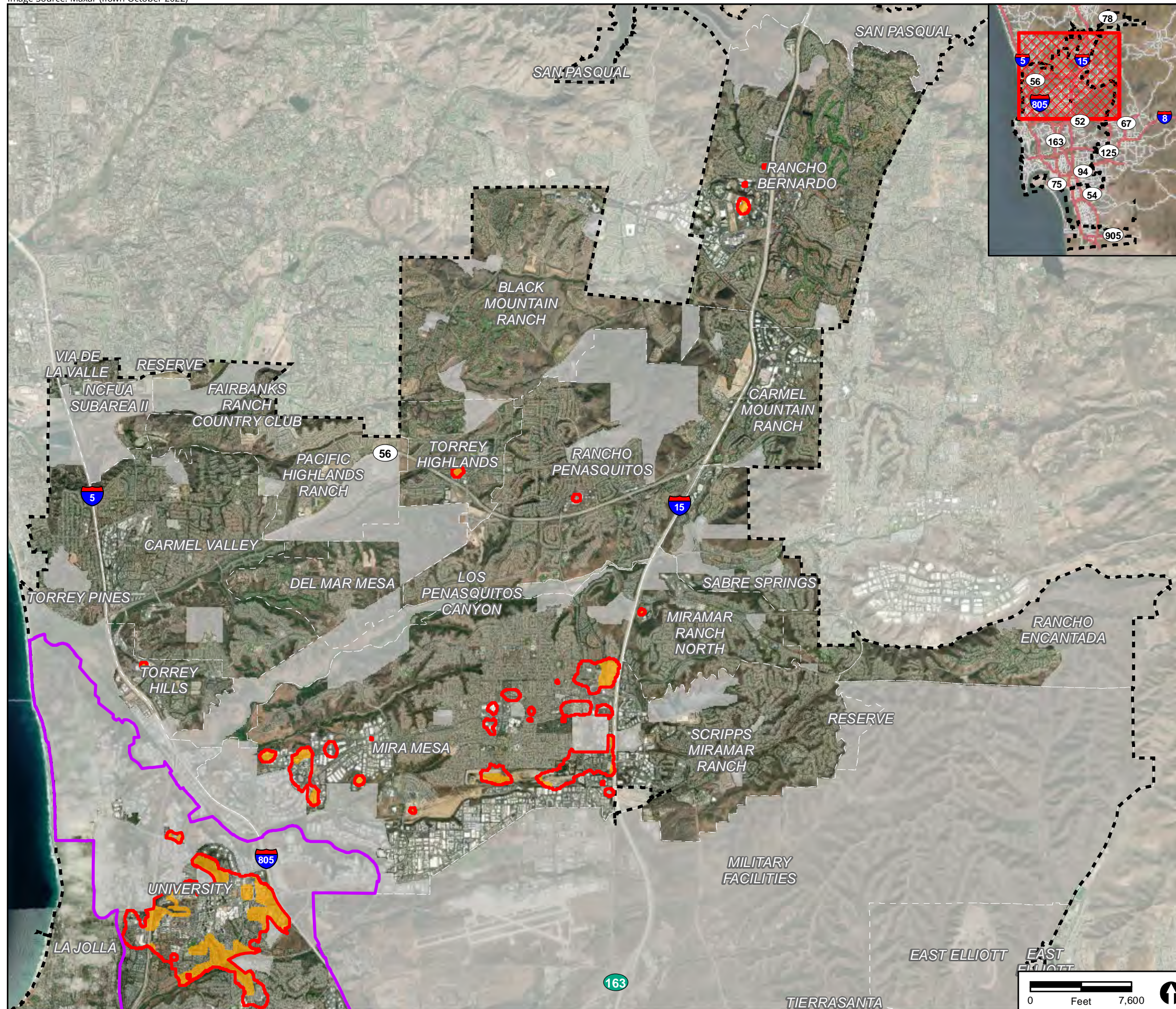
- Blueprint SD Initiative Climate Smart Village Areas
- Hillcrest Focused Plan Amendment Area
- San Diego City Limits
- Exclusion Area
- Very High Fire Hazard Severity Zone

FIGURE 4.18-1b
Fire Hazard Severity Zones in Relation to
the Project Areas - South Central



- Blueprint SD Initiative Climate Smart Village Areas
- Hillcrest Focused Plan Amendment Area
- University Community Plan Update Area
- San Diego City Limits
- Exclusion Area
- Very High Fire Hazard Severity Zone

FIGURE 4.18-1c
Fire Hazard Severity Zones in Relation to
the Project Areas - North Central








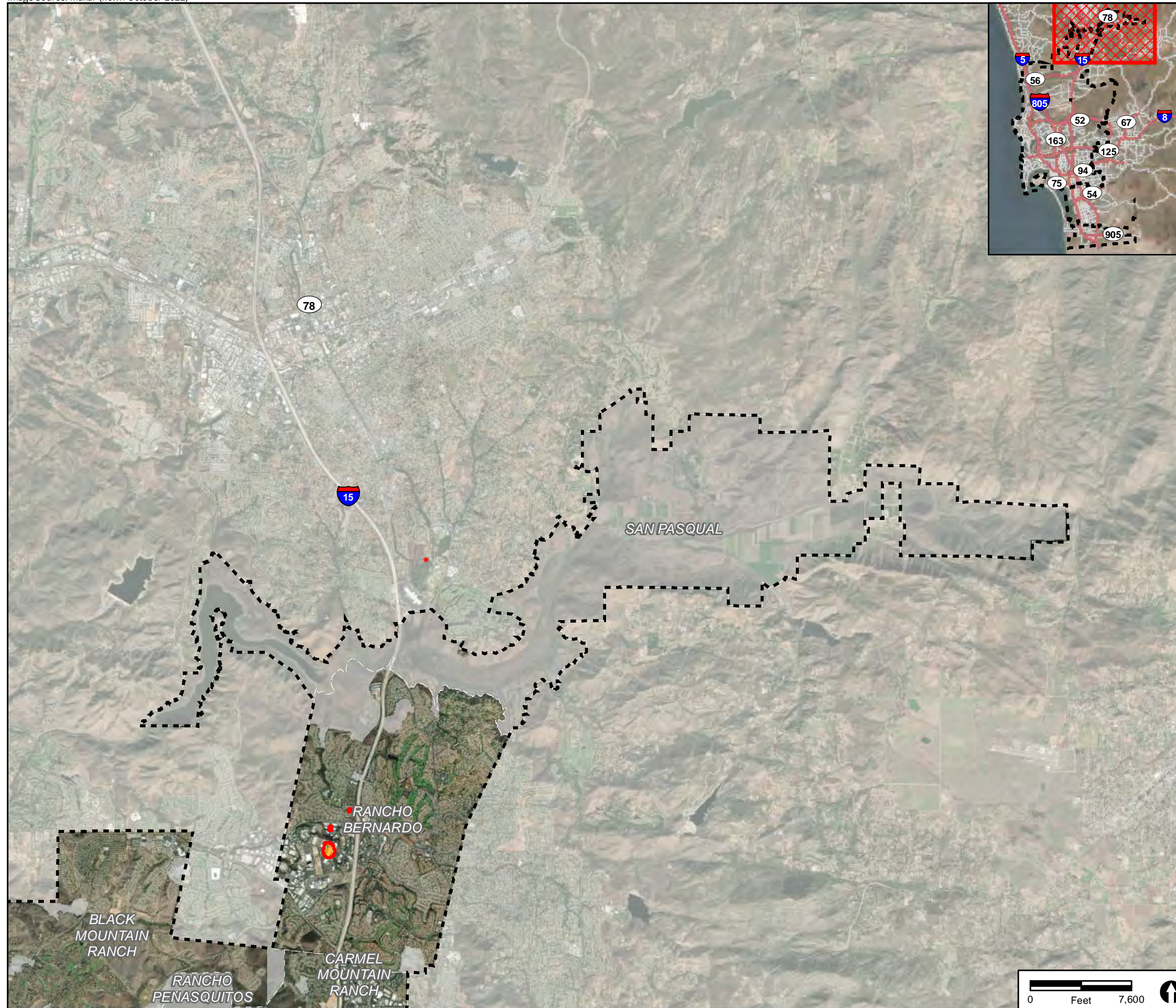
-  Blueprint SD Initiative Climate Smart Village Areas
-  University Community Plan Update Area
-  San Diego City Limits
-  Exclusion Area
-  Very High Fire Hazard Severity Zone

FIGURE 4.18-1d
Fire Hazard Severity Zones in Relation to
the Project Areas - North







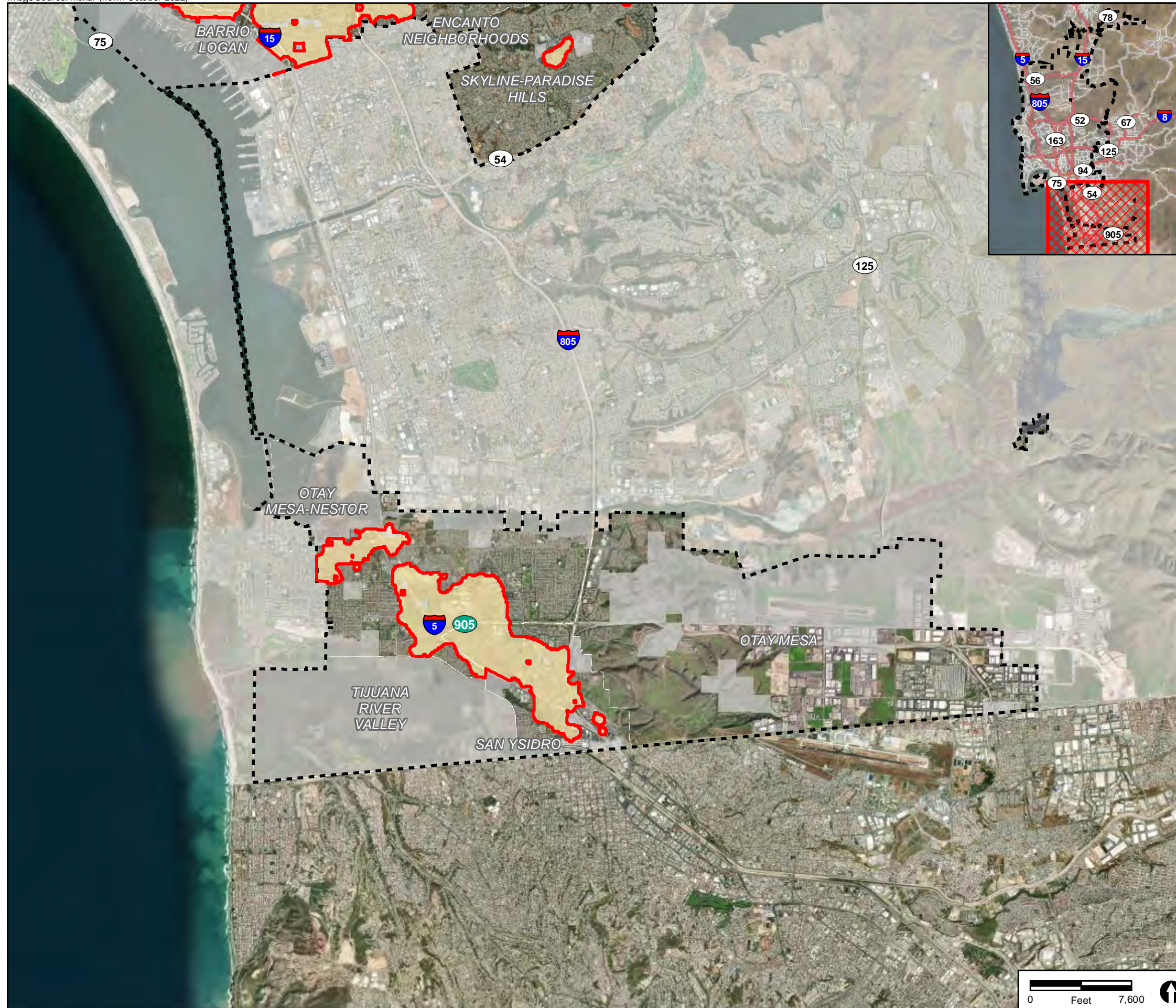
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Exclusion Area
-  Very High Fire Hazard Severity Zone

FIGURE 4.18-1e
Fire Hazard Severity Zones in Relation to
the Project Areas - Northeast











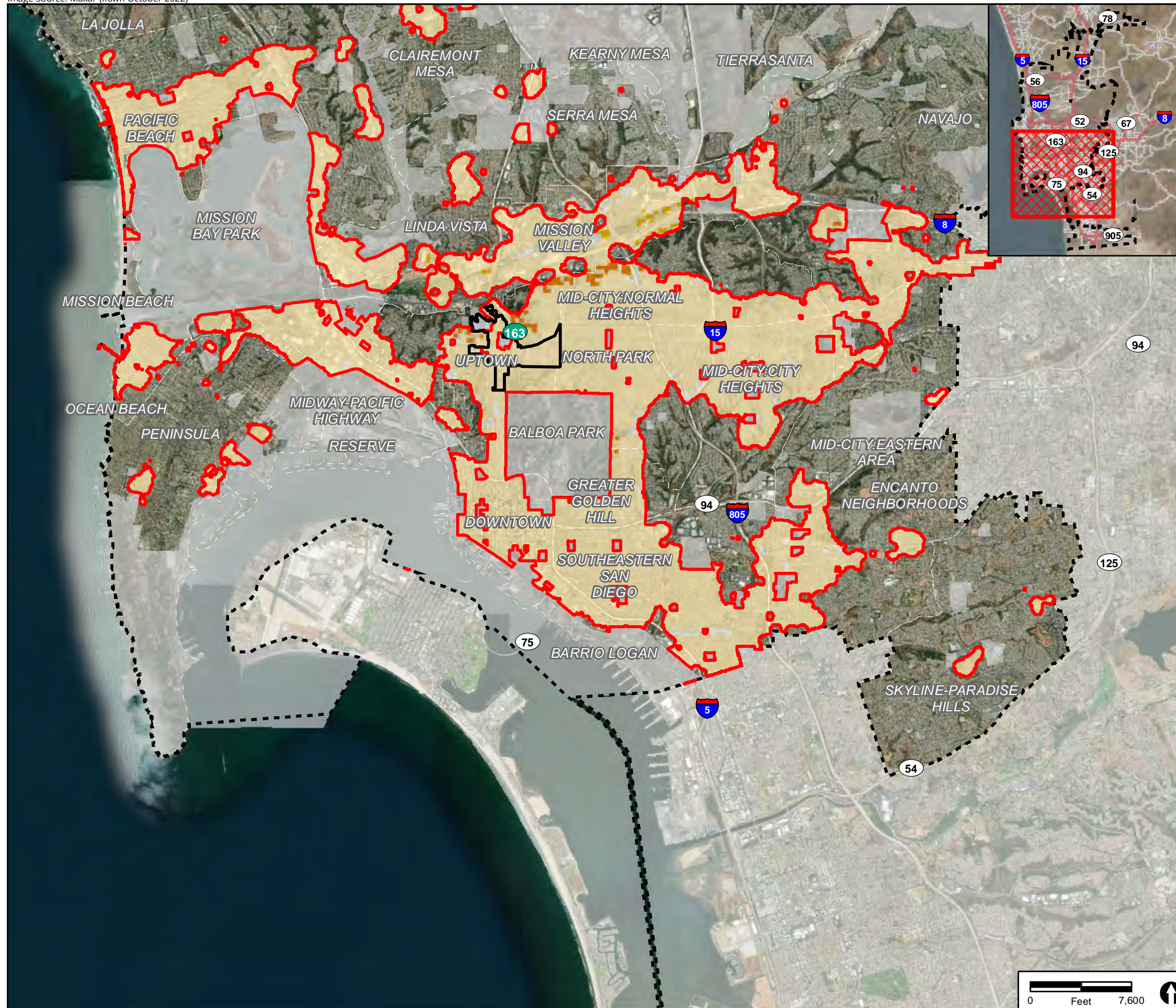
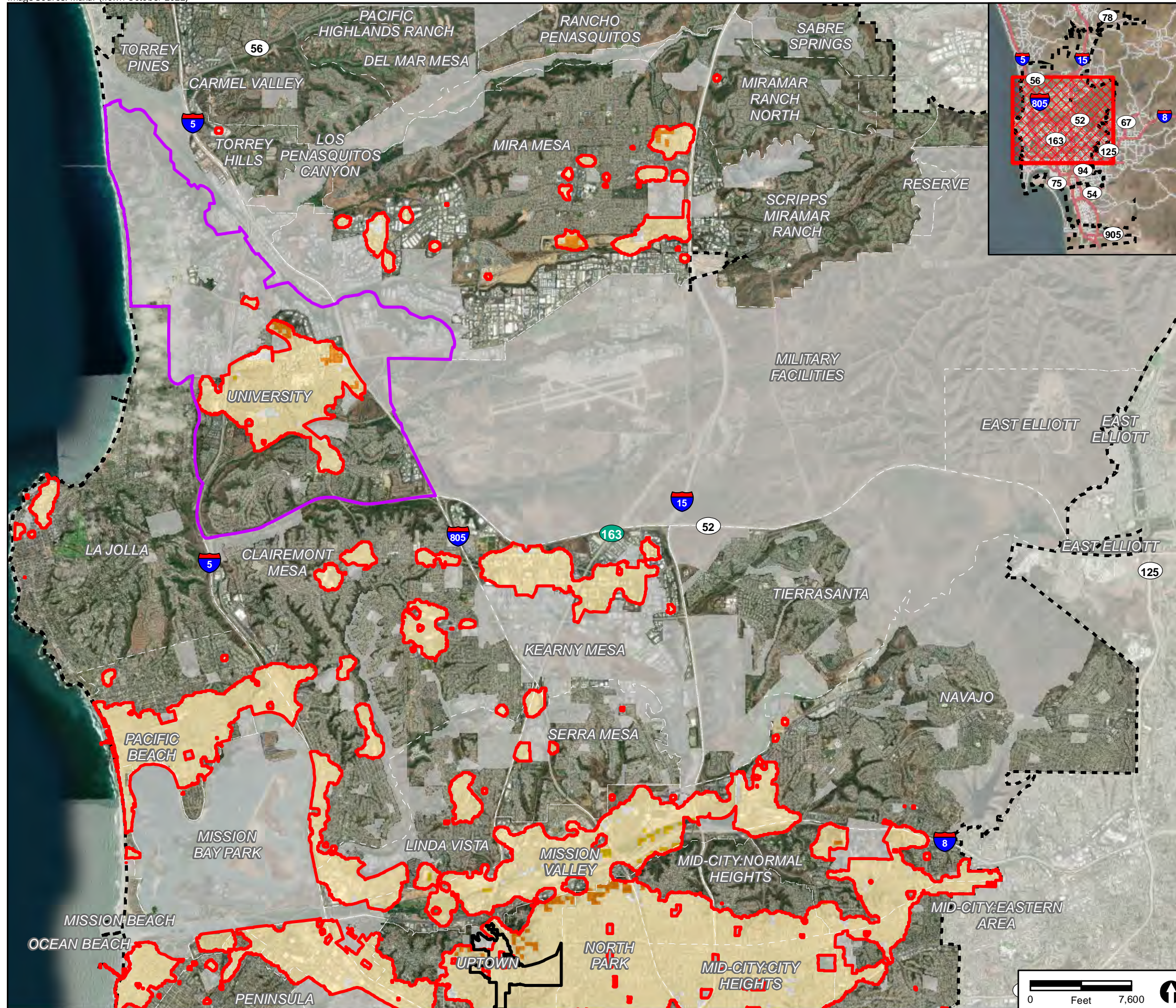
-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Exclusion Area
- Fire Threat Level (Cal Fire)**
 -  Little to No Threat
 -  Moderate Threat
 -  High Threat
 -  Very High Threat
 -  Extreme Threat

FIGURE 4.18-2a
Fire Threat Level in Relation to
the Project Areas - South



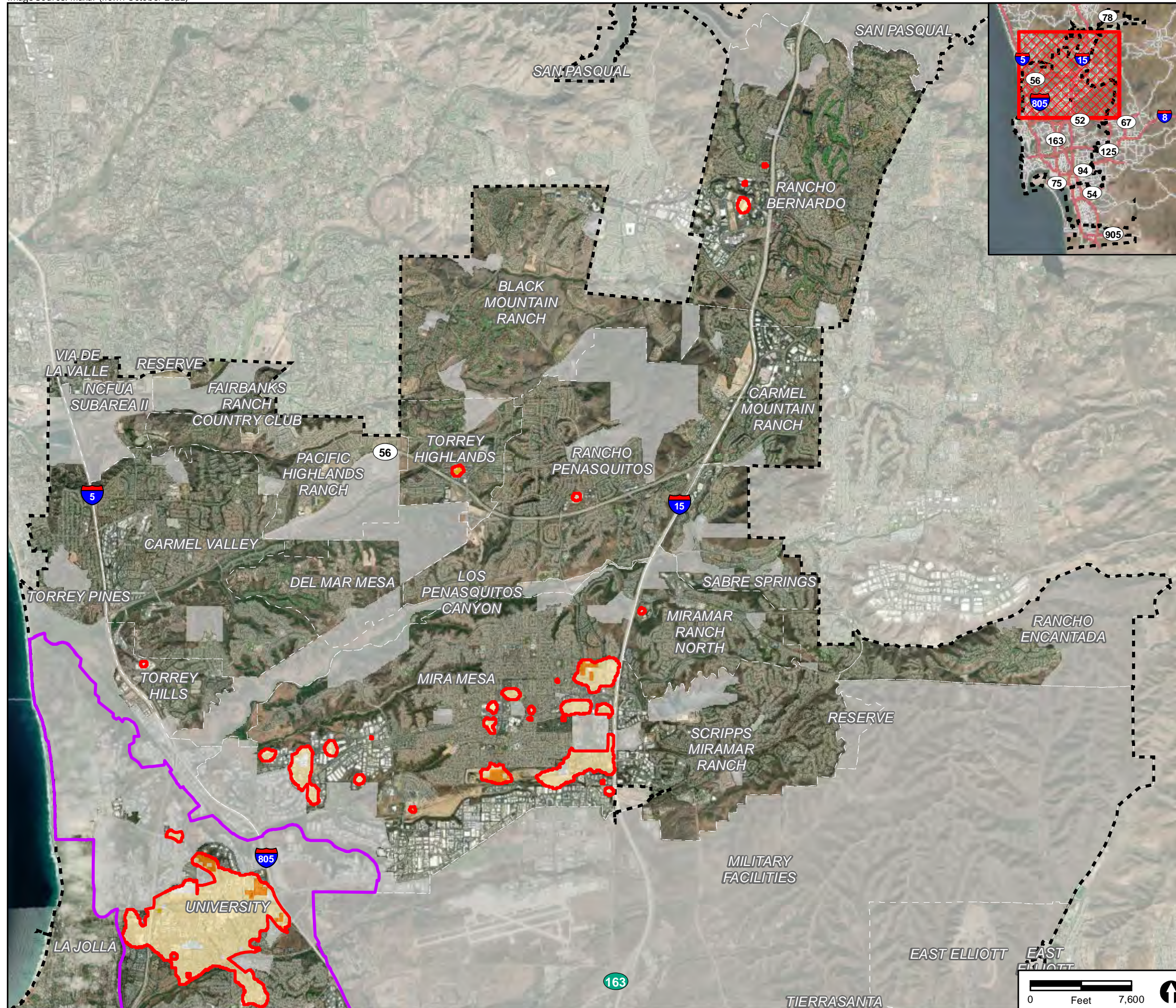
- Blueprint SD Initiative Climate Smart Village Areas
- Hillcrest Focused Plan Amendment Area
- San Diego City Limits
- Exclusion Area
- Fire Threat Level (Cal Fire)**
 - Little to No Threat
 - Moderate Threat
 - High Threat
 - Very High Threat
 - Extreme Threat

FIGURE 4.18-2b
Fire Threat Level in Relation to
the Project Areas - South Central



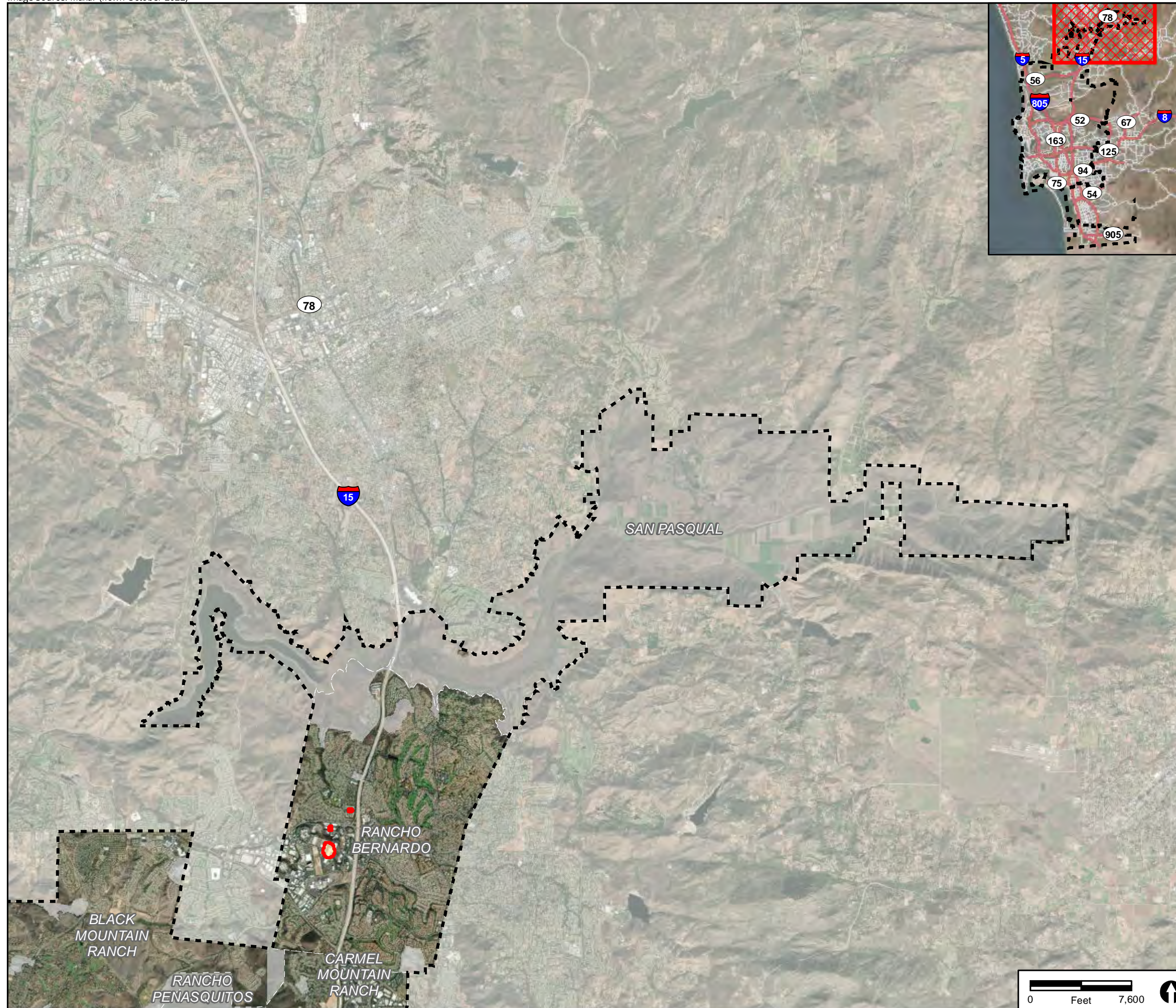
- Blueprint SD Initiative Climate Smart Village Areas
 - Hillcrest Focused Plan Amendment Area
 - University Community Plan Update Area
 - San Diego City Limits
 - Exclusion Area
- Fire Threat Level (Cal Fire)**
- Little to No Threat
 - Moderate Threat
 - High Threat
 - Very High Threat
 - Extreme Threat

FIGURE 4.18-2c
Fire Threat Level in Relation to
the Project Areas - North Central



- Blueprint SD Initiative Climate Smart Village Areas
- University Community Plan Update Area
- San Diego City Limits
- Exclusion Area
- Fire Threat Level (Cal Fire)**
 - Little to No Threat
 - Moderate Threat
 - High Threat
 - Very High Threat
 - Extreme Threat

FIGURE 4.18-2d
Fire Threat Level in Relation to
the Project Areas - North











-  Blueprint SD Initiative Climate Smart Village Areas
-  San Diego City Limits
-  Exclusion Area
- Fire Threat Level (Cal Fire)**
 -  Little to No Threat
 -  Moderate Threat
 -  High Threat
 -  Very High Threat
 -  Extreme Threat

FIGURE 4.18-2e
Fire Threat Level in Relation to
the Project Areas - North

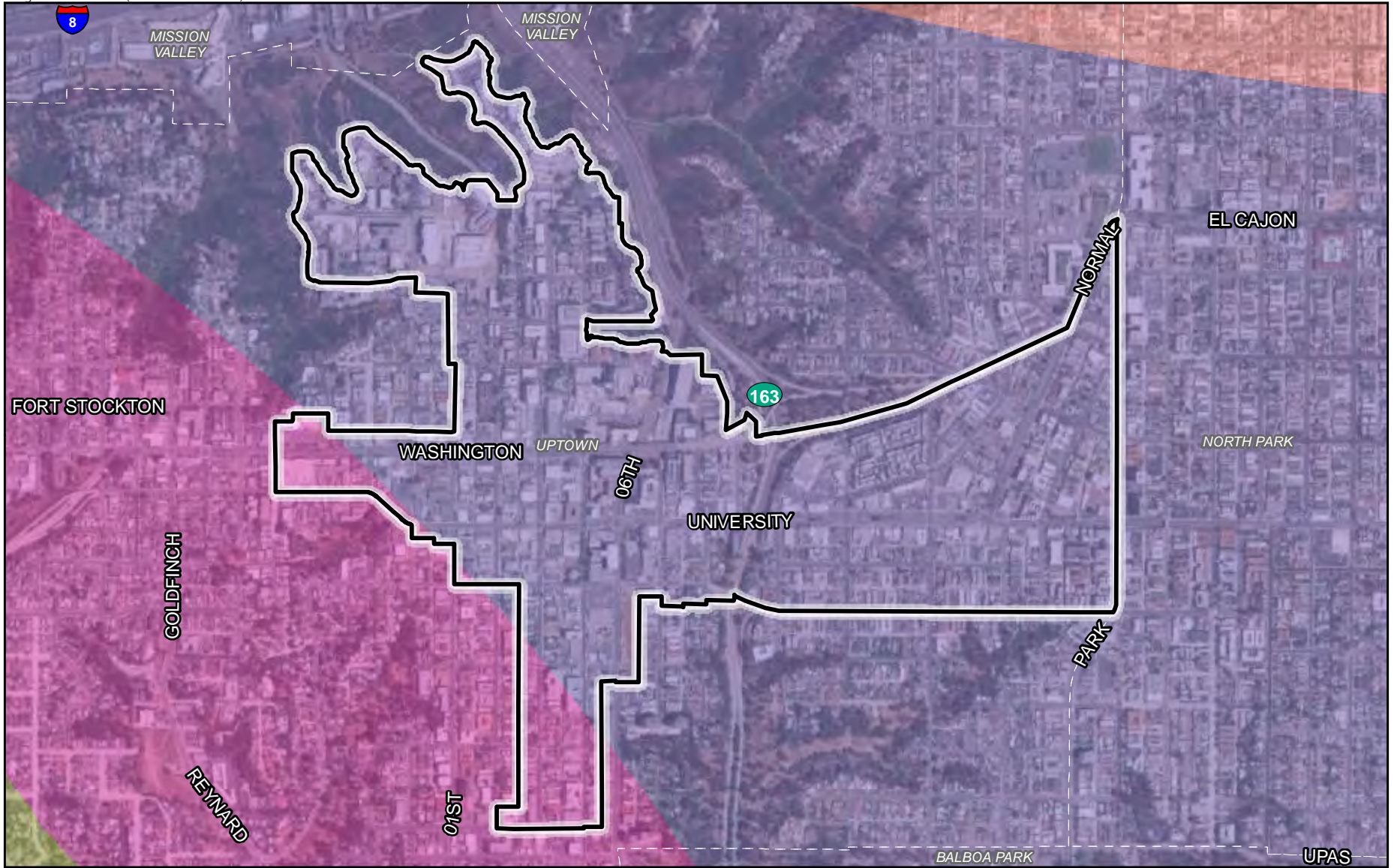
Table 4.18-1 Very High Fire Hazard Severity Zones within the Blueprint SD Initiative Climate Smart Village Area	
Fire Hazard Severity Zones	Acres ¹
Very High Fire Hazard Severity Zone	7,415.19
SOURCE: SANGIS 2023 NOTE: Numbers in the table are approximate. ¹ Acres are based on areas with a village propensity value between 7 and 14; however, development may occur outside of these areas depending on an area's village characteristics and proximity to transit.	

Table 4.18-2 Fire Threat within the Blueprint SD Initiative Climate Smart Village Areas	
Fire Threat	Acres ¹
High Threat	157
Little to No Threat	954
Moderate Threat	42,420
Very High Threat	406
Total	43,939
SOURCE: CAL FIRE 2014 NOTE: Numbers in the table are approximate. ¹ Acres are based on areas with a village propensity value between 7 and 14; however, development may occur outside of these areas depending on an area's village characteristics and proximity to transit.	

b. Hillcrest Focused Plan Amendment Area





As shown in Figure 4.18-3 portions of the Hillcrest FPA area are located in a very high fire hazard severity zone. There are approximately 153.5 acres of Very High Fire Hazard Severity Zone in the Hillcrest FPA Area. Fire threat within the Hillcrest FPA area is shown in Figure 4.18-4. As shown in Table 4.18-3, the majority of the Hillcrest FPA area is located within a moderate threat level, with a small area of very high threat in the north where the Hillcrest FPA area is located adjacent to canyons.

Table 4.18-3 Fire Threat within the Hilcrest FPA	
Fire Threat	Acres
Little to No Threat	4
Moderate Threat	373
Very High Threat	3
Total	380
SOURCE: CAL FIRE 2014 NOTE: Numbers in the table are approximate.	



 Hillcrest Focused Plan Amendment Area

Airport Influence Area (AIA)

-  Lindbergh Field Review Area 1
-  Lindbergh Field Review Area 2
-  Montgomery Field Review Area 2
-  North Island NAS Review Area 1

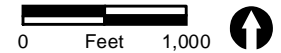
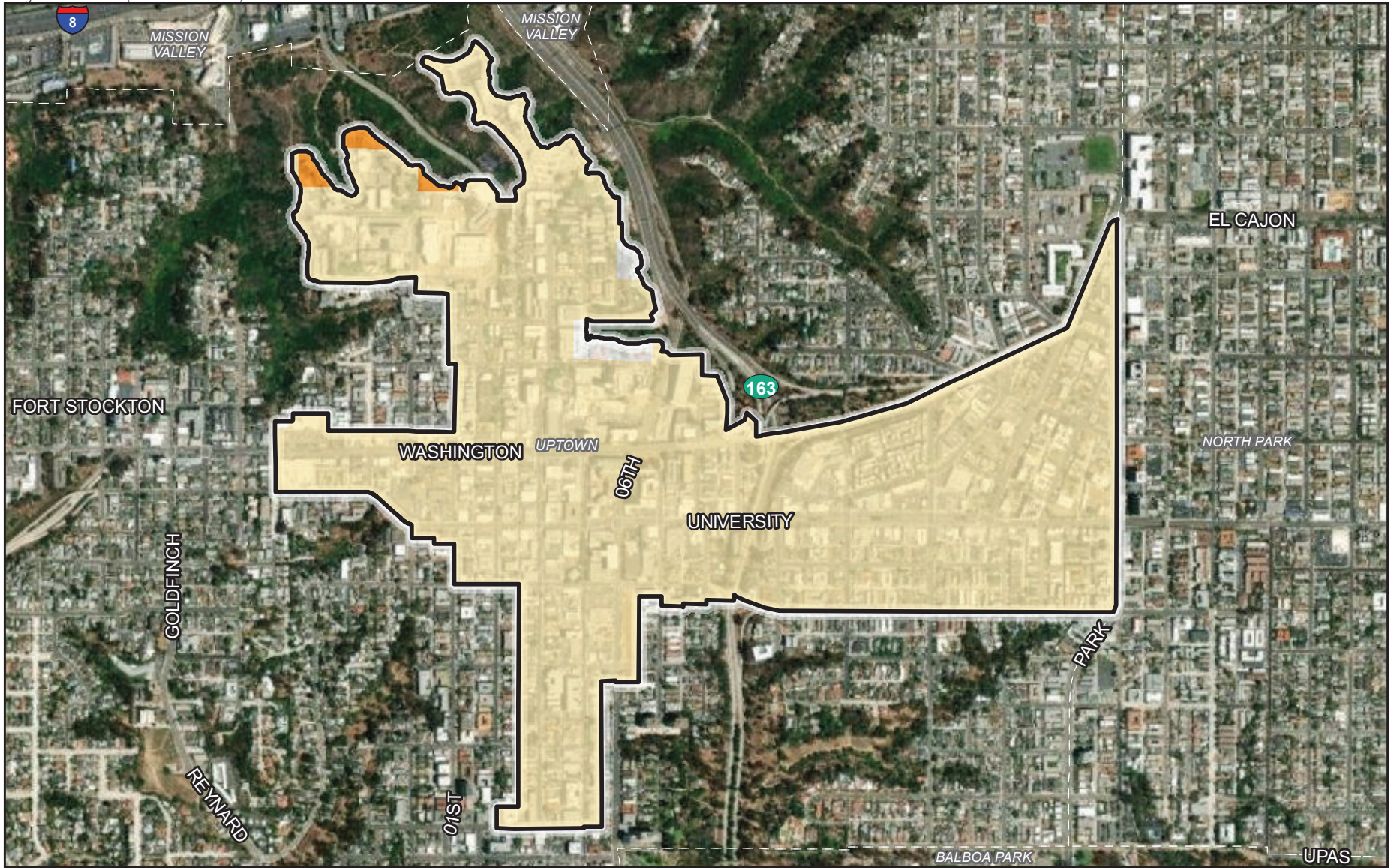


FIGURE 4.10-3
Airport Influence Areas (AIAs) in Relation to
Hillcrest Focused Plan Amendment Area



 Hillcrest Focused Plan Amendment Area

Fire Threat Level (Cal Fire)

Little to No Threat

 Moderate Threat

 Very High Threat



FIGURE 4.18-4
Fire Threat Level in Relation to
Hillcrest Focused Plan Amendment Area

c. University Community Plan Area

As shown in Figure 4.18-5 and detailed in Table 4.18-4, the majority of the University CPU area is located in a very high fire hazard severity zone. Approximately 6,836 acres of the University CPU area is located in a very high fire hazard severity zone.

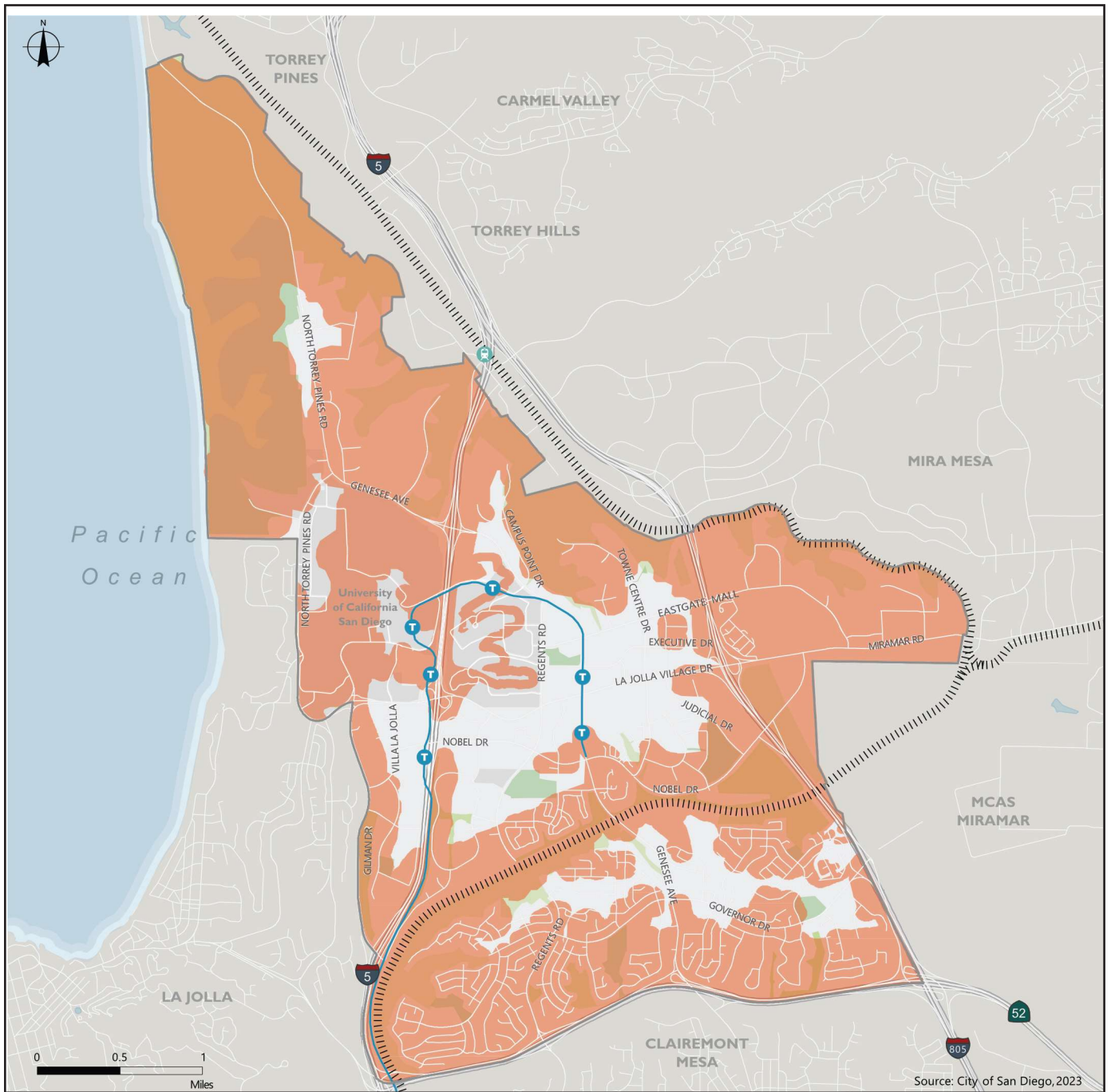
Fire Hazard Severity Zones	Acres
Very High Fire Hazard Severity Zone	6,836
Total	8,672
SOURCE: SANGIS 2023	
NOTE: Numbers in the table are approximate.	

The fire threat for the University CPU area is shown in Figure 4.18-6. As shown in Table 4.18-5, the majority of the University CPU area is located within a moderate threat level according to CAL FIRE mapping.

Fire Threat	Acres
High Threat	1,220
Little to No Threat	446
Moderate Threat	6,217
Very High Threat	663
Extreme Threat	16
Total	8,562
SOURCE: CAL FIRE 2015	
NOTE: Numbers in the table are approximate.	

4.18.1.3 Emergency Preparedness and Response

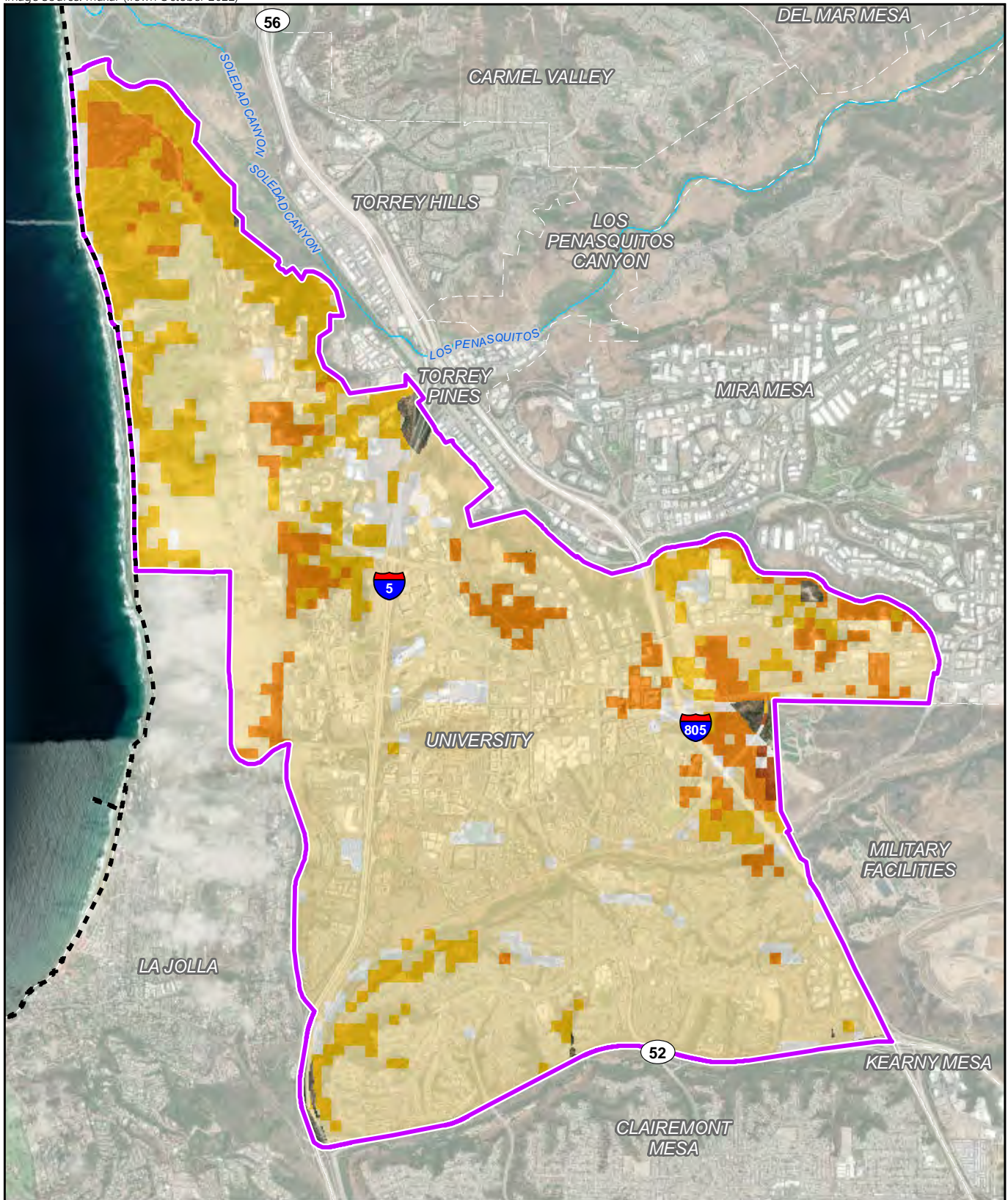
The County of San Diego (County) Office of Emergency Services (OES) coordinates the overall County response to disasters. OES is responsible for notifying appropriate agencies when a disaster occurs, coordinating all responding agencies, ensuring that resources are available and mobilized, developing plans and procedures for response to and recovery from disasters, and developing and providing preparedness materials for the public. The City's Emergency Operations Plan, San Diego Police Department (SDPD) Policy and Procedures, Operational Area Emergency Plan, and the California Master Mutual Aid Agreement dictate who is responsible for an evacuation effort and how regional resources will be requested and coordinated. In the event of a disaster that requires an emergency evacuation, the SDPD in coordination with other agencies would identify transportation and evacuation points and coordinate the relocation of people to safe areas. Major ground transportation corridors in the City would be used as primary evacuation routes during an evacuation effort. Primary evacuation routes consist of the major interstates, highways, and prime arterials within San Diego County.



 Very High Fire Hazard Severity Zone

FIGURE 4.18-5

Fire Hazard Severity Zones in Relation to University Community Plan Update Area



Fire Threat Level (Cal Fire)

- Little to No Threat
- Moderate Threat
- High Threat
- Very High Threat
- Extreme Threat



- San Diego City Limits
- University Community Plan Update Area

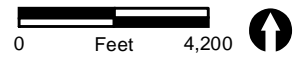


FIGURE 4.18-6
Fire Threat Level in Relation to
University Community Plan Update Area

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

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

The San Diego Fire-Rescue Department (SDFD) services a total of approximately 343 square miles, and encompasses all fire, emergency medical, lifeguard and emergency management services. There are 52 fire stations which are located throughout the City.

4.18.2 Regulatory Setting

4.18.2.1 Federal Regulations

For regulations pertaining to flood plain management, refer to Section 4.9.2.1.

a. Disaster Mitigation Act

The Disaster Mitigation Act of 2000 requires that a state mitigation plan, as a condition of disaster assistance, add incentives for increased coordination and integration of mitigation activities at the state level through the establishment of requirements for two different levels of state plans: "Standard" and "Enhanced." States that develop an approved Enhanced State Plan can increase the amount of funding available through the Hazard Mitigation Grant Program. The Disaster Mitigation Act also established a new requirement for local mitigation plans.

4.18.2.2 State Regulations

For regulations pertaining to flood management, refer to Section 4.9.2.2.

a. Attorney General Wildfire Guidance

The California Office of the Attorney General issued guidance (Guidance) outlining best practices for analyzing and mitigating wildfire impacts of development projects under the California Environmental Quality Act (CEQA) (California Office of the Attorney General 2022). The Guidance is intended to help local governments' evaluation and approval considerations for development projects in fire-prone areas, and to help project design in a way that minimizes wildfire ignition and incorporates emergency access and evacuation measures. Importantly, the Guidance does not impose additional legal requirements on local governments, nor does it alter any applicable laws or

regulations. The Guidance suggests best practices including establishing baseline conditions, guidance for local governments in establishing thresholds of significance, modeling fire behavior and risk, providing qualitative assessment of fire risk, and offering potential measures to mitigate fire risk. The Guidance additionally addresses wildfire evacuation analysis best practices.

In wildfire-prone areas, the California Office of the Attorney General Guidance (in Section IV C. Analyzing the Project's Impact on Evacuation and Emergency Access), notes that a lead agency would be best positioned to ensure that a proposed development project facilitates emergency access and ease constraints on evacuation with an assessment of evacuation modelling and planning prior to project approval. The Guidance states that evacuation modeling and analysis should include the following:

- Evaluation of the capacity of roadways to accommodate project and community evacuation and simultaneous emergency access.
- Assessment of the timing for evacuation.
- Identification of alternative plans for evacuation depending upon the location and dynamics of the emergency.
- Evaluation of the project's impacts on existing evacuation plans.
- Consideration of the adequacy of emergency access, including the project's proximity to existing fire services and the capacity of existing services.
- Traffic modeling to quantify travel times under various likely scenarios.
- If a project presents significant increased wildfire risks and/or evacuation and access impacts, CEQA requires the lead agency to consider and adopt feasible alternatives and mitigation measures to avoid or reduce the project's impacts (or make a finding of overriding consideration).

b. California Wildland-Urban Interface Code

On September 20, 2005, the California Building Standards Commission approved the Office of the State Fire Marshal's emergency regulations amending the California Building Code (CBC) (California Code of Regulations [CCR] Title 24, Part 2). Section 701A of the CBC includes regulations addressing materials and construction methods for exterior wildfire exposure and applies to new buildings located in State Responsibility Areas or Very High Fire Hazard Severity Zones in Local Response Areas.

c. California Fire Code

The 2016 California Fire Code (Fire Code) (CCR Title 24, Part 9) establishes regulations to safeguard against the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The

provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas. The City has adopted the Fire Code as Chapter 5, Article 5, Division 1 of the City's Municipal Code (SDMC), including appendices addressing fire-flow requirements for buildings.

d. Evacuation Planning Bills - Senate Bill 99 and Assembly Bill 747 -

Senate Bill 99 [Government Code Section 65302, subdivision (g)(5)] requires Safety Elements to identify residential developments in any hazard area that do not have at least two emergency evacuation routes. Assembly Bill 747 (Government Code Section 65302.15) requires jurisdictions to identify evacuation routes and their capacity, safety, and viability under various emergency scenarios. Refer to Section 4.18.2.3c for details about local evacuation procedures.

4.18.2.3 Local Regulations

For regulations pertaining to flood plain management, refer to Section 4.9.2.3.

a. San Diego Fire Code

The City' Fire Code consists of SDMC Sections 55.0101 through 55.9401, which adopts the 2022 Fire Code with some modifications, and applicable sections of the CCR. Provisions of the Fire Code are described under State Regulations, above. In 2022, the City adopted local amendments to the Fire Code addressing requirements for secondary emergency access. As detailed in SDMC Chapter 5, Article 11, Division 82, Appendix D, Section D106.2.1, the City requires multiple family residential developments with more than 30 dwelling units located in a state responsibility area (SRA) or a Very High Fire Hazard Severity Zone to be provided with two separate and approved fire apparatus access roads. Additionally, as specified in SDMC Chapter 5, Article 11, Division 82, Appendix D, Section D107.1 requires developments of one or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads with certain exceptions.

b. San Diego Fire-Rescue Wildland Management and Enforcement Programs

The SDFD Wildland Management and Enforcement section runs four programs including the Real Estate Defensible Space Inspection Program, Proactive Door to Door Brush Management Program, Annual Weed Abatement Vacant Lot Program and the Weed Abatement and Brush Complaint Program. The SDFD does not have resources to conduct weed abatement on behalf of privately owned parcels within the City.

The Real Estate Defensible Space Inspection program went into effect as of July 1, 2021, when Assembly Bill 38 became California Civil Code 1102.19(a) established that when you sell property

that is located in a high or very high fire hazard severity zone documentation of a compliant defensible space inspection that complies with Section 4291 of the Public Resources Code or local vegetation management ordinances (SDMC 142.0412) is required.

The proactive Door-to-Door Brush Management Program is a City-wide program where there is a door-to-door brush assessment conducted of privately owned properties on a canyon rim in the very high hazard severity zone in the City, which is the local responsibility area. Assessments of properties that are not within the program are performed on a complaint basis only.

The Annual Weed Abatement Vacant Lot Program is focused on addressing privately owned vacant lots that are not in compliance with brush management regulations. The SDFD does not have the resources to conduct weed abatement, therefore, a privately contracted company is used to perform necessary services. The Weed Abatement and Brush Complaint Program is a program that includes a process to submit complaints about unmaintained brush. This program includes appropriate contacts for weed abatement complaints and provides for investigation of complaints located on public and privately owned land in the City.

c. San Diego Fire-Rescue Constrained Parcel Surveys

To provide ongoing evaluation of evacuation routes, the SDFD, in coordination with the CAL FIRE, conducts a survey of subdivisions of more than 30 dwelling units located in a SR) or Local Responsibility Area Very High Fire Hazard Severity Zone without a secondary egress route that are at significant fire risk. This survey identifies constrain parcels, or any residential development within a hazard area that does not have at least two emergency evacuation routes. This program is intended to identify areas of concern relating to the ability of emergency personnel to access an area and to evacuate community members safely and efficiently in the event of an emergency.

d. City of San Diego Building Regulations

The City's Building Regulations (SDMC Chapter 14, Article 5, Division 1) are intended to regulate the construction of applicable facilities and encompasses (and formally adopts) associated elements of the CBC. Specifically, this includes regulating the "construction, alteration, replacement, repair, maintenance, moving, removal, demolition, occupancy, and use of any privately owned building or structure or any appurtenances connected or attached to such buildings or structures within this jurisdiction, except work located primarily in a public way, public utility towers and poles, mechanical equipment not specifically regulated in the Building Code, and hydraulic flood control structures." The City's Building Regulations also establish acceptable construction materials for development near open space to minimize fire risk through adoption of Chapter 7, "Fire Resistance-Rated Construction," and Chapter 7A, "Materials and Construction Methods for Exterior Wildlife Exposure," of the CBC (SDMC Chapter 14, Article 5, Division 7).

e. Brush Management Regulations

The City's Brush Management Regulations (SDMC Section 142.0412) are intended to minimize wildland fire hazards through prevention activities and programs. These regulations require the provision of mandatory setbacks, irrigation systems, regulated planting areas, and plant

maintenance in specific zones, and are implemented at the project level through the grading and building permit process.

Brush management is required in all base zones on publicly or privately-owned premises that are within 100 feet of a structure and contain native or naturalized vegetation. The City requires Brush Management Plans for all new development, which are intended to reduce the risk of significant loss, injury, or death involving wildland fires. Unless otherwise approved by the City Fire Marshal, the brush management plans for all future development would consist of two separate and distinct zones as follows:

1. **Zone One** consists of the area adjacent to structures where flammable materials would be minimized through the use of pavement and/or permanently irrigated ornamental landscape plantings. This zone is not allowed on slopes with a gradient greater than 4:1.
2. **Zone Two** consists of the area between Zone One and any area of native or non-irrigated vegetation and consists of thinned native or naturalized vegetation.

f. City of San Diego General Plan

Multiple elements of City of San Diego's General Plan address evacuation and wildfire safety and risk. The General Plan provides policies for protecting communities from unreasonable risk of wildfire. Applicable General Plan policies, including new and/or updated policy language applicable to wildfire include the following.

The **Land Use and Community Planning Element** (Land Use Element) provides policies to guide the City's growth and implement the City of Villages strategy within the context of the City's community planning program.

- **Policy LU-C.2.a.5** supports the designation of land uses with careful consideration to fire evacuation routes in accordance with Section D: Fire-Rescue of the Public Facilities, Safety and Services Element.

The **Urban Design Element** establishes goals and policies for the pattern and scale of development and the character of the built environment. The following policies found in the Urban Design Element are relevant to the project:

- **Policy UD-A.3.h:** Use building and landscape materials that blend with and do not create visual or other conflicts with the natural environment in instances where new buildings abut natural areas. This guideline must be balanced with a need to clear natural plants for fire protection to ensure public safety in some areas.
- **Policy UD-A.3.p:** Design structures to be ignition and fire-resistant in fire prone areas or at-risk areas as appropriate. Incorporate fire-resistant exterior building materials and architectural design features to minimize the risk of structure damage or loss due to wildfires.

The **Public Facilities, Services and Safety Element** includes plans, programs, and regulations to protect communities from unreasonable risk of wildfire. These include the Fire Hazard Severity Zone

Maps from CAL FIRE that have been adopted under SDMC §55.9401 and §145.0703(a)(2), emergency evacuation procedures as defined in the City Emergency Operations Plan, SDPD Policy and Procedures, Operational Area Emergency Plan, and the California Master Mutual Aid Agreement. Additionally, the City's Brush Management Regulations, the every 5-year survey of constrained parcels lacking a secondary evacuation route, fire access roads policy, in addition to emergency preparedness education are active programs implemented to reduce wildfire risk.

Applicable policies included in the proposed updated elements related to fire protection and evacuation throughout the City include the following:

- **Policy PF-D.12:** Protect communities from unreasonable risk of wildfire within very high fire hazard severity zones.
 - a. Assess site constraints when considering land use designations near wildlands to avoid or minimize wildfire hazards as part of a community plan update or amendment. (see also LU-C.2.a.4)
 - b. Identify building and site design methods or other methods to minimize damage if new structures are located in very high fire hazard severity zones on undeveloped land and when rebuilding after a fire.
 - c. Require ongoing brush management to minimize the risk of structural damage or loss due to wildfires.
 - d. Provide and maintain water supply systems to supplies for structural fire suppression.
 - e. Provide adequate fire protection. (see also PF-D.1 and PF-D.2 [analyzed in Public Services and Utilities in Section 5.13]).
- **Policy PF-D.13:** Incorporate fire safe design into development within very high fire hazard severity zones to have fire-resistant building and site design, materials, and landscaping as part of the development review process.
 - a. Locate, design and construct development to provide adequate defensibility and minimize the risk of structural loss from wildland fires.
 - b. Design development on hillsides and canyons to reduce the increased risk of fires from topography features (i.e., steep slopes, ridge saddles).
 - c. Minimize flammable vegetation and implement brush management best practices in accordance with the Land Development Code.
 - d. Design and maintain public and private streets for adequate fire apparatus vehicles access (ingress and egress), and install visible street signs and necessary water supply and flow for structural fire suppression.
 - e. Coordinate with the Fire-Rescue Department to provide and maintain adequate fire breaks where feasible or identify other methods to slow the movement of a wildfire in very high fire hazard severity zones.
- **Policy PF-D.14:** Implement brush management along City maintained roads in very high fire hazard severity zones adjacent to open space and canyon areas.

- **Policy PF-D.15:** Maintain access for fire apparatus vehicles along public streets in very high fire hazard severity zones for emergency equipment and evacuation.
- **Policy PF-D.16:** Provide wildland fire preparedness education for fire safety advance planning.

g. San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The County's 2017 Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) was prepared to comply with the Disaster Mitigation Act of 2000 to increase disaster planning funding. The purpose of the County's MJHMP (County of San Diego 2017) is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and human-made hazards. An important component of the County MJHMP is the Community Emergency Response Team, which educates community members about disaster preparedness and trains them in basic response skills, including fire safety. The MJHMP is intended to educate the public, help serve as a decision-making tool, supplement, and enhance local policies regarding disaster planning, and improve multi-jurisdictional coordination.

The MJHMP identifies hazardous materials and wildfire/structure fire among the top 11 hazards in the City due to the potential loss of life, injuries, and damage to property, as well as the significance in the disruption of services.

h San Diego County Emergency Operations Plan

The 2018 San Diego County Emergency Operations Plan describes a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and providing for the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector.

i. City's Emergency Operations Procedures

The City's Emergency Operations Procedures is an Administrative Regulation adopted to facilitate effective operations during emergency incidents and disasters and is in accordance with the State of California's Standardized Emergency Management System and the National Incident Management System. The SEMS sets up protocol for the control and coordination of on-scene emergency operations including the designation of an Incident Commander, establish Incident Command Posts, conduct response operations according to departmental protocols and Standardized Emergency Management System/National Incident Management System principles, request assistance from other City departments for support as needed, and inform senior City officials as appropriate.

j. Very High Fire Hazard Severity Zone Maps – Local Adoption

California Government Code Section 51175-51189 requires that all local jurisdictions identify very high fire hazard severity zones within their areas of responsibility. Inclusion within these zones is based on vegetation density, slope severity and other relevant factors that contribute to fire severity. In 2023, the city adopted updates to the Very High Fire Hazard Severity Zone maps. SDMC 511.4904 identifies the local adoption of the Very High Fire Hazard Severity Zone maps and Sections 511.4906 and 511.4907 identify the requirements associated with development within these zones. The purpose of this map is to classify lands in accordance with whether a very high fire hazard is present so that public officials are able to identify measures that will retard the rate of fire spread and reduce the intensity of uncontrolled fire through vegetation management and implementation of building standards developed to minimize loss of life, resources, and property.

4.18.3 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to wildfire are based on applicable criteria in the CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2022). The following issue questions are addressed in this section:

- 1) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?
- 2) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?
- 3) Would the project, 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?
- 4) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or result in temporary or ongoing impacts on the environment?
- 5) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

4.18.4 Impact Analysis

Issue 1 Wildfire Hazards

Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

As shown in Figures 4.18-1a through 4.18-1e, 4.18-2a through 4.18-2e, and Tables 4.18-1 and 4.18-2, approximately 7,415 acres or approximately 30 percent of the total Climate Smart Village Areas are located in a very high fire hazard severity zone; however, despite the urban characteristics of these areas, the majority of the Climate Smart Village areas have a moderate fire threat based on CAL FIRE mapping that takes into account the availability of fuel and the likelihood of an area burning based on topography, fire history, and climate. As shown in Figure 4.18-3, 153.5 acres or approximately 40 percent, of the Hillcrest FPA area is located in the high fire hazard severity zone. However, as shown in Figure 4.18-4, most of the Hillcrest FPA area has a moderate fire threat.

As shown in Figure 4.18-5 and detailed in Table 4.18-4, approximately 6,836.37 acres, or 78.8 percent, of the University CPU area is located in a very high fire hazard severity zone. As detailed in Table 4.18-5, fire threat within the University CPU area is moderate, with pockets of high, very high, and extreme fire threat.

The risk of wildfire was evaluated during the preparation of the University CPU and Hillcrest FPA consistent with General Plan Policy LU-C.2.a.4. Within the University CPU area, the plan identifies fire hazard as a significant risk in the plan area. The University CPU includes a variety of policies to ensure future build-out is responsive to fire risk:

- 4.2.E Re-vegetate graded slopes adjacent to natural hillsides and canyons with native, drought tolerant, and fire-resistive species to improve drainage conditions, reduce slope erosion and instability, and restore biological diversity.
- 5.6.A Retain native vegetation where feasible and revegetated disturbed areas and open space with native, non- invasive, drought tolerant, and fire-resistive species to improve drainage conditions, reduce slope erosion and instability, and restore biological diversity. New development within or adjacent to the MHPA must comply with the MHPA Land Use Adjacency Guidelines.
- 7.2.A Maintain sufficient fire-rescue and police services to meet demands of continued growth and development in University
- 7.2.B Support the upgrades, modernization of facilities and equipment, and/or expansion of the stations serving University, as necessary, to adequately respond to fires and emergencies.
- 7.10.A Protect neighborhoods from unreasonable risk of wildfire within Very High Fire Hazard Severity zones through the encouragement of responsible brush management by property owners.

- 7.10.B Maintain ongoing brush management within the City-owned public space to minimize the risk of structural damage or loss due to wildfires.
- 7.10.C Promote wildland fire preparedness including emergency evacuation plans and mapping of routes for residential households.
- 7.10.D Incorporate fire safe design into development within very high fire hazard severity zones. Fire resistant building and site design, materials, and landscaping should be part of the development review process.

Similarly, identification of appropriate land uses within the Hillcrest FPA was evaluated consistent with General Plan Policy LU-C.2.a.4 to ensure wildfire hazards were taken into account. For example, Urban Design Policy UD-1.10 would ensure avoidance of exposed under-floor areas, large downhill cantilevers, and/or tall support columns for overhanging areas for both aesthetic and fire safety reasons. Like the Blueprint SD Initiative Climate Smart Village Areas, discussed below, growth in Hillcrest would support compact, urban infill development, avoiding growth that encroaches into new wildfire hazard areas. Additionally, the City has invested in upgraded fire facilities in this area to support anticipated growth with Fire Station 5 being rebuilt in Fiscal Year 2022, Fire Station 8 being expanded in Fiscal Year 2020, and Fire Station 3 being remodeled in Fiscal Year 2021. Over the life of plan, the SDFD will continue to evaluate upgrades, expansions, and new facilities to maintain adequate service to the community, consistent with Uptown Policy PF-1.7. Additional Uptown Fire Protection polices (PF-2-1) support a high level of fire protection throughout the community, particularly in areas adjacent to natural open space, which exists within the canyon networks in this area of the City.

Although the Blueprint SD Initiative would not designate land uses with the current action, it anticipates future CPUs and land use change within wildfire hazard areas. The potential for wildfire hazards was considered in developing the Village Climate Goal Propensity map. Specifically, the modeling to identify the high village propensity areas excluded certain areas that would be associated with high wildfire hazards including conservation and non-development land, government/public land, federal land, and parks (see Appendix B). Development under the Blueprint SD Initiative is specifically designed to occur largely within infill areas in locations proximate to transit and major transportation corridors. While much of the City is in a very high fire hazard severity zone, including some Climate Smart Village Areas, the Blueprint SD Initiative would accommodate anticipated growth in the City in existing urban areas, reducing the potential for increased sprawl development into high fire hazard areas.

Due to the project supporting higher intensity development under the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU, the project could result in higher residential densities in certain locations compared to what would be allowed without the project. Future CPUs or other plan amendments consistent with the Blueprint SD Initiative may also increase development intensities within wildfire risk areas. While the project would focus development within existing urban settings, many of the City's highly urbanized areas are considered to have high fire risk due to the natural vegetation within the City's canyon networks. However, when considering overall suitability for development in relation to wildfire hazards, the locations identified for future potential growth are the lower risk than high fire risk areas in more suburban settings where development is located near vast expanses of natural vegetation and open space areas. Additionally, within the more urbanized

settings, the City has been investing in infrastructure to ensure a high level of fire protection to support both existing and future anticipated growth. Nonetheless, by increasing the number of potential residents within areas subject to fire hazards, this could increase the exposure of people and structures to wildfire. While the project anticipates future development would be focused in urban areas that are generally less prone to wildfire risk than surrounding suburban areas, there would still be wildfire risk particularly in areas near canyons and naturalized vegetation.

Future development that would occur under the project would be required to comply with the City's Fire Code, Building Regulations, and Brush Management Regulations aimed at ensuring the protection of people or structures from potential wildland fire hazards. While implementation of the City's regulatory framework at the project level would typically be sufficient to reduce potentially significant wildfire impacts, at a program level of review and in the absence of project-specific development plans, impacts would be significant.

Issue 2 Emergency Response and Evacuation

Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU are planning level actions that anticipate future development; however, no specific development is proposed at this time. However, the project anticipates future planning and policy actions may be adopted and future development may proceed consistent with the policy and land use framework established by the project. Implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would guide future development in appropriate locations, including supporting higher residential density and mixed-use development, primarily within Blueprint SD Initiative Climate Smart Village Areas. Implementation of the Hillcrest FPA would increase the allowable development intensity and residential density within approximately 380 acres of the Hillcrest and Medical Complex neighborhoods.

At buildout, the University CPU would result in an overall community-wide increase of approximately 36,800,000 square feet of planned non-residential floor area and approximately 29,000 additional planned residential units. Increases in residential density and development intensities throughout the project areas would increase population densities, adding to the total number of people that could require evacuation in the event of an emergency. Increases in population in certain areas can add to traffic on local roadways and result in congestion during evacuations, potentially exceeding roadway capacities.

Within existing communities, such as the University CPU area, where the existing roadway network is established, increased densities throughout the City could create strain on the capacity of roadways to support effective evacuations. Although the project does not propose changes to the available evacuation routes currently existing or planned in the City, the addition of higher densities throughout the City could result in increases in residents and congestion during evacuations.

In 2022, the City adopted local amendments to the Fire Code addressing requirements for secondary emergency access. The City requires multiple family residential developments with more

than 30 dwelling units located in a SRA or a Very High Fire Hazard Severity Zone to be provided with two separate and approved fire apparatus access roads. Developments of one or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads, with certain exceptions. Through City implementation of these requirements for secondary fire access, adverse impacts related to emergency response resulting from new development is not anticipated.

However, there may be existing conditions within the City that lack the level of secondary emergency access routes that would be required under current regulations. As discussed in Section 4.18.2.3, the SDFD regularly (on a five-year basis) conducts surveys to identify constrained areas, or areas where residential development of more than 30 units do not have at least two emergency evacuation routes. These surveys are used by the City to assess and plan for improvements that may be needed to improve fire response. Application of the City's existing fire code would prohibit any future development from exacerbating any existing constraint related to development on a dead-end road as specified in SDMC Section 511.8201(f)(5)(2).

Throughout the City and beyond, there are generally adequate emergency evacuation routes through the major interstate system, local highways, and prime arterials within San Diego County. Within Hillcrest, there is access to Interstate (I) 5 via University Avenue and Washington Street, access to State Route (SR) 163 from University Avenue, Washington Street and Robinson Avenue, and access to I-805 to the east via University Avenue or El Cajon Boulevard. Sufficient emergency evacuation routes exist in the event of an emergency.

The University CPU area has a number of transportation corridors that can serve as emergency evacuation routes. Interstate 5 traverses the University CPU area along its western edge in the South and traverses through the central portion of the community as it heads north. I-805 generally forms the eastern boundary of the CPU area while SR-52 forms the southern boundary of the University CPU area. These major evacuation routes are accessible from Regents Road, Genessee Avenue, Governor Drive, Nobel Drive, Gillman Drive/La Jolla Colony Drive, and Sorrento Valley Road. In addition to these major transportation routes, the CPU area has access to the Mid-Coast Trolley system. The highest intensity development in the University CPU area is focused around areas with transit access and access to major transportation corridors. In addition to existing transit, there are future transit improvements planned over the planning horizon (see Figure 3-22) Although there are substantial ingress and egress points throughout the community, a key constraint to circulation within the University CPU area is the physical separation between the northern and southern portion of the community due to Rose Canyon and the Amtrak train tracks that physically separates the northern and southern portions of the community. Limited north south connections are available, with Genessee Avenue serving as the main north south connection within the community and I-805 providing a north south connection along the eastern edge of the community via SR-52. The southern portion of the University CPU areas, south of Rose canyon has access to evacuation routes including Regents Road to SR-52 and south to Clairemont Mesa Boulevard, Genessee Avenue in both north and south directions, and Governor Drive east to I-805. Although limited north south connections exist between the University CPU area, there are adequate evacuation routes within the CPU area in the event of an emergency.

As future Community Plan Updates are evaluated for adoption consistent with the Blueprint SD Initiative and the Village Climate Goal Propensity map, the City would consider the adequacy of emergency evacuation routes. Generally, the location of anticipated development within Climate Smart Village Areas corresponds to areas with ready access to transit and major transportation corridors; therefore, it is anticipated that emergency response routes would be adequate.

The City's Emergency Operations Plan, San Diego Police Department Policy and Procedures, Operational Area Emergency Plan, and the California Master Mutual Aid Agreement dictate who is responsible for an evacuation effort and how regional resources will be requested and coordinated. Evacuation routes in the City include major ground transportation corridors including major interstates, highways, and prime arterials within San Diego County.

As detailed in the Attorney General Guidance (California Office of the Attorney General 2022), a higher density infill project within an already developed area would likely not require the same level of analysis as a new low-density development within the wildland-urban interface and surrounded largely by open space. As the project areas are generally associated with urban areas appropriate for higher-density infill, impacts related to emergency evacuation would not be anticipated. The SDPD is the lead agency for evacuations within the City. During an emergency, the SDPD identifies available and appropriate evacuation routes and coordinates evacuation traffic management with the California Department of Transportation, the California Highway Patrol, the San Diego County Sheriff's Department, other supporting agencies, and jurisdictions. Modern evacuation response includes use of early warning systems and dissemination of emergency information via radio, television, social media/internet, and Reverse 911 or Alert San Diego. The reverse 911 or Alert San Diego is a regional notification system that sends telephone notifications to residents and businesses within San Diego County that may be in danger of being impacted by an emergency or disaster. The system is used by emergency response personnel to notify homes and businesses at risk, including providing evacuation orders. Mass evacuations and the resulting congestion can usually be avoided through use of precise and focused evacuations enabled through the Reverse 911 or Alert San Diego system. Based on the foregoing information, impacts related to emergency evacuation would be less than significant.

Issue 3 Pollutants from Wildfire

Would the project, 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 previously described, some of the project areas are located within or adjacent to High and Very High Fire Hazard Severity Zones and most of the City as a moderate or higher risk of wildfire. Citywide, the potential for pollutant concentrations from a wildfire wildland fires represents a potential hazard, particularly within areas adjacent to open space or within close proximity to wildland fuels. Implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU are planning level actions that anticipate future development; however, no specific development is proposed at this time. Future development would be required to comply with the City's Fire Code, Building Regulations, and Brush Management Regulations to ensure that wildfire risks are not exacerbated. While it is not anticipated that future development would exacerbate

wildfire risk, residents may be exposed to pollutant concentrations associated with wildfire and/or the uncontrolled spread of a wildfire. In the absence of project-specific information to evaluate site conditions such as slope and prevailing winds, it is not possible to conclude that the project along with all future development anticipated under the project would not exacerbate wildfire risks. Therefore, at a program level of review, impacts related to exacerbation of wildfire risks resulting in exposure of project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire would be significant.

Issue 4 Infrastructure

Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or result in temporary or ongoing impacts on the environment?

The project areas are located within existing built environments that are served by storm water, sewer, electricity, potable water distribution, and communications systems infrastructure. The project areas are served by major roadways that would not require fuel breaks or other measures to reduce wildfire risk. There are some areas within the project areas that may have existing infrastructure deficiencies and may require capacity improvements to serve future projects implemented under Blueprint SD, the Hillcrest FPA, and the University CPU. As detailed in Section 4.16 of this Program Environmental Impact Report (PEIR), mandatory compliance with City regulations would likely preclude significant environmental impacts associated with future construction and/or improvements to the existing utility infrastructure. However, given that future specific development projects are unknown at this time, it cannot be determined whether the installation of such infrastructure would have the potential to exacerbate fire risk or result in adverse impacts on the environment. Therefore, like the conclusion in Section 4.16 of this PEIR, the physical impacts associated with installation or maintenance of infrastructure and utilities would be significant. Future utility and infrastructure improvements would be required to comply with all applicable City standards; thus, these improvements are not likely to exacerbate fire risk. However, at this programmatic level of review, potential temporary or ongoing impacts to the environment due to the installation or maintenance of infrastructure would be significant.

Issue 5 Flooding or Landslides

Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As detailed in Section 4.9.4 under Issue 3 of this PEIR, impacts related to flooding were found to be significant and unavoidable primarily due to the fact that the proposed project could facilitate and increase development potential within areas that could be subject to flooding hazards, such as the area downstream of the provisionally accredited levee within Mission Valley.

Potential impacts associated with landslides are discussed in Section 4.6.4, under Issue 3, of this PEIR. As discussed, various levels of landslide risk exists throughout the project areas as defined by the City's Seismic Safety Study (2008) (refer to Tables 4.6-3 and 4.6-4).

Implementation of Blueprint SD Initiative, the Hillcrest FPA, and the University CPU are planning level actions that anticipate future development; however, no specific development is proposed at this time. However, the project anticipates future planning and policy actions may be adopted and future development may proceed consistent with the policy and land use framework established by the project. Where future development is proposed in areas with wildfire risk, landslide and/or flooding issues, the potential for the project to exacerbate wildfire risk, resulting downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes could be significant.

As discussed in Section 4.6.4, future development would require implementation of site-specific recommendations provided within a required geotechnical investigation which would ensure individual projects would not increase risks associated with landslides and slope stability.

While future development could be subject to risks associated with downstream flooding or landslides, the existing regulatory framework related to flooding and geologic hazards would minimize potential risks. Although individual developments would typically avoid impacts associated with exposure of people or structures to risk resulting from runoff, post-fire slope instability or drainage changes through required compliance with wildfire related regulations along with compliance with geotechnical and hydrology studies, at a program level of review the significance of impacts cannot be determined. At the time of individual developments, evaluation of site-specific conditions would be required. Therefore, in the absence of project-specific information to inform a detailed analysis, impacts related to exposure of people and/or structures to significant risks because of runoff, post-fire slope instability or drainage changes would be significant.

Cumulative Impacts

Future development that may occur due to implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would be required to comply with the City's Building Regulations, Fire Code, and Brush Management Regulations to ensure that buildings and their occupants are not exposed to a significant wildfire risk. Additionally, as future CPUs are adopted consistent with the Blueprint SD Initiative policy framework including the Village Climate Goal Propensity maps, additional community specific evaluation would be conducted to identify measures that could be implemented to minimize risk associated with wildfire and emergency evacuation. However, development under the proposed project could result in increased residential densities in certain locations compared to what would be allowed without the project. By increasing the number of potential residents within areas subject to fire hazards, this could contribute to a significant cumulative increase in the exposure of people and structures to wildfire and exposure to pollutant concentrations resulting from wildfire (Issues 1 and 3).

Cumulative impacts related to impairments to an adopted emergency response plan or emergency evacuation plan are not anticipated because of ongoing accessibility to the City's and wider County road network that combined with comprehensive and ongoing emergency evacuation planning that continually responds to changing conditions, growth, and current needs. Therefore, cumulative impacts related to emergency evaluation would be less than significant (Issue 2)

Although the project areas are served by major roadways, storm water, sewer, electricity, potable water distribution, and communications systems infrastructure, there are some areas within the project areas that may have existing infrastructure deficiencies and may require capacity improvements to serve future projects. While mandatory compliance with City standards and regulations related to brush management, secondary fire access and fire resistive construction techniques in very high fire hazard areas, cumulative impacts of development are not likely to exacerbate fire risk or result in temporary or ongoing impacts on the environment. However, at this level of programmatic review and without the benefit of project-specific development plans, cumulative impacts associated with storm water, water distribution, wastewater, and communication systems is considered to be significant (Issue 4).

Potential cumulative impacts associated with exposure of people or structures to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes could occur if multiple development projects were to increase wildfire risk and exposure of people or structures to significant risk within an area, resulting in greater combined impacts that would be anticipated by an individual project. In the absence of project-specific information to inform a detailed analysis, cumulative impacts related to exposure of people and/or structures to significant risks because of runoff, post-fire slope instability or drainage changes would be significant (Issue 4).

4.18.5 Significance of Impacts

4.18.5.1 Wildfire Hazards

Implementation of Blueprint SD Initiative, the Hillcrest FPA, and the University CPU are planning level actions that anticipate both future development and future planning level actions that may result in an increase in development intensities including the number of residents located within areas having wildfire risk. The increase in the number of residents located within areas at risk of wildland fires could increase the exposure of people and structures to wildfires and impacts would be significant.

4.18.5.2 Emergency Response and Evacuation

Build-out of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would result in higher intensity development within the City, primarily located within Climate Smart Village areas. As growth occurs, it would be focused within urban settings, in areas with an established transportation network. Throughout the City and beyond, there are generally adequate emergency evacuation routes through the major interstate system, local highways, and prime arterials within San Diego County. As growth occurs, the City's would continue to implement its Emergency Operations Plan, SDPD Policy and Procedures, Operational Area Emergency Plan, and the California Master Mutual Aid Agreement to address emergency evacuation. Further, ad future development is implemented in accordance with the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU, application of the City's existing fire code would prohibit any future development from exacerbating any existing constraint related to development on a dead-end road as specified in

SDMC Section 511.8201(f)(5)(2). Based on the foregoing information, impacts related to emergency evacuation would be less than significant.

4.18.5.3 Pollutants from Wildfire

Future development that would occur under the project would be required to comply with the City's Fire Code, Building Regulations, and Brush Management Regulations to ensure that wildfire risks are not exacerbated. While it is not anticipated that future development would exacerbate wildfire risk, residents may be exposed to pollutant concentrations associated with wildfire and/or the uncontrolled spread of a wildfire. In the absence of project-specific information to evaluate site conditions such as slope and prevailing winds, it is not possible to conclude that the project along with all future development and actions anticipated under the project would not exacerbate wildfire risks. Therefore, at a program level of review, impacts related to exacerbation of wildfire risks resulting in exposure of project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire would be significant.

4.18.5.4 Infrastructure

There are some areas within the project areas that may have existing infrastructure deficiencies and may require capacity improvements to serve future projects implemented under the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU. Given that future specific development projects are unknown at this time, physical impacts associated with installation of and/or improvements to utilities infrastructure would be significant. Future utility and infrastructure improvements would be required to comply with all applicable City standards; thus, these improvements are not likely to exacerbate fire risk. However, at this programmatic level of review, potential temporary or ongoing impacts to the environment due to the installation or maintenance of infrastructure would be significant.

4.18.5.5 Flooding or Landslides

While the project areas could be subject to risks associated with downstream flooding or landslides, the existing regulatory framework related to flooding and geologic hazards would minimize potential risks. Although individual developments would typically be able to avoid impacts associated with exposure of people or structures to risk resulting from runoff, post-fire slope instability or drainage changes through required compliance with City regulations, at a program level of review the significance of impacts cannot be determined. At the time of individual developments, evaluation of site-specific conditions would be required. Therefore, in the absence of project-specific information to inform a detailed analysis, impacts related to exposure of people and/or structures to significant risks because of runoff, post-fire slope instability or drainage changes would be significant.

4.18.6 Mitigation, Monitoring and Reporting

Mitigation measures are provided at the program level to serve as the basis for more specific refinement of future mitigation measures to be developed as specific projects are proposed. The

following mitigation framework provides a program-level framework for reducing significant impacts related to wildfire hazards.

MM-FIRE-1 Wildfire Policy Compliance for Plan Amendments

As future Community Plan Updates or other plan amendments are proposed consistent with the Blueprint SD Initiative and the Village Climate Goal Propensity Map, the City shall evaluate the adequacy of evacuation routes, emergency access and fire safety in light of the proposed land use and mobility network. The City plan amendment process shall include a review of consistency with Policy LU-C.2.A.5, Policy UD-A.3.h, Policy UD-A.3.p, Policy PF-D.12, Policy PF-D.13, Policy PF-D.14, Policy PF-D.15, and Policy PF-D.16.

MM-FIRE-2 Wildfire Safety Policies and Regulation Compliance

Future projects shall be required to demonstrate consistency with the City's applicable regulatory and policy framework including:

- The latest update to the Fire Code (SDMC Sections 55.0101 through 55.9401), including requirements for adequate fire access and specifications for when two separate fire apparatus access roads are required.
- The latest update to the City's building regulations (SDMC Chapter 14, Article 5) including acceptable construction materials for development near open space (SDMC Chapter 14, Article 5, Division 7).
- The City's Brush Management Regulations (SDMC Section 142.0412) and Landscape Standards, adopted as part of the Land Development Manual.

For projects with a higher level of wildfire or evacuation risk, as determined by the City, additional analysis demonstrating consistency with the California Office of the Attorney General issued guidance outlining best practices for analyzing and mitigating wildfire impacts of development projects under CEQA may be required.

4.18.7 Significance after Mitigation

As detailed in MM-FIRE-1, future plan amendments including Community Plan Amendments would undergo a planning level evaluation to ensure plans are updated with consideration to fire safety and evacuation. With implementation of MM-FIRE-1 to future plan amendments proposed for consistency with the Blueprint SD Initiative, impacts related to wildfire hazards would be minimized. However, at a program level of review and without community specific evaluation completed at this time, impacts related to wildfire hazards, and wildfire hazards related to pollutants from wildfire, infrastructure, and flooding and landslides resulting from future plan amendments proposed consistent with the Blueprint SD Initiative would remain significant after mitigation.

Similarly, as future project-specific development is proposed consistent with the Blueprint SD Initiative, the Hillcrest FPA, and/or the University CPU, the City shall ensure implementation of MM-FIRE-2 to ensure future development is consistent with the City's applicable regulatory and

policy framework in place to protect against wildfire hazards. In general, project-level compliance with the City's building code, fire code and brush management regulations, combined with ongoing City implementation of programs to minimize wildfire risk (see Section 4.18.2.3), would ensure impacts related to wildfire would be reduced to less than significant. However, at a program level of review and without project-specific details available for site-specific evaluation, potential impacts cannot be known with certainty. Therefore, impacts related to wildfire hazards and wildfire hazards related to pollutants from wildfire, infrastructure, and flooding and landslides resulting from future development implemented consistent with the Blueprint SD Initiative, the Hillcrest FPA, and/or the University CPU would remain significant after mitigation.

Chapter 5.0

Effects Found Not to be Significant

The California Environmental Quality Act Guidelines Section 15128 requires that an Environmental Impact Report contain a brief statement disclosing the reasons why various possible significant effects of a project were found not to be significant and therefore were not discussed in detail in the Environmental Impact Report. This chapter analyzes the environmental issues that are not expected to have a significant impact as a result of implementation of the following key project components:

- The “Blueprint SD Initiative,” which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment to the Uptown Community Plan (hereinafter referred to as the “Hillcrest FPA”) which includes rezones, amendments to the City of San Diego (City’s) Land Development Code, and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (hereinafter referred to as the “University CPU”), which includes rezones, amendments to the Land Development Code, and associated discretionary actions.

Issues addressed in this chapter include agriculture and forestry resources, mineral resources, and population and housing. A brief discussion of the reasons for these findings is provided below.

5.1 Agriculture and Forestry Resources

Farmlands are classified according to soil factors including available water holding capacity, temperature regime, acidity, depth to the water table, electrical conductivity, flooding potential, erosion hazard, permeability, rock content, and rooting depth. There are several classifications of farmland including Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, and Unique Farmland.

Prime Farmland is land with the best combination of physical and chemical features for the long-term production of agricultural crops. It includes land with Class I and Class II Land Use Capability classifications by the U.S. Department of Agriculture Natural Resource Conservation Service, land which qualifies for a rating of 80 to 100 on the Storie Index, land which supports livestock identified by the Natural Resource Conservation Service, and land meeting certain planting and economic thresholds. Farmland of Statewide Importance is land with a good combination of physical and chemical features for the production of agricultural crops. Unique Farmland is land of lesser quality soils used for production of the state’s leading agricultural cash crops. Farmland of Local Importance is land that a local unit has designated as having local significance; a local designation will take priority over some other classification by the state.

A potential impact to agricultural resources could occur when Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is converted to non-agricultural use. The Blueprint SD Initiatives' policy and land use framework would apply citywide; however, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are most likely to be concentrated within the Climate Smart Village Areas. Implementation of the Blueprint SD Initiative, the Hillcrest FPA, and the University CPU would guide future development in appropriate locations, specifically within urbanized settings where the potential for loss of agricultural and forestry resources is low. Based on the farmland maps prepared by the California Department of Conservation (2016), the majority of the project areas are not identified as containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; however, the University CPU area contains approximately 13.27 acres identified as Farmland of Local Importance. The approximately 13.27 acres identified as Farmland of Local Importance is located east of Interstate 805 near Marine Corps Air Station Miramar south of Miramar Road and Nobel Drive and is within an area of undeveloped, sloped land not suitable for agriculture as a portion of the mapped Farmland of Local Importance is within developed land associated with Miramar Road. Furthermore, the Farmland of Local Importance definition is a definition adopted by the County of San Diego that would not be appropriate to land within the incorporated boundaries of the City.

Therefore, no impacts to Prime Farmland, Farmland of Statewide Importance, or Unique Farmland would occur. As stated above, development in accordance with the project is anticipated to be focused within urbanized, developed areas; therefore, the project would not impact areas zoned for agricultural use. There are no lands under a Williamson Act contract. Therefore, there would be no conflict with agricultural zoning or a Williamson Act contract.

The project areas are generally located within an urbanized area. There are no existing forestlands, timberlands, or timberlands-zoned Timberland Production either within the project area or in the immediate vicinity that would conflict with existing zoning or the proposed rezoning. Implementation of the project would not result in the loss of forestland or conversion of forestland to non-forest use. The project area does not contain existing forestland uses or agricultural uses; therefore, implementation of the project would not involve any changes that could result in the conversion of farmland to non-agricultural use or the conversion of forestland to non-forest uses. Therefore, no impact is identified for this issue area.

5.2 Mineral Resources

According to the California Geological Survey Open File Report 96-04 (U.S. Geological Survey 1996), areas mapped as Mineral Resource Zone 1, 2, 3, and 4 (MRZ-1 through MRZ-4) have been mapped for the City. MRZ-1 areas are locations in San Diego County that have been identified as having no significant mineral deposits. Areas mapped in MRZ-2 are considered to have significant measured or indicated resources. Areas mapped in MRZ-3 contain mineral deposits that may qualify as mineral resources. MRZ-4 areas are those where geologic information does not rule out either the presence or absence of mineral resources.

The Blueprint SD Initiatives' policy and land use framework would apply citywide; however, it is anticipated that potential impacts associated with implementation of the Blueprint SD Initiative are

most likely to be concentrated within the Climate Smart Village Areas. Based on a review of referenced data, the Blueprint SD Initiative Climate Smart Village Areas are located within MRZ-1 (approximately 1,467.51 acres), MRZ-2 (approximately 2,2776.16 acres), and MRZ-3 (approximately 20,675.77 acres); the Hillcrest FPA area is all located within MRZ-3 (approximately 379.99 acres); and the University CPU area is located within MRZ-1 (approximately 1,547.33 acres), MRZ-2 (approximately 132.06 acres), MRZ-3 (approximately 6,940.68 acres), and MRZ-4 (approximately 52.57 acres).

Although some project areas are within MRZ-1, MRZ-2, and MRZ-3, the potential for loss of mineral resources is low because the feasibility of a mining operation within a highly developed urban environment is low due to land use conflicts, and there is little undeveloped land available for mining. Therefore, no impact to mineral resources would occur.

5.3 Population and Housing

No adverse impacts to population or housing are anticipated from implementation of the project. As detailed in Section 3.5 and Chapter 6, the project is intended to accommodate projected population and housing needs within the City and would not induce unplanned population growth as there is a need for housing to serve projected population levels. Thus, development under the project would not support unplanned population growth. See Chapter 3.0 for additional information. While the project could temporarily displace housing as lands are redeveloped, existing City policies and regulations would ensure that affordable units are not lost, and ultimately, proposed development would replace and increase the supply of housing.

Future construction associated with the project would be associated with a demand for construction trade skills and labor. It is anticipated that this demand would be met by the local labor force within San Diego County or the surrounding areas and would not require the importation of a substantial number of workers that could cause an increased demand for temporary or permanent housing.

It is anticipated that most of the new housing units would be absorbed by existing residents of the San Diego area and would assist in accommodating projected population growth that would occur without the project. The number of additional housing units and the corresponding forecasted number of new residents is not substantial and would contribute to the housing provision goals of the City's General Plan Housing Element by helping to accommodate regional growth projected for the project areas, the City, and the region as a whole. Therefore, the project is not anticipated to result in overall regional population growth, and there would be no population and housing related impacts.

Chapter 6.0

Growth Inducement

Pursuant to the California Environmental Quality Act Guidelines Section 15126.2(e), the following growth inducement analysis is required:

Discuss ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community services facilities, requiring construction of new facilities that could cause significant environmental effects. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

According to the City of San Diego's (City's) 2022 California Environmental Quality Act Significance Determination Thresholds, growth inducement "is usually associated with those projects that foster economic or population growth, or the construction of additional housing, either directly or indirectly which may result in the construction of major new infrastructure facilities. Also, a change in land use policy or projects that provide economic stimulus, such as industrial or commercial uses, may induce growth. Accelerated growth may further strain existing community facilities or encourage activities that could significantly affect the surrounding environment." In addition, the Thresholds state that "the analysis must avoid speculation and focus on probable growth patterns or projects."

The City's General Plan Program Environmental Impact Report (2008) notes that "population in San Diego will grow whether or not the Draft General Plan is adopted..." The General Plan incorporates the City of Villages strategy, which notes that a "village" is a place where residential, commercial, employment, and civic uses are present and integrated, and are characterized by compact mixed-use areas that are pedestrian-friendly and linked to the regional transit system (City of San Diego 2008). The project includes an update to the existing General Plan Village Propensity map which defines where development should be focused. The project would include the adoption of a new Village Climate Goal Propensity Map which identifies areas for prioritization of future homes and jobs and forms the basis for defining where future growth is anticipated throughout the City. Based on Government Code Section 65300, the General Plan serves as a comprehensive, long-term plan for physical development of the City and, by definition, is intended to manage and address future growth in the City. Implementation of the Village Climate Goal Propensity Map and the City of Villages strategy relies on the future adoption of land use changes through comprehensive community plan updates evaluated in the context of the updated General Plan, the Village Climate Goal Propensity Map, and this Program Environmental Impact Report.

Increases in density resulting from increased housing and non-residential development intensities within appropriate areas in proximity to transit including within Climate Smart Village Areas, or areas

where the village propensity values range from 7 through 14, could result in the need for the expansion of utilities and public services, as future development occurs. With the proposed project, services will need to expand to keep ratios of personnel to population consistent with General Plan goals; however, this expansion will occur incrementally, allowing the City to adjust over time to the increased demand.

The City's General Plan Housing Element provides the policy framework for future planning decisions and identifies a series of implementation steps to meet the Housing Element's goals, objectives, and policies. Goal 1 is to ensure "the provision of sufficient housing for all income groups to accommodate San Diego's anticipated share of regional growth...that will help meet regional GHG targets by improving transportation and land use coordination and jobs/housing balance, creating more transit oriented, compact and walkable communities, providing more housing capacity for all income levels, and protecting resource areas."

The Housing Element establishes the City's plan to meet the demand of the projected share of the region's housing needs for all income levels over the course of the Housing Element cycle (Current Cycle–2021 through 2029). The Regional Housing Needs Assessment (RHNA) is determined based on forecasted housing needs to plan for projected regional growth and is updated every eight years. A fair share goal is identified for every city within the region, and each city prepares a Housing Element that demonstrates the availability of suitable sites and public facilities to meet the regional share goals.

As detailed in the City's 6th Cycle Housing Element, San Diego is projected to add nearly 154,000 jobs between 2012 and 2035 even as the population of senior residents is projected to nearly double, growing from 11 percent to 18 percent of the population. These changes will increase demand for housing across income levels. The current 6th RHNA cycle target for the City is 108,036 new units by 2029 (City of San Diego 2021). Because the RHNA targets are set to meet the forecasted housing need, and production has historically been well below this need, the project would expand opportunities to yield higher intensity housing within appropriate areas to help accommodate planned residential growth. Implementation of the Village Climate Goal Propensity map along with adoption of the University CPU and Hillcrest FPA would facilitate housing, including higher intensity housing, in appropriate locations throughout the City; however, these actions are considered growth accommodating based on the population growth estimates referenced above and in light of regional housing shortages. Therefore, implementation of the project would not be growth inducing.

6.1 Blueprint SD Initiative

Implementation of the Village Climate Goal Propensity map is a General Plan implementation strategy to facilitate future Community Plan Updates, Specific Plans, and focused plan amendments that will support the City's realization of its existing housing goals. The Village Climate Goal Propensity map incorporates SANDAG's 2050 regional transportation network and was designed to implement the City's Climate Action Plan (CAP) by locating homes and jobs near high frequency transit, with the goal of supporting a shift in mode share from single occupancy vehicles to other non-vehicular models of travel including walking, biking, and transit. Therefore, the Blueprint SD Initiative is not growth inducing; rather its purpose is to direct planned growth to appropriate

locations to implement existing policies, including: the 2050 Regional Plan, the CAP, and the City's 6th Cycle (2021–2029) Housing Element.

6.2 Hillcrest Focused Plan Amendment

Implementation of the Hillcrest FPA was developed to be consistent with the General Plan and the City's CAP by increasing density and mix of uses by locating homes and jobs near high frequency transit, with the goal of supporting a shift in mode share from single occupancy vehicles to other non-vehicular models of travel including walking, biking and transit. Therefore, the Hillcrest FPA is not growth inducing; rather its purpose is to direct planned growth to appropriate locations to implement existing policies, including: the 2050 Regional Plan, the CAP, and the City's 6th Cycle (2021–2029) Housing Element.

6.3 University Community Plan Update

Implementation of the University CPU was developed to be consistent with the General Plan and the City's CAP by increasing density and mix of uses by locating homes and jobs near high frequency transit, with the goal of supporting a shift in mode share from single occupancy vehicles to other non-vehicular models of travel including walking, biking and transit. The University CPU is not growth inducing; rather its purpose is to direct planned growth to appropriate locations to implement existing policies, including: the 2050 Regional Plan, the CAP, and the City's 6th Cycle (2021–2029) Housing Element.

Chapter 7.0

Significant Unavoidable Impacts/Significant Irreversible Environmental Changes

7.1 Significant and Unavoidable Impacts

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15126.2(c), any significant unavoidable impacts of a project, including those impacts that can be mitigated, but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in the Program Environmental Impact Report (PEIR). Significant and unavoidable impacts related to aesthetics, air quality, biological resources, cultural resources, hydrology, noise, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire would occur with implementation of the following key project components:

- The "Blueprint SD Initiative," which includes adoption of a General Plan Amendment and associated discretionary actions.
- The Hillcrest Focused Plan Amendment (FPA) to the Uptown Community Plan (hereinafter referred to as the "Hillcrest FPA"), which includes rezones, amendments to the City of San Diego's (City's) Land Development Code, and associated discretionary actions.
- The University Community Plan and Local Coastal Plan Update (CPU) (hereinafter referred to as the "University CPU"), which includes rezones, amendments to the Land Development Code, and associated discretionary actions.

The significance of impacts and availability of any feasible mitigation measures is summarized in the Executive Summary Table ES-1. Where feasible, this Program Environmental Impact Report has incorporated mitigation measures (see Chapter 9.0) that would reduce potentially significant impacts; however, the following issue areas would remain significant and unavoidable:

4.1 Aesthetics

- Issue 1 Scenic Vistas (Direct and Cumulative)
- Issue 2 Scenic Highways (Direct and Cumulative)
- Issue 3 Visual Character or Quality of Public Views (Direct and Cumulative)
- Issue 4 Scenic Quality (Direct and Cumulative)
- Issue 5 Light, Glare, or Shade (Direct and Cumulative)

4.2 Air Quality

- Issue 1 Conflicts with Air Quality Plans (Direct and Cumulative)
- Issue 2 Air Quality Standards (Direct and Cumulative)

- Issue 3 Sensitive Receptors (Direct)
- Issue 4 Odors (Direct)

4.3 Biological Resources

- Issue 1 Sensitive Species (Direct and Cumulative)
- Issue 2 Sensitive Habitats (Direct and Cumulative)
- Issue 3 Wetlands (Direct and Cumulative)

4.4 Cultural Resources

- Issue 1 Historic Structures, Objects or Sites (Direct and Cumulative)
- Issue 2 Archaeological Resources (Direct and Cumulative)

4.9 Hydrology

- Issue 3 Inundation – Flood Flows (Direct)

4.11 Noise

- Issue 1 Ambient Noise Levels (Direct and Cumulative)
- Issue 2 Groundborne Vibration (Direct and Cumulative)

4.12 Public Services

- Issue 1 Public Facilities – Fire Protection, Police Protection, Schools, Libraries (Direct and Cumulative)

4.13 Recreation

- Issue 1 Deterioration of Parks and Recreational Facilities (Direct and Cumulative)
- Issue 2 Construction or Expansion of Recreational Facilities (Direct and Cumulative)

4.14 Transportation

- Issue 2 Vehicle Miles Traveled (Direct and Cumulative)

4.15 Tribal Cultural Resources

- Issue 1 Tribal Cultural Resources (Direct and Cumulative)

4.16 Utilities and Service Systems

- Issue 1 New or Expanded Utilities (Direct)
- Issue 3 Adequate Wastewater Capacity (Direct and Cumulative)

4.16 Wildfire

- Issue 1 Wildfire Hazards (Direct and Cumulative)
- Issue 3 Pollutants from Wildfire (Direct and Cumulative)
- Issue 4 Infrastructure (Direct and Cumulative)
- Issue 5 Flooding or Landslides (Direct and Cumulative)

7.2 Significant Irreversible Environmental Impacts

Section 15126.2(d) of the CEQA Guidelines requires an evaluation of the significant irreversible environmental changes which would occur should the proposed project be implemented.

Irreversible changes typically fall into one of three categories:

- Primary impacts such as the use of nonrenewable resources (i.e., biological habitat, agricultural land, mineral deposits, water bodies, energy resources and cultural resources);
- Primary and secondary impacts such as highway improvements which provide access to previously inaccessible areas; and
- Environmental accidents potentially associated with buildout of the project.

Section 15126.2(d) of the CEQA Guidelines states that irretrievable commitments of resources should be evaluated to assure that current consumption of such resources is justified.

Implementation of the project would not result in significant irreversible impacts to agricultural land, energy, mineral resources, or water bodies. For a discussion of energy consumption, refer to Section 4.5 Energy.

Regarding agricultural resources, the project areas are generally located within urbanized settings where the potential for loss of agricultural and forestry resources is low. As discussed in Chapter 5.0, Effects Found Not to be Significant, the approximately 13.27 acres identified as Farmland of Local Importance within the University CPU area is within an area of undeveloped, sloped land. A portion of the mapped Farmland of Local Importance is within developed land associated with Miramar Road. Based on the characteristics of this area of mapped Farmland of Local Importance, this land is not suitable for agriculture. Furthermore, the Farmland of Local Importance definition is a definition adopted by the County of San Diego that would not be appropriate to land within the incorporated boundaries of the City. Thus, no significant irreversible changes would occur.

With respect to biological resources, the project would primarily affect developed areas and if sensitive biological resources are present, future development within the project areas would be required to undergo a discretionary permit process in accordance with Environmentally Sensitive Lands Regulations, the City's Biology Guidelines, and the provisions of the Multiple Species Conservation Program (MSCP) as necessary. Similarly, future development within the project area that has the potential to impact wetlands would follow the applicable discretionary permit process in accordance with City and wildlife agency regulatory requirements. Project areas located within Multi-Habitat Preservation Area and Vernal Pool Habitat Conservation Plan (VPHCP) preserve would be subject to the Environmentally Sensitive Lands Regulations that would ensure no conflicts would occur in relation to the MSCP Subarea Plan or VPHCP. Additionally, future development adjacent to Multi-Habitat Preservation Area or VPHCP lands would be subject to the Land Use Adjacency Guidelines in MSCP Subarea Plan Section 1.4.3 and the Avoidance and Minimization Measures in VPHCP Section 5.2.1. Thus, no significant irreversible changes to biological resources would occur. As for mineral resources, the project areas are located within urbanized settings where the potential for loss of mineral deposits due to further development is considered low due to a lack of known

mineral resources in the area, and low feasibility of a mining operation within a highly developed urban setting due to land use conflicts. Thus, no significant irreversible changes would occur.

Buildout of the project areas would have significant and unavoidable impacts on historic structures, objects or sites and archaeological resources, as detailed in Section 4.4, Cultural Resources. Buildout of the project areas would also have significant and unavoidable impacts on tribal cultural resources, as detailed in Section 4.15, Tribal Cultural Resources. At a program level of analysis, it is assumed that at least some of those impacts would be irreversible.

With respect to environmental accidents potentially associated with the project, and as further discussed in Section 4.8, Hazards and Hazardous Materials, of this PEIR, potential impacts related to hazardous materials and associated health hazards from implementation of the project would be avoided or reduced to below a level of significance through mandatory conformance with applicable regulatory/industry standards and codes. Regarding wildfire, existing building codes and brush management regulations would be applied for all future development within the project areas and the entire City to ensure buildings and their occupants are not exposed to a significant wildfire risk. However, the increase in the number of residents located within areas at risk of wildland fires and within areas of the City that have limited evacuation routes available could increase the exposure of people and structures to wildfires. As increased density and development occurs in areas with potential wildfire risk, there could be a potential for increases in environmental accidents.

Chapter 8.0

Alternatives

The California Environmental Quality Act (CEQA) Guidelines Section 15126.6 requires that an Environmental Impact Report (EIR) compare the effects of a “reasonable range of alternatives” to further avoid or reduce the significant effects of a project. The CEQA Guidelines further specify that the alternatives selected should feasibly attain most of the basic project objectives and avoid or substantially lessen one or more significant effects of the project. The “range of alternatives” is governed by the “rule of reason,” which requires the EIR to set forth only those feasible alternatives necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (CEQA Guidelines Section 15126.6[f]). CEQA generally defines “feasible” to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, while also taking into account economic, environmental, social, technological, and legal factors.

As discussed in Chapter 4.0, implementation of the project would result in significant and/or cumulative environmental impacts related to aesthetics; air quality; biological resources; cultural resources; hazards and hazardous materials; hydrology; noise; public services; recreation; transportation; tribal cultural resources; utilities and services systems; water quality; and wildfire. In developing the alternatives to be addressed in this chapter, consideration was given regarding their ability to meet the basic objectives of the project and the potential to eliminate or substantially reduce significant environmental impacts as identified in Chapter 4.0 of this Program EIR (PEIR).

The following objectives for the project support the underlying purpose of the project, assist the City of San Diego (City) as lead agency in developing a reasonable range of alternatives to evaluate in this PEIR, and will ultimately aid the lead agency in preparing findings and overriding considerations, if necessary. The specific goals and objectives for the project include the following:

- Provide a policy and land use framework for residential capacity to meet the City’s Regional Housing Needs Allocation targets over the next 20 to 30 years.
- Provide options for services and amenities, such as shopping and grocery stores, public spaces, and parks and recreation facilities closer to homes so that most daily needs can be met through a short walk, bike, or transit ride.
- Provide housing of all types and for all income levels in a manner that affirmatively furthers fair housing.
- Establish land uses that facilitate transit-oriented, multiple-use villages, districts, and developments within the City’s Sustainable Development Areas (SDAs) in line with the General Plan’s Village Climate Goal Propensity Map and the Climate Action Plan (CAP).

- Provide affordable and convenient climate-friendly mobility options, such as walking/rolling, biking, and public transit, equitably throughout the City with a focus on areas with the greatest need.
- Plan for land uses that maximize the opportunity for housing near existing and future transit stations and stops identified in the San Diego Association of Governments (SANDAG) San Diego Forward: The 2021 Regional Plan (Regional Plan) and that allow residents, employees, students, and visitors to more safely, conveniently, and enjoyably travel by walking/rolling, biking, or transit in line with the CAP.
- Provide a range of densities that will facilitate denser development in vehicle miles traveled (VMT) efficient areas to work towards meeting the greenhouse gas (GHG) reduction targets of the CAP.
- Locate housing and goods/services in select areas near employment centers with convenient transit access to improve the jobs-housing balance, enhance, and strengthen employment areas, promote employment opportunities, and encourage sustainable development consistent with General Plan Refresh (Blueprint SD Initiative) and the CAP.
- Streamline the environmental review process for future planning documents to expedite the implementation of plans that facilitate the development of housing and infrastructure that meets the City's needs and further the CAP goals.

University CPU Specific Objectives

- Strengthen the community's role as a major employment center in the City by co-locating biotech and life sciences laboratories with the area's hospitals and other technological offices to create an innovation hub that serves the region.
- Increase affordable housing near biotech jobs and the University of California, San Diego to retain talent within the City and prevent employees and students from leaving the community due to high housing costs and long commute times. Look for opportunities to increase and enhance transportation connections within the community plan area and within the City.

Hillcrest FPA Specific Objectives

- Establish and enhance the cultural significance of the Hillcrest FPA area to honor and recognize Hillcrest's role as the historic center of the City's lesbian, gay, bisexual, transgender, queer community.
- Provide opportunities to increase and enhance transportation options, in particular, active transportation networks within the Hillcrest FPA area to create a walkable and active street network.

The alternatives addressed in this PEIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative would feasibly accomplish most or all of the basic objectives of the project;
- The extent to which the alternative would avoid or substantially lessen any of the identified significant environmental effects of the project.
- The feasibility of the alternative, taking into account site suitability, economic viability, availability of infrastructure, general plan consistency, and consistency with other applicable plans and regulatory limitations;
- The appropriateness of the alternative in contributing to a “reasonable range” of alternatives necessary to permit a reasoned choice; and
- The requirement of the CEQA Guidelines to consider a “no project” alternative, and to identify an “environmentally superior” alternative in addition to the no project alternative (Section 15126.6[e]).

Based on the criteria described above, this PEIR considers Alternative 1: No Project Alternative, Alternative 2: University CPU and Hillcrest FPA High Density Alternative, Alternative 3: Blueprint SD Initiative Distributed Growth Alternative, and Alternative 4: Blueprint SD Initiative Reduced Density Alternative. A side-by-side comparison of the potential impacts of the alternatives to the impacts identified for the project is provided in Table 8-1.

General descriptions of the characteristics of each of these alternatives, along with a discussion of their ability to reduce significant environmental impacts associated with the project are provided in the following subsections.

Table 8-1 Alternatives Comparison to the Project					
Environmental Issue Area	Project	No Project Alternative	University CPU and Hillcrest FPA High Density Alternative	Blueprint SD Initiative Distributed Growth Alternative	Blueprint SD Initiative Reduced Density Alternative
Aesthetics	S	S (<)	S (>)	S (>)	S (<)
Air Quality	S	S (<)	S (>)	S (>)	S (<)
Biological Resources	S	S (=)	S (=)	S (>)	S (<)
Cultural Resources	S	S (=)	S (=)	S (=)	S (=)
Energy	LS	LS (>)	LS (<)	LS (>)	S (>)
Geology and Soils	LS	LS (=)	LS (=)	LS (=)	LS (=)
Greenhouse Gas Emissions	LS	S (>)	LS (<)	S (>)	S (>)
Hazards and Hazardous Materials	LS	LS (=)	LS (=)	LS (=)	LS (=)
Hydrology	S	S (<)	S (=)	S (=)	S (<)
Land Use	LS	S (>)	LS (<)	LS (>)	LS (>)
Noise	S	S (<)	S (>)	S (<)	S (=)
Public Services	S	S (=)	S (=)	S (=)	S (=)
Recreation	S	S (=)	S (=)	S (=)	S (=)
Transportation	S	S (>)	S (<)	S (>)	S (>)
Tribal Cultural Resources	S	S (=)	S (=)	S (=)	S (=)
Utilities and Service Systems	S	S (=)	S (=)	S (=)	S (=)
Water Quality	LS	LS (<)	LS (=)	LS (=)	LS (<)
Wildfire	S	S (<)	S (>)	S (>)	S (=)
NOTES: S = Significant; LS = Less than Significant; (=) = Impacts the same/similar to the project; (<) = Impacts less than the project; (>) = Impacts greater than the project					

8.1 No Project Alternative

8.1.1 Description

Under the No Project Alternative, the Blueprint SD Initiative, Hillcrest FPA and University CPU, and all associated discretionary actions, would not be adopted and growth would continue to occur in accordance with the adopted General Plan and applicable community plans. The General Plan, University Community Plan, and Hillcrest Community Plan would not be aligned to the same extent with the latest policy direction from the SANDAG Regional Plan, the City's CAP, the Village Climate Goal Propensity Map, and other major City policy initiatives. The village propensity values identified in the Village Climate Goal Propensity Map serve as a general guide for the City to identify

opportunities for future homes and jobs as part of future community plan updates, specific plans, and focused plan amendments, with the potential for higher densities and intensities being assigned to areas with a higher village propensity value. Without the project and associated Village Climate Goal Propensity Map, it is anticipated that new homes and jobs would continue to occur throughout the City, but the development would likely not be as focused within Climate Smart Village Areas, which are areas that have the highest likelihood encouraging walking/rolling, biking and transit usage compared to driving. Under this alternative, future efforts to update community plans would take longer to complete, as environmental review would not be streamlined.

8.1.2 Analysis of No Project Alternative

a. Aesthetics

Development under the No Project Alternative would be required to comply with existing height limits and square footage limitations and would be required to incorporate features that enhance neighborhood character and minimize adverse impacts associated with increased bulk, scale, and height as part of the discretionary review process. Building materials, style, and architectural features would be reviewed to ensure the character of development meets required development standards. While compliance with existing regulations under the No Project Alternative would likely minimize impacts related to scenic vistas and public views and visual character, it cannot be ensured that future development under the No Project Alternative would result in less than significant impacts. Thus, while development under the No Project Alternative related to scenic vistas and views and neighborhood character would be significant, impacts would be reduced compared to development anticipated under the project.

Similar to the project, development under the No Project Alternative could occur in proximity to designated and eligible scenic routes, which could be within the potential scenic viewshed of these scenic routes. Therefore, impacts to scenic views or vistas from a state-designated highway would remain significant, although slightly reduced compared to the project.

While existing protections are in place to preserve the City's canyons and steep slopes, specific development proposals and grading quantities are not known at this time. It is possible that future development under the No Project Alternative could result in substantial landform alteration. Even with future discretionary review for projects that impact Environmentally Sensitive Lands (ESL) defined steep slopes, impacts would be significant, the same as the project.

Under the No Project Alternative, compliance with the City's Land Development Code (LDC) would ensure impacts relative to lighting and glare would be less than significant, the same as the project. Buildout of the No Project Alternative could result in development that could create new sources of substantial shade in the project areas. Future discretionary projects will undergo a project-specific environmental review which could identify additional project features and/or mitigation measures to address potential shade impacts. Although the No Project Alternative would result in less dense development, shade impacts would remain significant, although reduced compared to development anticipated under the project.

b. Air Quality

Air quality impacts under this alternative would be less than those anticipated under the project. Regarding existing air quality plans, the No Project Alternative would not conflict with the adopted Regional Air Quality Strategy (RAQS) or the State Implementation Plan (SIP), because development intensity under the No Project Alternative would be consistent with projections used by SANDAG in developing the RAQS and SIP. Therefore, impacts associated with consistency with air quality plans would be less than significant and less than the project.

Regarding operational emissions, impacts under the No Project Alternative would be significant, similar to those anticipated under the project. Construction emissions under the No Project Alternative would also be significant, similar to those anticipated under the proposed project as development would still occur throughout the City, just at different density/intensity and in different locations. Similar to the project, impacts to sensitive receptors from construction and operational emissions would occur under both the No Project Alternative and the project, and thus, air quality impacts would be significant for the No Project Alternative, similar to the project.

c. Biological Resources

Preservation of the region's biological resources has been addressed through the implementation of regional habitat conservation plans. Impacts to biological resources in the City are managed through the adopted Multiple Species Conservation Program (MSCP) Subarea Plan and Vernal Pool Habitat Conservation Plan (VPHCP), which are incorporated by reference in the City's adopted General Plan. The No Project Alternative would not conflict with these adopted conservation plans; therefore, impacts from conflicting with plans and policies for habitat conservation would be less than significant, the same as the project.

Impacts to biological resources—specifically sensitive species, sensitive habitats, and wetlands—under the project would be significant. While required compliance with the City's ESL regulations would largely avoid significant impacts under both the No Project Alternative and the project, it cannot be determined at this program level of review whether all biological resources impacts can be avoided, as it cannot be guaranteed that future projects can avoid or mitigate all impacts. Thus, impacts to sensitive species and habitats and wetlands would be significant under the No Project Alternative, the same as the project.

Under both the No Project Alternative and the proposed project, impacts to wildlife corridors and nursery sites would be avoided through compliance with the MSCP and compliance with protections afforded to Multi-Habitat Planning Area (MHPA) and MHPA adjacent lands. Therefore, like the project, impacts to sensitive species, sensitive habitats, and wetlands under the No Project Alternative would be significant, and impacts to wildlife corridors and nurseries and conflicts with the MSCP Subarea Plan and the VPHCP would be less than significant.

d. Cultural Resources

As with the project, future development under the No Project Alternative has the potential to result in significant direct and/or indirect impacts to historical resources. The extent of impacts to

historical resources resulting from implementation of the No Project Alternative would be similar to those identified for the project, as the extent and areas of disturbance by development would be generally the same and only the type and/or intensity of planned development capacity would change under the project. As with the project, implementation of the No Project Alternative would result in potentially significant impacts related to historical resources at the program level that would be significant .

Regarding prehistoric and archaeological resources, future development under the No Project Alternative, as with the project, has the potential to result in significant direct and/or indirect impacts to prehistoric and archaeological resources. The extent of impacts to prehistoric and archaeological resources resulting from implementation of the No Project Alternative would be similar to those identified for the project, as the extent and areas of disturbance by development would be generally the same and only the type and/or intensity of allowed development would change under the project.

The California H&SC provides a process and requirements for the identification and repatriation of collections of human remains or cultural items. With implementation of local, state, and federal regulations, impacts to human remains would be less than significant.

As with the project, implementation of the No Project Alternative would result in potentially significant impacts related to cultural resources at the program level that would be significant.

e. Energy

As with the project, future projects under the No Project Alternative would be subject to existing building and energy code regulations in place at the time in which they were implemented. However, this alternative would not increase the planned capacity for jobs and housing within the project areas, and could result in less dense housing developments, and accordingly less energy efficient housing.

At this program level of analysis, it is too speculative to quantify the construction-related energy consumption of future development, either in total or by fuel type. There are no known conditions in the project area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, development implemented in accordance with the alternative, like the project, would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects. Impacts would be less than significant.

Buildout under the No Project Alternative would result in higher energy consumption associated with transportation as this alternative would not support alternative modes of travel to the same degree as the project.

The No Project Alternative would result in a less than a significant impact related to conflicts with plans and policies that aim to incentivize energy efficiency; however, this alternative would be less energy efficient than the project.

The No Project Alternative would not achieve the planned densities and transportation infrastructure in the City's General Plan and community plans, and would contain fewer opportunities to reduce wasteful, inefficient, and unnecessary use of energy.

f. Geology and Soils

All future development requiring grading within the City must prepare a site-specific geotechnical investigation and implement site-specific measures to avoid geologic hazards. These regulations and requirements would apply equally to the No Project Alternative and to the project. Geologic hazards include seismic hazards, erosion or loss of topsoil, geologic instability, and expansive soils.

Adherence to the San Diego Municipal Code's (SDMC) grading regulations and construction requirements and implementation of the City's geotechnical study requirements would preclude significant impacts related to seismic hazards. Conformance to mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Construction in accordance with existing regulations and implementation of recommendations in the required site-specific geotechnical report would prevent impacts related to geologic instability. Finally, compliance with existing regulations would ensure that impacts associated with expansive soils are reduced to less than significant.

With implementation of recommendations included in site-specific geotechnical investigations required under the California Building Code (CBC) and SDMC, impacts related to geologic hazards would be less than significant under the No Project Alternative and the project.

Impacts to paleontological resources under the No Project Alternative would be less than significant, the same as the project. Future development projects implemented under this alternative could involve excavation of previously undisturbed areas, some of which may contain unique paleontological resources with fossil-bearing potential. Potential impacts to paleontological resources were evaluated in the General Plan PEIR and the analysis concluded that there is a potential for the cumulative loss of paleontological resources throughout the City as the City continues to develop in response to projected population growth. Likewise, development implemented in accordance with future development projects may result in the loss of unique paleontological resources or geologic formations with fossil-bearing potential. Pursuant to Section 142.0151 of the SDMC, all projects must comply with the General Grading Guidelines for Paleontological Resources included in Appendix P of the City's Land Development Manual. These guidelines also include the standard monitoring requirement, should a project meet the threshold for paleontological resource monitoring. This regulation would apply to projects within and outside of the project areas and would ensure that impacts to paleontological resources under this alternative would be less than significant, the same as the project.

g. Greenhouse Gas Emissions

The No Project Alternative would continue the land use patterns of the General Plan, University Community Plan, and Uptown Community Plan, and would not accommodate additional capacity for homes and jobs in transit-oriented, multiple-use villages within the City's SDAs in line with the Village Climate Goal Propensity Map and the City's CAP. As the No Project Alternative would not plan for housing and goods/services near employment centers with convenient transit access to the same

extent as the project, the No Project Alternative would not be as VMT efficient as the project, therefore, this alternative would have a greater impact related to conflicts with applicable GHG plans and policies.

This alternative could result in fewer vehicle trips than the project, which could translate into reduced GHG emissions. However, the No Project Alternative would not plan for density in Climate Smart Village Areas to the same extent as the project. Planning for growth in Climate Smart Village Areas is anticipated to result in an overall reduction in GHG emissions when considering planned population growth in the City. Additionally, the transit-oriented development envisioned in the University CPU and Hillcrest FPA would not be implemented in the No Project Alternative. Locating the most intense development in proximity to transit centers enables a greater proportion of the population to benefit from alternative transportation options and would ultimately reduce overall VMT and GHG emissions. Whereas the No Project Alternative GHG emissions would not be significant, this alternative would not support the City in obtaining citywide GHG emissions reduction targets under the CAP, resulting in significant and greater GHG and plan inconsistency impacts than the project due to its inconsistency with the City's CAP.

h. Hazards and Hazardous Materials

Compliance with federal, state, regional, and local health and safety laws and regulations would address potential health and safety impacts under the No Project Alternative, the same as the project. Hazardous materials and waste would be managed and used in accordance with all applicable federal, state, regional, and local laws and regulations, and neither the No Project Alternative nor the proposed project would create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

In accordance with City, state, and federal requirements, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted to occur at a contaminated site until a "no further action" clearance letter from the County of San Diego (County) Department of Environmental Health and Quality (DEHQ), or similar determination is issued by the San Diego Fire-Rescue Department (SDFD), California Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), or other responsible agency.

The alternative would not, on its own accord, increase the likelihood that hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste would occur near schools compared to baseline conditions. Future development implemented in accordance with the alternative would be subject to applicable regulations and industry and code standards and requirements related to hazardous emissions and the handling of hazardous materials, including as they relate to proximity to schools, therefore impacts related to schools under the No Project Alternative would be less than significant, similar to the project.

Regarding aircraft-related impacts, implementation of the No Project Alternative would be consistent with an adopted Airport Land Use Compatibility Plan (ALUCP) as future development

would be required to show compatibility with the requirements of the ALUCPs, the SDMC, and associated Federal Aviation Administration requirements.

Regarding emergency evacuation and response plans, the City and the County Office of Emergency Services (OES) continue to coordinate to update the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) as hazards, threats, population, and land use, or other factors change to ensure that impacts to emergency response plans are less than significant. Impacts under the project and the alternative would be less than significant.

i. Hydrology

Potential impacts related to hydrology resulting from implementation of the No Project Alternative include downstream flooding, erosion, and sedimentation, and associated changes in drainage patterns. Concerning downstream flooding, all development occurring within the project areas would be subject to drainage and floodplain regulations in the SDMC and would be required to adhere to the City's Drainage Design Manual, ESL Regulations protecting floodplains, Federal Emergency Management Agency standards, and the City's Storm Water Standards Manual. Under the No Project Alternative, significant impacts associated with mudflow could occur due to development areas near steep slopes and associated mudflow risk that could occur. Additionally, potential riverine flooding impacts would largely be avoided through compliance with the City and federal regulations; however, for project areas protected by the Provisionally Accredited Levee (PAL) in Mission Valley, impacts would remain significant. These significant impacts of the No Project Alternative related to mudflows and flooding in Mission Valley downstream of the PAL would be the same as for the project.

Future projects under the No Project Alternative would be required to comply with the City's drainage and floodplain regulations in the SDMC and would be required to adhere to the City's Drainage Design Manual, ESL Regulations protecting floodplains, FEMA standards, and the City's Stormwater Standards Manual which would ensure development is designed to avoid drainage impacts due to erosion and siltation, surface run-off, stormwater drainage systems, and flood flows; therefore, impacts would be less than significant.

Impacts related to pollutant release resulting from inundation within the No Project Alternative area are anticipated to be less than significant for most areas due to required compliance with applicable SDMC and FEMA regulations that require protection from flooding. Future development would be required to conform to the City's Flood Mitigation Plan and the SDMC for Development Regulations for SFHAs (Section 143.0145 and 143.0146) which would ensure flood hazards and the corresponding risk of release of pollutants due to inundation are minimized. Impacts related to development behind the PAL area are considered significant due to the level of uncertainty regarding this potential flooding impact. Under the No Project Alternative, impacts related to flooding and inundation would remain significant due to the affected area being subject to development in the existing condition.

j. Land Use and Planning

The No Project Alternative would not implement the project and accordingly would not, to the same extent as the project, plan for increased residential and mixed-use development intensities within areas with a medium to high village propensity value as detailed in Figure 3-1. The land use changes proposed in the University CPU and Hillcrest FPA would not be adopted, and the General Plan land use framework proposed by Blueprint SD Initiative would not be adopted to facilitate increased residential capacity needed to meet the City's Regional Housing Needs Assessment goals. Citywide per capita VMT would not be reduced to the same extent as the project; and the environmental review process for future planning documents would not be streamlined to expedite the implementation of Community Plan Updates, plan amendments, and LDC amendments anticipated to implement the Village Climate Goal Propensity map and goals and policies of the General Plan Refresh.

Unlike the project, the No Project Alternative would not plan for land uses that maximize the opportunity for housing near existing and future transit stations and stops identified in the SANDAG Regional Plan and that allow residents, employees, students, and visitors to more safely, conveniently, and enjoyably travel by walking/rolling, biking, or transit in line with the CAP. Therefore, while the No Project Alternative would not conflict with existing City plans or policies, it would not take the steps needed to fully achieve the goals of existing City plans or policies including the CAP to the same degree as the proposed project. Conflicts with an adopted ALUCP under the No Project Alternative would be similar to the project as future development would be required to comply with applicable Airport Influence Areas and regulations of the Airport Land Use Compatibility Overlay Zone. Conflicts with the City's MSCP Subarea Plan and VPHCP under the No Project Alternative would be similar to the proposed project as future development would be required to comply with these conservation plans at the time development is proposed. Impacts related to compliance with plans are less than significant.

Development under the No Project Alternative would not implement the policies as the project described in Section 4.10.4 Issue 1 which would reduce impacts related to division of existing communities. At a program level of review, it is not possible to determine whether future mobility improvements would physically divide an established community under the No Project Alternative, therefore impacts related to division of a community would be significant.

. Future projects that propose a deviation or variance would be required to make findings demonstrating compliance with City policies and regulations. Impacts related to deviations or variances would be less than significant and similar to the project.

k. Noise

The No Project Alternative would not plan for increased jobs and housing capacity in the project areas; however, the No Project Alternative could result in development and improvements within the same areas as the proposed project, with lower densities. Future development implemented under both the No Project Alternative and project would be required to comply with applicable City and state noise regulations including Title 24 Building Code requirements and the City's Noise Ordinance. The noise impacts of the No Project Alternative related to temporary construction noise

would be similar to the project, as construction activities under both the No Project Alternative and the project could potentially generate short-term noise levels in excess of 75 A-weighted decibels hourly equivalent sound level [dB(A) L_{eq}] at adjacent noise-sensitive uses. While the City regulates noise associated with construction equipment and activities through its Noise Abatement and Control Ordinance, due to the highly developed nature of the project areas, construction noise could impact sensitive receivers potentially located in proximity to construction sites. Thus, impacts associated with temporary construction noise would be significant and the same under the No Project Alternative as under the project.

Under the No Project Alternative impacts related to general ambient noise levels and traffic-related noise would be significant because it cannot be ensured that these noise impacts could be adequately reduced at a program level of analysis. Thus, impacts related to noise levels under the No Project Alternative would be the same as the project.

The proposed project analysis identified a significant impact related to groundborne vibration impacts due to the potential for future development to occur near existing or planned trolley and rail lines. Similar to the project, the No Project Alternative could result in development adjacent to trolley and rail lines which could expose people and structures to vibration impacts, although the extent of potential exposure would be reduced. Thus, vibration impacts of the No Project Alternative would be significant but reduced compared to the project.

I. Public Services

Existing infrastructure deficiencies exist in various areas throughout the City, and as development occurs, public facility improvements would likely be required to serve the City's growing population. While future facilities would undergo a separate environmental review and would comply with existing regulations at the time to address potential environmental impacts, impacts related to the construction and operation of public facilities would remain significant due to the inability to ensure each future facility would be able to fully mitigate their potential environmental impacts. Thus, impacts related to public services and facilities would be significant under the No Project Alternative, the same as the project.

m. Recreation

Existing infrastructure deficiencies exist in various areas throughout the City, and as development occurs, public facility improvements would likely be required to serve the City's growing population. While future facilities would undergo a separate environmental review and would comply with existing regulations at the time to address potential environmental impacts, impacts related to the construction and operation of public facilities would remain significant due to the inability to ensure each future facility would be able to fully mitigate their potential environmental impacts. Thus, impacts related to public services and facilities would be significant under the No Project Alternative, the same as the project.

n. Transportation

Potential impacts related to transportation under the No Project Alternative relate to consistency with City policies, VMT, design features, and emergency access. From a policy perspective, the No Project Alternative would not, to the same extent as the project, plan for land uses that maximize the opportunity for housing and jobs near existing and future transit stations and stops identified in the SANDAG Regional Plan in order to decrease citywide VMT. While impacts of the No Project Alternative related to transportation policy consistency would be less than significant, this alternative would not implement the City's transportation policies to the same degree as the project.

Concerning VMT impacts, the No Project Alternative would not, to the same extent, plan for land uses that maximize the opportunity for housing and jobs near existing and future transit stations and stops identified in the SANDAG Regional Plan to support reductions in VMT. Although the No Project Alternative could result in lesser development intensity and less potential vehicle trips, it would also not support and encourage alternative modes of transport by planning for additional capacity for housing and jobs in the project areas. The No Project Alternative is anticipated to result in residential development in less efficient VMT screening areas (>85 percent region average) than the project due to a lack of planned increased capacity for development in VMT efficient areas (<85 percent region average). Under both the No Project Alternative and the project, development could occur in VMT screening areas that exceed the City's VMT threshold (> 85 percent region average), resulting in a significant VMT impact, which is slightly greater than the project.

Concerning design features, under the No Project Alternative, proposed improvements to roadways or amenities such as bicycle facilities would undergo review and approval by the City Engineer. Adherence to City standards, including the City's Street Design Manual, would ensure that a substantial increase in hazards or incompatible uses would not occur as a result of the No Project Alternative. The No Project Alternative does not include any requirements that would result in a substantial increase in hazards due to design features or incompatible uses. Impacts would be less than significant, the same as the project.

Concerning emergency access, future development allowed under the No Project Alternative would be required to comply with all applicable City codes and policies related to emergency access and would be reviewed by the City Fire Marshal to ensure adequate emergency access. Therefore, impacts related to emergency access would be less than significant, like the project.

o. Tribal Cultural Resources

Future development under the No Project Alternative, as with the project, has the potential to result in significant direct and/or indirect impacts to tribal cultural resources. The extent of impacts to tribal cultural resources resulting from implementation of the No Project Alternative would be similar to those identified for the project, as the extent and areas of disturbance by development would be generally the same and only the type and/or intensity of allowed development would change under the project.

As with the project, implementation of the No Project Alternative would result in potentially significant impacts related to tribal cultural resources at the program level that would be significant.

p. Utilities and Service Systems

Potential impacts related to public utilities under this alternative relate to water supply, utilities, and solid waste and recycling. From a policy perspective, water supply impacts under this alternative would be less than the anticipated impacts of the project because development densities and intensities would be consistent with water supply planning documents and water supply analysis completed in recent CPU EIRs. The No Project Alternative would not result in densities in excess of what would have been considered in the latest water supply planning document. In contrast, the project would increase capacity for housing and jobs in the project areas, which could result in densities in excess of what would have been considered in the latest water supply planning document. Thus, water supply impacts of the No Project Alternative would be less than the project.

As site-specific information regarding future demand and available wastewater capacity to serve development anticipated under the No Project Alternative is not known at a program level of review, impacts are considered significant.

Mandatory compliance with the SDMC regulations, the City's Sewer Design Guidelines, and Public Utilities Department's Capital Improvement Program Guidelines and Standards would ensure future development under the No Project Alternative is required to demonstrate adequate wastewater facilities and capacity is available to serve the project, or that appropriate infrastructure improvements are constructed concurrent with development to ensure adequate capacity. However, at this program level of review and without project-specific development plans, impacts associated with the construction of utility infrastructure would be significant for future development under both the No Project Alternative and the project.

Concerning utilities, mandatory compliance with City standards for the design, construction, and operation of storm water, water distribution, wastewater, energy, and communications systems infrastructure would likely minimize significant environmental impacts associated with the future construction of and/or improvements to utilities infrastructure, under any alternative. However, at this program level of review and without the benefit of project-specific development plans, both direct and cumulative impacts associated with the construction of storm water, water distribution, wastewater, and communication systems would be significant for any future development, for both the No Project Alternative and the project.

Concerning solid waste and recycling, future development under the No Project Alternative would generate solid waste through demolition/construction and ongoing operations, which would increase the amount of solid waste generated within the region, the same as the project. However, future projects would be required to comply with City regulations regarding solid waste that are intended to divert solid waste from the Miramar Landfill to preserve capacity. Compliance with existing regulations requiring waste diversion would help preserve solid waste capacity. Therefore, impacts of the No Project Alternative associated with solid waste would be less than significant, the same as the project.

q. Water Quality

Potential impacts related to water quality of the No Project Alternative include water quality impacts, erosion, and sedimentation. However, all future development must comply with all National Pollutant Discharge Elimination System (NPDES) permit requirements, including the development of a storm water pollution prevention plan (SWPPP) if the disturbed area covers one acre or more. Future projects would also be required to follow the City's Storm Water Standards Manual for best management practices (BMPs) for stormwater treatment. New development under the No Project Alternative would be required to implement LID and storm water BMPs into the design of future projects to address the potential for the transport of pollutants of concern through either retention or filtration, consistent with the requirements of the Municipal Separate Storm Sewer System (MS4) Permit for the San Diego region and the City's Storm Water Standards Manual. Implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from the project areas to receiving waters. Thus, with compliance with the existing regulatory framework addressing protection of water quality, impacts would be less than significant for both the No Project Alternative and project.

Concerning groundwater, storm water regulations that encourage infiltration of storm water runoff and protection of water quality would protect the quality of groundwater resources and support infiltration where appropriate. Impacts would be less than significant for both the No Project Alternative and project.

r. Wildfire

Potential impacts relating to wildfire under the No Project Alternative includes exposure of people or structures to wildfires, impairment of an emergency response plan, pollutants from wildfires, infrastructure, and flooding or landslides. Future development under the No Project Alternative and the project would be required to comply with the City's Fire Code, Building Regulations, and Brush Management Regulations which would ensure that people and structures are protected from potential wildland fire hazards. However, like the project, the No Project Alternative could result in development in areas subject to wildfire risk; however, the No Project Alternative would not plan for the same capacity for jobs and housing within the project areas, and thus, would result in reduced potential exposure of residents to wildfire risk, thus impacts related to exposure to wildfire hazards is significant for the No Project Alternative, similar to the project

Regarding emergency evacuation and response plans, the City and the County OES continue to coordinate to update the MJHMP as hazards, threats, population, and land use, or other factors change to ensure that impacts to emergency response plans are less than significant. Therefore, evacuation impacts under the No Project Alternative are less than significant, similar to the project.

Risk from wildfire and potential exposure of persons to pollutants from wildfire would be significant under both the No Project Alternative and the project, although to a lesser degree under the No Project Alternative due to the potential reduced capacity. Wildfire impacts related to required utility improvements and impacts related to flooding or landslide following a wildfire would be the same (significant) under both the project and the No Project Alternative.

8.1.3 Conclusion

The No Project Alternative would not, to the same extent as the project, plan for land uses that maximize the opportunity for housing near existing and future transit stations and stops identified in the SANDAG Regional Plan and that allow residents, employees, students, and visitors to more safely, conveniently, and enjoyably travel by walking/rolling, biking, or transit in line with the CAP. Although the No Project Alternative would allow for development consistent with existing community plans and zoning, this alternative would not plan for the transit-oriented jobs and housing capacity needed to support long-term GHG reduction initiatives including a transition to non-vehicular forms of travel within SDAs and would not support higher densities in proximity to transit to the same extent. This alternative would not assist with achieving the housing needed to meet the City's Regional Housing Needs Assessment targets to the same extent.

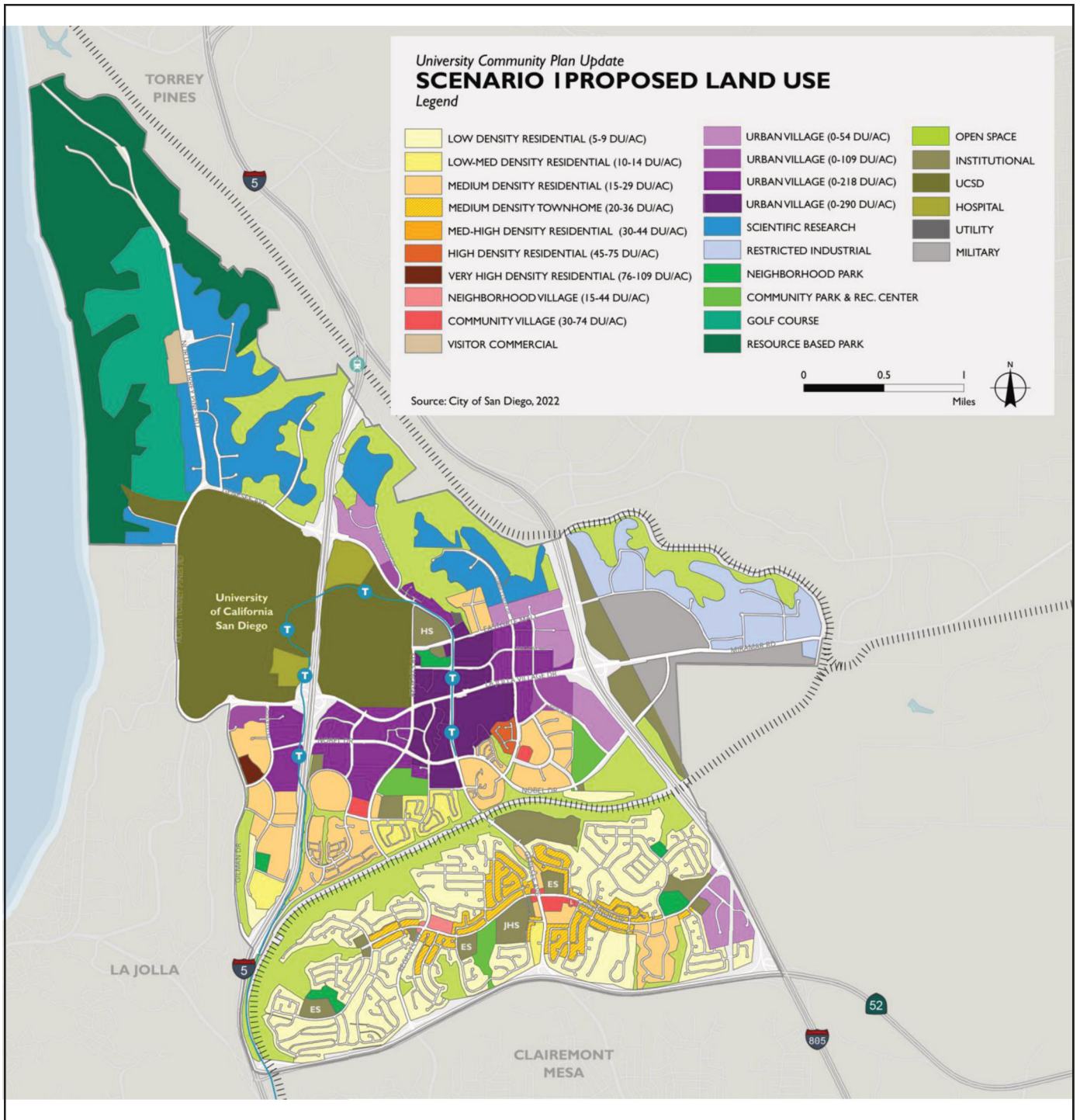
The No Project Alternative would result in reduced impacts compared to the project for the issues of hydrology and water quality, noise, wildfire, and aesthetics. However, impacts of the No Project Alternative would be greater than the project for the issues of land use, energy, GHG emissions, and transportation. Overall, the No Project Alternative would achieve the policy objectives of the City's CAP and City of Villages strategy to a lesser extent than the project.

8.2 University Community Plan Update and Hillcrest Focused Plan Amendment High Density Alternative

8.2.1 Description

The University CPU and Hillcrest FPA High Density Alternative is a land use alternative that would result in greater non-residential and residential development capacity within these two planning areas. The Blueprint SD Initiative would remain the same as in the project for this alternative. Compared to the University CPU's proposed increase in non-residential development capacity, this alternative would accommodate approximately six million more square feet of non-residential build-out capacity in the University CPU area. Similarly, residential capacity under this alternative would increase, accommodating up to an additional 26,000 new homes compared to the proposed University CPU. Under this alternative, the central core of the University community would include higher density ranges, allowing up to 290 dwelling units per acre within the highest intensity Urban Village designation. This alternative would seek to maximize density in proximity to the Executive Trolley Station, Nobel Trolley Station, and the University Towne Center Transit Center. Refer to Figure 8-1 for a depiction of the University component of this alternative.

Under this alternative, the Hillcrest FPA area would also be designated with higher intensity residential and commercial land use intensities. Refer to Figure 8-2 for a depiction of the proposed land uses that would apply within the Hillcrest FPA. This alternative would accommodate up to approximately 1,000 additional residential dwellings within the Hillcrest FPA. This alternative would include additional homes expanding further along University Avenue at 290 dwelling units per acre and in areas surrounding the central core within the Commercial Activity Boundary. This alternative would seek to maximize density in proximity to the central core to create a walkable and dense environment.



Scenario I Metrics *

Jobs
150,000

Homes
83,000

Jobs to Housing Ratio
1.81

FIGURE 8-1
University High-Density Alternative

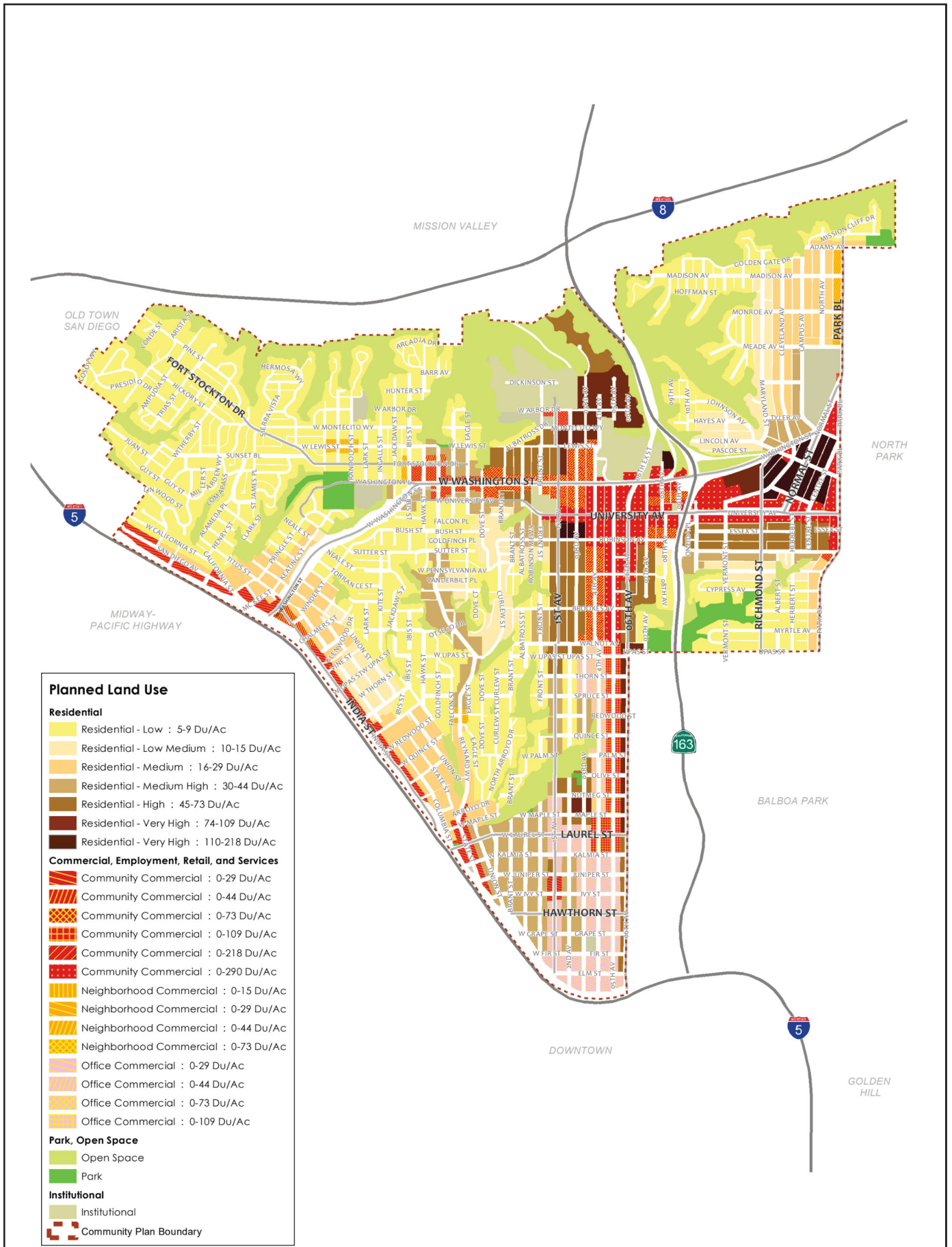


FIGURE 8-2
High-Density Hillcrest Alternative

8.2.2 Analysis of University Community Plan and Hillcrest Focused Plan High Density Alternative

a. Aesthetics

Development associated with implementation of the University and Hillcrest High Density Alternative could adversely impact public scenic vistas or views to a greater extent than the project due to potential additional densities allowed under this alternative. At a program level of review, and without project-specific development plans, impacts associated with scenic vistas and viewsheds would be significant, the same as the project. This impact would be slightly increased compared to the project due to the increase in potential development intensity, massing, and height.

Development under this alternative could occur in proximity to designated and eligible scenic routes and could be within the potential scenic viewshed of these scenic routes. Therefore, impacts to scenic views or vistas from a state-designated highway would remain significant and similar to the project.

Both the project and this alternative would implement the proposed Supplemental Development Regulations (SDRs) for the Community Plan Implementation Overlay Zone Type A areas within the Hillcrest FPA area and the University CPU area. With implementation of these SDRs, development would be required to incorporate design features that enhance the visual character and quality of public spaces by including features such as promenades, complete streets, and street trees. Development regulations would also minimize adverse impacts associated with increased bulk, scale, and height. Building materials, style, and architectural features would be reviewed to ensure the development meets required development standards. Notwithstanding these requirements, at a program level of review, and without project-specific development plans, impacts associated with visual character and quality of public views would be significant for both the project and the alternative.

While existing protections are in place to preserve the City's canyons and steep slopes, specific development proposals and grading quantities are not known at this time. It is possible that future development under the project could result in substantial landform alteration. Even with future discretionary review for projects that impact ESL defined steep slopes, impacts would be significant. Required compliance with the LDC would ensure impacts relative to lighting and glare would be less than significant. Buildout of this alternative could result in development that could create new sources of substantial shade in the project areas. Future discretionary projects will undergo a project-specific environmental review which could identify additional project features and/or mitigation measures to address potential shade impacts. Nevertheless, shade impacts would remain significant and slightly greater compared to the project due to the increase development proposed under this alternative.

b. Air Quality

Air quality impacts under the University Community Plan and Hillcrest Focused Plan High Density Alternative would be similar to the anticipated impacts under the project. Like the project, the

University and Hillcrest High Density Alternative would permit development resulting in increased emissions levels compared to those anticipated under the existing land use plans. This alternative would theoretically allow for more dwelling units and vehicle trips than allowed under the proposed project; however, both projects would result in greater density than what was anticipated in developing the RAQS and SIP and, as such, would conflict with implementation of the RAQS and SIP. Therefore, air quality impacts associated with consistency with the RAQS and SIP under this alternative would be significant.

The air quality impacts related to construction emissions would be significant, similar to the project as construction emissions could occur to a similar degree as the project. Under this alternative, operational air quality impacts would result in the same impact conclusions as the project, although due to increased density and trips, impacts would be slightly greater.

Although, implementation of the alternative is not anticipated to create operational-related objectionable odors affecting a substantial number of people within the City; at a program level of review the specific details of individual projects are not known at this time; therefore, impacts related to objectionable odors would be significant. Similarly, because it cannot be known whether projects with stationary source emissions that are near sensitive receptors would be able to reduce emissions below the significance thresholds, this impact would remain significant.

c. Biological Resources

This alternative would result in the same level of biological resources impacts as the project. Implementation of this alternative could result in a potentially significant impact related to sensitive species, sensitive habitats, and wetlands. Pursuant to the ESL Regulations, both ministerial and discretionary projects would be reviewed for the presence of ESL. If the development area is determined to support ESL, the project would be reviewed for consistency with the ESL Regulations, the City's Biology Guidelines, and the provisions of the MSCP and VPHCP. Nevertheless, even with implementation of existing regulatory protections for biological resources, impacts to sensitive species and habitats resulting from future development within the project areas would be significant. Similarly, any project with impacts to wetlands would undergo a discretionary review demonstrating compliance with the City's Biology Guidelines, ESL Regulations, and the MSCP Subarea Plan; however, at a program level of review it cannot be determined whether impacts could be fully mitigated. Therefore, like the project, impacts to wetlands under this alternative would be significant.

Impacts of this alternative related to wildlife corridors and nursery sites would be less than significant, the same as the project due to the location of development areas within existing urban settings. The location of development under this alternative would not change; only the allowable intensities. Impacts to wildlife corridors and nursery sites would also be avoided through compliance with the MSCP and compliance with protections afforded to MHPA and MHPA adjacent lands. Impacts related to MSCP and VPHCP consistency under this alternative would be less than significant, the same as the project due to required compliance with the ESL Regulations which require that any project located adjacent to the MHPA comply with the MHPA Land Use Adjacency Guidelines, which would ensure potential direct and indirect impacts to sensitive habitats and wildlife species within MHPA would be avoided.

d. Cultural Resources

As with the project, future development under the Hillcrest and University High Density Alternative has the potential to result in significant direct and/or indirect impacts to cultural resources. While the state and local regulations provide for the protection of designated and potential cultural resources, at a program level of analysis it is impossible to ensure the successful preservation of these resources within the project areas. Thus, potential impacts to cultural resources would be considered significant, the same as the project.

The California H&SC provides a process and requirements for the identification and repatriation of collections of human remains or cultural items. With implementation of local, state, and federal regulations, impacts to human remains would be less than significant.

e. Energy

As with the project, future projects under the University and Hillcrest High Density Alternative would be subject to existing building and energy code regulations in place at the time in which they are implemented. In addition, this alternative would include an updated mobility framework that incorporates the SANDAG Regional Plan transportation network, which would support increased bicycle, pedestrian, and transit infrastructure and development intensities near these amenities in accordance with the City's CAP goals. Compared to the project, this alternative would result in increased potential development intensities near transit infrastructure, providing transit supportive densities to a greater extent than the project. Both the project and this alternative would provide policies in support of transportation infrastructure and amenities that encourage non-vehicular travel choices; however, transit supportive densities would be achieved to a greater extent than the project.

At this program level of analysis, it is too speculative to quantify the construction-related energy consumption of future development, either in total or by fuel type. There are no known conditions in the project area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, development implemented in accordance with the alternative, like the project, would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects. Impacts would be less than significant.

This alternative would promote a more energy efficient land use pattern and contains opportunities to reduce wasteful, inefficient, and unnecessary use of energy; thus, it would be consistent with plans and policies that aim to incentivize energy efficiency. Impacts related to energy would be less than significant and similar to the project.

f. Geology and Soils

All future development requiring grading within the City must prepare a site-specific geotechnical investigation and implement site-specific measures to avoid geologic hazards. These regulations and requirements would apply equally to the University and Hillcrest High Density Alternative and to the proposed project. Geologic hazards include seismic hazards, erosion or loss of topsoil, geologic

instability, and expansive soils. Adherence to the SDMC grading regulations and construction requirements and implementation of the City's geotechnical study requirements would preclude significant impacts related to seismic hazards. Conformance to mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Construction in accordance with existing regulations and implementation of recommendations in the site-specific geotechnical report would prevent impacts related to geologic instability.

With implementation of recommendations included in site-specific geotechnical investigations required under the CBC and SDMC, impacts related to geologic hazards within the project areas would be less than significant under both the University and Hillcrest High Density Alternative and the project.

Impacts to paleontological resources under the University and Hillcrest High Density Alternative would be less than significant, the same as the project. Future development projects implemented under this alternative could involve excavation of previously undisturbed areas, some of which may contain unique paleontological resources with fossil-bearing potential. Potential impacts to paleontological resources were evaluated in the General Plan PEIR and the analysis concluded that there is a potential for the cumulative loss of paleontological resources throughout the City as the City continues to develop in response to projected population growth. Likewise, development implemented in accordance with future development projects may result in the loss of unique paleontological resources or geologic formations with fossil-bearing potential. Pursuant to Section 142.0151 of the SDMC, all projects must comply with the General Grading Guidelines for Paleontological Resources included in Appendix P of the City's Land Development Manual. These guidelines also include the standard monitoring requirement, should a project meet the threshold for paleontological resource monitoring.

This regulation would apply to projects within and outside of the project areas and would ensure that impacts to paleontological resources under this alternative would be less than significant, the same as the project.

g. Greenhouse Gas Emissions

The increased residential and non-residential development capacity under this alternative could result in greater emissions of GHGs due to greater density and associated vehicle trips; however, this alternative would increase capacity for development intensity to be focused around high quality transit and in locations where the propensity for alternative modes of transportation such as walking/rolling, bicycling, and transit use are high, as compared to single occupancy vehicle use. Overall, this alternative would be consistent with CAP goals because it would focus development intensity within high village propensity areas and support implementation of the Regional Plan transportation network, similar to the project, thereby implementing the City's vision to support alternative modes of transportation that can ultimately reduce GHG emissions. Impacts associated with GHG emissions would be less than significant under the project as well as under the University and Hillcrest High Density Alternative. Both this alternative and the project would focus development density near transit and thus both would be VMT efficient as compared to existing

conditions. Thus, GHG emissions are assumed to be similar to the project. Impacts related to consistency with the CAP would be less than significant.

h. Hazards and Hazardous Materials

Compliance with federal, state, regional, and local health and safety laws and regulations would address potential health and safety impacts that could occur under the Hillcrest and University High Density Alternative, similar to the project. Hazardous materials and waste would be managed and used in accordance with all applicable federal, state, regional, and local laws and regulations, and the project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

In accordance with City, state, and federal requirements, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted to occur at a contaminated site until a “no further action” clearance letter from the County DEHQ, or similar determination is issued by the SDFD, DTSC, RWQCB, or other responsible agency.

The alternative would not, on its own accord, increase the likelihood that hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste would occur near schools compared to baseline conditions. Future development implemented in accordance with the alternative would be subject to applicable regulations and industry and code standards and requirements related to hazardous emissions and the handling of hazardous materials, including as they relate to proximity to schools, therefore impacts related to schools under the alternative would be less than significant, similar to the project.

Regarding emergency evacuation and response plans, the City and the County OES continue to coordinate to update the MJHMP as hazards, threats, population, and land use, or other factors change to ensure that impacts to emergency response plans are less than significant. Impacts from hazards and hazardous materials would be similar and less than significant for this alternative and the project.

i. Hydrology

Potential impacts related to hydrology under the Hillcrest and University High Density Alternative include downstream flooding, erosion, and sedimentation.

Future projects under the alternative would be required to comply with the City’s drainage and floodplain regulations in the SDMC and would be required to adhere to the City’s Drainage Design Manual, ESL Regulations protecting floodplains, FEMA standards, and the City’s Stormwater Standards Manual which would ensure development is designed to avoid drainage impacts due to erosion and siltation, surface run-off, stormwater drainage systems, and flood flows; therefore, impacts would be less than significant.

Impacts related to pollutant release resulting from inundation within the alternative area are anticipated to be less than significant for most areas due to required compliance with applicable

SDMC and FEMA regulations that require protection from flooding. Future development would be required to conform to the City's Flood Mitigation Plan and the SDMC for Development Regulations for SFHAs (Section 143.0145 and 143.0146) which would ensure flood hazards and the corresponding risk of release of pollutants due to inundation are minimized. Impacts related to development behind the PAL area are considered significant due to the level of uncertainty regarding this potential flooding impact. Under the alternative, impacts related to flooding and inundation would still be significant in the same areas as under the project where there is existing development in flood inundation zones.

j. Land Use and Planning

The University Community Plan and Hillcrest Focused Plan High Density Alternative would increase residential and non-residential development intensities within the University CPU area in proximity to the Executive Trolley Station, Nobel Trolley Station, and the University Towne Center Transit Center and would increase development intensities in Hillcrest compared to the project.

This alternative would result in a less than significant impact related to consistency with the ESL Regulations, the same as the project, as existing procedures are in place to ensure compliance with the ESL Regulations. Both the project and this alternative would be consistent with the California Coastal Act. Impacts related to conflicts with an adopted ALUCP would be less than significant, the same as the project as all applicable safety provisions of the ALUCP and Federal Aviation Administration regulations would ensure consistency with ALUCP policies. This alternative would achieve greater consistency with the SANDAG Regional Plan and the City's CAP by increasing allowable development intensities near high quality transit. Impacts related to MSCP and VPHCP consistency would be less than significant and similar to the project as all development would be required to comply with applicable requirements of the respective plans. This alternative's impact in terms of conflicts with plans and policies that aim to focus development within transit rich areas to support reductions in VMT and GHG emissions, supporting CAP consistency would be less than significant, similar to the project impacts.

Development under this alternative would not physically divide an established community as it would still implement the same policies as the project described in Section 4.10.4 Issue 1 therefore impacts would be less than significant.

Future projects that propose a deviation or variance would be required to make findings demonstrating compliance with City policies and regulations. Impacts related to division of a community and deviations or variances would be less than significant and similar to the project.

k. Noise

Noise impacts under this alternative may include increases in traffic-related noise due to higher traffic volumes along local roadways, potential noise impacts to noise-sensitive land uses, increases in construction noise, and potential groundborne noise and vibration impacts due to development adjacent to trolley or rail lines. An increase in traffic-generated noise could result in an increase in ambient noise levels that exceed the City's significance thresholds. Impacts related to ambient noise and traffic-related noise increases would be significant, and slightly increased compared to the

project. Impacts related to rail noise would be significant, the same as the project. While it is not anticipated that stationary noise sources associated with this alternative would result in noise exceeding property line limits, at a program level of review it cannot be ensured without site-specific development details and equipment locations which are not available at this time. Thus, impacts related to noise ordinance compliance under this alternative would be significant, the same as the project.

Future development implemented under both the University and Hillcrest High Density Alternative and project would be required to comply with applicable City and state noise regulations including Title 24 Building Code requirements and the City's Noise Ordinance. The temporary construction noise impacts of this alternative would be similar to the project, as construction activities could potentially generate short-term noise levels in excess of 75 dB(A) L_{eq} at adjacent properties. While the City regulates noise associated with construction equipment and activities through its Noise Abatement and Control Ordinance, due to the highly developed nature of the project areas with sensitive receivers potentially located in proximity to construction sites, there is the potential for construction to occur that would expose existing sensitive receptors to significant noise levels. Thus, impacts associated with temporary construction noise would be significant and the same under this alternative as under the project.

I. Public Services

Existing infrastructure deficiencies exist in various areas throughout the City, and as development occurs, public facility improvements (e.g., police, fire, schools, libraries) will likely be required to serve the City's growing population. At the time future facilities are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new facilities. However, as the location and need for potential future facilities cannot be determined at this time, it is unknown what specific impacts may occur. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential facilities would be mitigated to a less than significant level, impacts would be significant, the same as the project.

m. Recreation

Existing recreation deficiencies exist in various areas throughout the City, and as development occurs, recreation facility improvements will likely be required to serve the City's growing population. At the time future facilities are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of parks. However, as the location and need for potential future recreational facilities cannot be determined at this time, it is unknown what specific impacts may occur. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential recreational facilities would be mitigated to a less than significant level, impacts would be significant, the same as the project.

n. Transportation

Like the project, the University and Hillcrest High Density Alternative is intended to facilitate the development of high density, multi-family residential land uses in areas that have existing or planned propensity for walking/rolling, bicycling, and transit use. This alternative would increase densities within the City's high village propensity value areas, adding increased opportunities for density in areas proximate to transit. Implementation of this alternative would provide greater opportunities for housing and jobs near existing and future transit stations and stops identified in the SANDAG Regional Plan compared to the project. Impacts related to transportation policy consistency would be less than significant, but slightly reduced compared to the project.

The increased densities under this alternative could support higher transit ridership in the long run and decrease citywide VMT compared to the project as this alternative would maximize the opportunity for housing and jobs near existing and future transit stations and stops identified in the SANDAG Regional Plan to support reductions in VMT. Buildout of this alternative could result in greater development intensity and potential vehicle trips; however, it would encourage transit-oriented development and support and encourage alternative modes of transport. Implementation of this alternative is anticipated to result in residential development in greater VMT efficient areas (<85 percent of the regional average); however, at this program level of analysis, it is not feasible to ensure full implementation of the SANDAG Regional Plan's transportation investments. Thus, impacts would be significant, but slightly reduced compared to the project.

Concerning design features, under this alternative, any proposed improvements to roadways or transportation infrastructure would undergo the same review by the City Engineer as the project. Adherence to City standards, including the City's Street Design Manual, would ensure that a substantial increase in hazards or incompatible uses would not occur, the same as the project. The University and Hillcrest High Density Alternative does not include any requirements that would result in a substantial increase in hazards due to design features or incompatible uses. Impacts would be less than significant under this alternative, the same as the project.

Concerning emergency access, future development allowed under this alternative would be required to comply with all applicable City codes and policies related to emergency access and would be reviewed by the City Fire Marshal to ensure adequate emergency access. Therefore, impacts related to emergency access would be less than significant, like the project.

o. Tribal Cultural Resources

As with the project, future development under the Hillcrest and University High Density Alternative has the potential to result in significant direct and/or indirect impacts to tribal cultural resources. While the state and local regulations provide for the protection of tribal cultural resources, it cannot be ensured that all resource impacts could be avoided. Thus, potential impacts to tribal Cultural Resources would be considered significant, the same as the project.

p. Utilities and Service Systems

Under the University Community Plan and Hillcrest High Density Alternative, there would be an increase in water demand; however, like the project, water supplies are available to support substantial growth in the City considering the low residential unit production that has occurred in the City in comparison to the high densities that have been authorized in recent CPUs and accounted for in water supply projections. Similar to the project, water is anticipated to be available to serve the project and impacts would be less than significant.

Mandatory compliance with City standards for the design, construction, and operation of storm water, water distribution, wastewater, energy, and communications systems infrastructure would likely minimize significant environmental impacts associated with the future construction of and/or improvements to utility infrastructure. However, at this program level of review and without the benefit of project-specific development plans, impacts associated with the construction of utility infrastructure would be significant and similar to the project.

As site-specific information regarding future demand and available wastewater capacity to serve development anticipated under the alternative is not known at a program level of review, impacts are considered significant.

Mandatory compliance with the SDMC regulations, the City's Sewer Design Guidelines, and Public Utilities Department's Capital Improvement Program Guidelines and Standards would ensure future development under the alternative is required to demonstrate adequate wastewater facilities and capacity is available to serve the project, or that appropriate infrastructure improvements are constructed concurrent with development to ensure adequate capacity. However, at this program level of review and without project-specific development plans, impacts associated with the construction of utility infrastructure would be significant for future development under both the alternative and the project.

Future development within the project areas would generate solid waste through demolition/construction and ongoing operations, which would increase the amount of solid waste generated within the region. However, future projects would be required to comply with City solid waste regulations to preserve capacity. Compliance with existing regulations requiring waste diversion would help preserve solid waste capacity. Therefore, impacts associated with solid waste would be less than significant, the same as the project.

q. Water Quality

Potential impacts related to water quality under the Hillcrest and University High Density Alternative include water quality impacts, erosion, and sedimentation. However, all future development must comply with all NPDES permit requirements, including the development of a SWPPP if the disturbed area covers one acre or more. Future projects would also be required to follow the City's Storm Water Standards Manual for BMPs for treatment. New development occurring within the project areas would be required to implement LID and storm water BMPs into the design of future projects to address the potential for transport of pollutants of concern through either retention or filtration,

consistent with the requirements of the MS4 Permit for the San Diego region and the City's Storm Water Standards Manual. Implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from the project areas to receiving waters. Thus, with compliance with the existing regulatory framework addressing protection of water quality, impacts would be less than significant, the same as the project.

Regarding groundwater, storm water regulations that encourage infiltration of storm water runoff and protection of water quality would protect the quality of groundwater resources and support infiltration where appropriate. Impacts would be less than significant, the same as the project.

r. Wildfire

Future development that would occur under this alternative would be required to comply with the City's Fire Code, Building Regulations, and Brush Management Regulations aimed at ensuring the protection of people or structures from potential wildland fire hazards. While implementation of and adherence to this regulatory framework would reduce potential wildfire impacts, the increase in the number of residents located within areas at risk of wildland fires could increase the exposure of people and structures to wildfires and impacts would be significant.

Regarding emergency evacuation and response plans, the City and the County OES continue to coordinate to update the MJHMP as hazards, threats, population, and land use, or other factors change to ensure that impacts to emergency response plans are less than significant. Therefore, evacuation impacts under this alternative are less than significant, similar to the project.

Similarly, the potential increase in exposure of people to pollutant concentrations from wildfire would be significant. While these impacts would be significant under the project, they would be slightly increased compared to the project due to the increased densities.

Risk from wildfire and potential exposure of persons to pollutants from wildfire would be significant under both the alternative and the project. Wildfire impacts related to required utility improvements and impacts related to flooding or landslide following a wildfire would be the same (significant) under both the project and the alternative.

8.2.3 Conclusion

The University and Hillcrest High Density Alternative would allow for increased development potential within high village propensity value areas, which could lead to greater densities within areas with a high propensity for walking/rolling, bicycling and transit. These higher density land use plans would be consistent with the SANDAG Regional Plan and CAP by adding density in areas supportive of alternative transportation and associated reductions in VMT and GHG emissions. However, impacts related to noise compatibility would increase due to increased development potential near high volume roadways, increasing potential noise incompatibilities. However, like the project, the University and Hillcrest High Density Alternative is designed to reduce vehicle trips overall in the long term and facilitate a shift to alternative modes. All impact conclusions of this alternative would be the same as the project; however, the less than significant impacts related to land use, GHG emissions, and energy would be reduced slightly under the alternative. The

significant impacts related to transportation would remain significant under this alternative but would be slightly reduced. The significant impacts related to air quality, noise, wildfire, and aesthetics would remain significant under this alternative, but impacts would increase slightly.

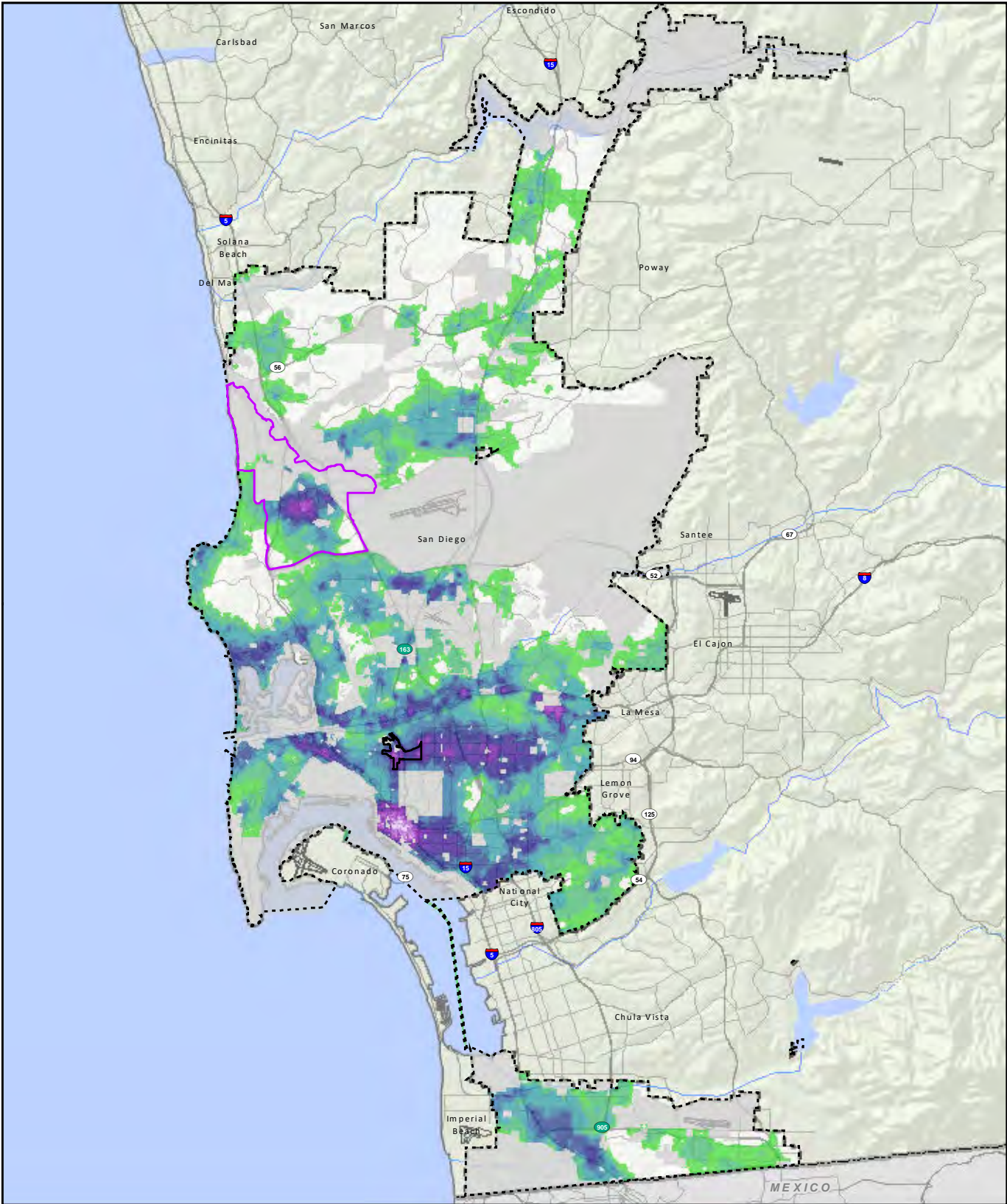
While this alternative would achieve the project objectives to the same degree as the project, it was not selected as the project due to unlikelihood that development at the higher intensities would be feasible and actually implemented. No significant impacts of the project would be completely avoided by this alternative and on the balance, impacts would slightly increase compared to the project.

8.3 Blueprint SD Initiative Distributed Growth Alternative

8.3.1 Description

Under this alternative, the General Plan Land Use and Community Planning Element Figure LU-1 would be amended to support growth within areas with a village propensity value of 4 and above (Figure 8-3). Additional areas throughout the City would be targeted for residential and mixed-use growth, including areas with a lower propensity for alternative modes of transportation such as walking/rolling, biking and transit. While this alternative would not implement a land use framework that accounts for the SANDAG Regional Plan transportation network and would not achieve CAP mode share goals to the same degree, the alternative would distribute density more broadly in the City, resulting in lower intensity development and reduced building heights within areas with a Village Climate Goal Propensity Value between 7 through 14. The same overall growth projections are assumed under this alternative, but they would be achieved in a more distributed manner. In other words, this alternative would plan for more growth in areas with a village propensity value of 4 through 6 and for lower development maximums within areas with a village propensity value of 7 through 14. Thus, under this alternative, residential and commercial development intensity would be more distributed throughout the City, rather than being focused within levels 7 through 14 where development would most effectively support shifts in mode share toward walking, transit, and bicycling. The University CPU and Hillcrest FPA would remain the same as in the proposed project in this alternative.

The Blueprint SD Initiative Distributed Growth Alternative would accommodate the same amount of growth as the project, but it would occur in a more distributed manner throughout the City. This alternative would not achieve the mode share goals of the CAP to the same degree as the project, and would result in reduced consistency with the General Plan and the CAP. This alternative would distribute growth more widely in areas of the City with less propensity for walking/rolling, bicycling and transit, this could conflict with various General Plan land use and mobility plans and policies that aim to support densification in areas that would achieve associated VMT efficiencies.



- Hillcrest Focused Plan Amendment Area
- University Community Plan Update Area
- San Diego City Limits
- Exclusion Area

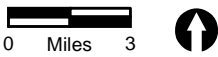
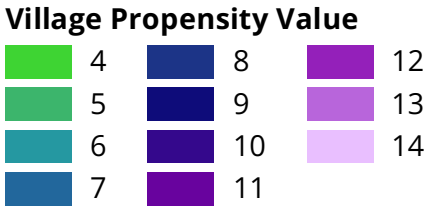


FIGURE 8-3
Blueprint SD Distributed Growth Alternative

8.3.2 Analysis of Blueprint SD Initiative Distributed Growth Alternative

a. Aesthetics

The Blueprint SD Initiative Distributed Growth Alternative would distribute growth throughout the City resulting in lower development intensities (e.g., height and floor area ratio) within the higher village propensity value areas. Densities would be spread throughout the City, thus impacts associated with scenic vistas and viewsheds within the higher village propensity value areas under this alternative would be reduced compared to the project; however, greater densities within areas with a village propensity value of 4 through 6 could increase adverse impacts related to scenic vistas in other areas.

Development under this alternative could occur in proximity to designated and eligible scenic routes and could be within the potential scenic viewshed of these scenic routes. Therefore, impacts to scenic views or vistas from a state-designated highway would remain significant and similar to the project.

Implementation of the policy framework within the General Plan and applicable community plans, as well as required adherence to the existing regulatory framework including, but not limited to, the Supplemental Development Regulations within Community Plan Implementation Overlay Zones, would ensure that the design of new development would incorporate design features that enhance neighborhood character and minimize adverse impacts associated with increased bulk, scale, and height. Building materials, style, and architectural features would be reviewed to ensure the character of development meets required development standards. Notwithstanding these requirements, at this program level of review, and without project-specific development plans, impacts associated with existing visual character and scenic quality would be significant and similar to the project.

While existing protections are in place to preserve the City's canyons and steep slopes, specific development proposals and grading quantities are not known. It is possible that future development could result in substantial landform alteration. Even with future discretionary review for projects that impact ESL defined steep slopes, impacts would be significant. Required compliance with the LDC would ensure impacts relative to lighting and glare would be less than significant. Buildout of this alternative could result in development that could create new sources of substantial shade in the project areas. Future discretionary projects will undergo a project-specific environmental review which could identify additional project features and/or mitigation measures to address potential shade impacts. Nevertheless, shade impacts would remain significant and similar to the proposed project. Overall impacts related to aesthetics would be similar to the project, although changes in the location of development would affect different areas of the City.

Under the Distributed Growth Alternative, as with the proposed project, compliance with the City's LDC would ensure impacts related to lighting and glare would be less than significant. Buildout of this alternative could result in development that could create new sources of substantial shade in the project areas, although to a lesser extent than the project. Future discretionary projects will

undergo a project-specific environmental review which could identify additional project features and/or mitigation measures to address potential shade impacts; however, ministerial projects may not be subject to the same level of evaluation for shade impacts. Shade impacts would remain significant, although reduced compared to the project due to lesser development intensity anticipated.

b. Air Quality

Regarding existing air quality plans, the Blueprint SD Initiative Distributed Growth Alternative would conflict with the adopted RAQS and SIP because development intensity would be greater than the projections used by SANDAG in developing the RAQS and SIP. Therefore, impacts associated with consistency with air quality plans would be significant, the same as the project.

Regarding operational emissions, impacts under the Blueprint SD Initiative Distributed Growth Alternative would spread development throughout the City and would not be focused in high village propensity areas. This could result in higher operational emission overall due to development being provided in less efficient VMT areas where longer vehicle trips would likely be required. At this program level of analysis, impacts related to operational air emission would be significant and slightly increased compared to the project.

Construction emissions under the Blueprint SD Initiative Distributed Growth Alternative would be significant, similar to those anticipated under the project because the same amount of development would be allowed. However, construction would be more dispersed throughout the project areas, which would likely reduce the concentration of construction projects occurring in one location; additionally, the scale of construction projects would likely be reduced due to the reduced development intensities in certain areas compared to the project.

Like the project, impacts under the Blueprint SD Initiative Distributed Growth Alternative associated with sensitive receptors would be significant; however, it would be less under this alternative due to the fact that development emissions would be spread over larger areas compared to the project.

Although, implementation of the alternative is not anticipated to create operational-related objectionable odors affecting a substantial number of people within the City; at a program level of review the specific details of individual projects are not known at this time; therefore, impacts related to objectionable odors would be significant, similar to the project.

c. Biological Resources

The Blueprint SD Initiative Distributed Growth Alternative would result in a similar level of biological resources impacts as the project; however, increased development potential in lower village propensity areas could increase potential impacts to biological resources by distributing growth more widely in the City. Implementation of this alternative could result in a potentially significant impact related to sensitive species, sensitive habitats, and wetlands. Pursuant to the ESL Regulations, projects would be reviewed for the presence of ESL. If the development area is determined to support ESL, the project would be required to demonstrate compliance with ESL Regulations, the City's Biology Guidelines, and the provisions of the MSCP and VPHCP. Thus, with

implementation of existing regulatory protections for biological resources, impacts to sensitive species and habitats resulting from future development within the project areas would typically be able to be reduced to less than significant. However, at a program level of review, impacts of future development are not known and it cannot be determined whether impacts could be fully mitigated. Therefore, impacts to sensitive species, sensitive habitats, and wetlands under this alternative would be significant and slightly increased compared to the project.

Impacts of this alternative related to wildlife corridors and nursery sites would be less than significant, the same as the project due to required compliance with MSCP and VPHCP. Even with expansion of development areas into village propensity areas with a value of four and above, impacts to wildlife corridors and nursery sites would also be avoided through compliance with the MSCP and compliance with protections afforded to MHPA and MHPA adjacent lands. Impacts to wildlife corridors would be less than significant, similar to the project.

Impacts related to MSCP and VPHCP consistency under this alternative would be less than significant, the same as the project due to required compliance with the ESL Regulations which require that any project located adjacent to the MHPA comply with the MHPA Land Use Adjacency Guidelines, which would ensure potential direct and indirect impacts to sensitive habitats and wildlife species within MHPA would be avoided.

d. Cultural Resources

This alternative has the potential to result in significant direct and/or indirect impacts to cultural resources. The extent of impacts to cultural resources resulting from implementation of this alternative would be similar to those identified for the project.

The extent of impacts to historical resources resulting from implementation of this alternative would be slightly greater than those identified for the project, as the areas of disturbance by development would be greater. Implementation of the alternative would result in potentially significant impacts related to historical resources at the program level that would be significant and slightly greater than the project.

Regarding prehistoric and archaeological resources, future development under this alternative has the potential to result in significant direct and/or indirect impacts to prehistoric and archaeological resources. The extent of impacts to prehistoric and archaeological resources resulting from implementation of this alternative would be slightly greater than those identified for the project, as the areas of disturbance by development would be greater than the project.

The California Health and Safety Code provides a process and requirements for the identification and repatriation of collections of human remains or cultural items. With implementation of local, state, and federal regulations, impacts to human remains would be less than significant for the Distributed Growth Alternative, the same as the project.

While the LDC provides for the regulation and protection of designated and potential cultural resources, at a program level of analysis it is impossible to ensure the successful preservation of these resources within the project areas. Thus, potential impacts to cultural resources would be considered significant, the same as the project.

e. Energy

As with the project, future projects under the Blueprint SD Initiative Distributed Growth Alternative would be subject to existing building and energy code regulations in place at the time in which they were implemented. However, this alternative would not result in a land use pattern focused in high village propensity areas, which could result in increased energy demand related to transportation. This alternative would not support alternative modes of travel to the same degree as the project. This alternative would not achieve the planned densities near transit stops in the City's General Plan and community plans, and would thus contain fewer opportunities to reduce wasteful, inefficient, and unnecessary use of energy, compared to the project.

At this program level of analysis, it is too speculative to quantify the construction-related energy consumption of future development, either in total or by fuel type. There are no known conditions in the project area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, development implemented in accordance with the alternative, like the project, would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects. Impacts would be less than significant.

While the alternative would result in a less than significant impact related to conflicts with plans and policies that aim to incentivize energy efficiency, impacts would be greater than the project.

f. Geology and Soils

Under the Blueprint SD Initiative Distributed Growth Alternative all future development requiring grading within the City would prepare a site-specific geotechnical investigation and implement site-specific measures to avoid geologic hazards. These regulations and requirements would apply equally to the alternative and the project. Geologic hazards include seismic hazards, erosion or loss of topsoil, geologic instability, and expansive soils. Adherence to the SDMC grading regulations and construction requirements and implementation of the City's geotechnical study requirements would preclude significant impacts related to seismic hazards. Conformance to mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Construction in accordance with existing regulations and implementation of recommendations in the site-specific geotechnical report would prevent impacts related to geologic instability.

With implementation of recommendations included in site-specific geotechnical investigations required under the CBC and SDMC, impacts related to geologic hazards would be less than significant under the Blueprint SD Initiative Distributed Growth Alternative, the same as the project.

Impacts to paleontological resources under a Blueprint SD Initiative Distributed Growth Alternative would be less than significant, the same as the project. Future development projects implemented under this alternative could involve excavation of previously undisturbed areas, some of which may contain unique paleontological resources with fossil-bearing potential. Potential impacts to paleontological resources were evaluated in the General Plan PEIR and the analysis concluded that there is a potential for the cumulative loss of paleontological resources throughout the City as the

City continues to develop in response to projected population growth. Likewise, development implemented in accordance with future development projects may result in the loss of unique paleontological resources or geologic formations with fossil-bearing potential. Pursuant to Section 142.0151 of the SDMC, all projects must comply with the General Grading Guidelines for Paleontological Resources included in Appendix P of the City's Land Development Manual. These guidelines also include the standard monitoring requirement, should a project meet the threshold for paleontological resource monitoring.

This regulation would apply to projects within and outside of the future project areas and would ensure that impacts to paleontological resources under this alternative would be less than significant, the same as the project.

g. Greenhouse Gas Emissions

The Blueprint SD Initiative Distributed Growth Alternative would result in the same amount of growth potential; however, the development would be distributed throughout the City. As a result, this alternative could result in a greater amount of emissions of GHGs due to reduced VMT efficiency. Development occurring in less GHG efficient areas would require longer trips. Less development in high village propensity value areas compared to the proposed project would result in less transit supportive density. Overall, this alternative would be less consistent with CAP goals because it would not focus housing in areas that would support a mode shift towards alternative transportation modes. This alternative would not support alternative modes of transportation that can ultimately reduce GHG emissions to the same degree as the project. Impacts associated with GHG emissions would be significant under this alternative as it would not achieve the CAP's policy objectives. Compared to the project's less than significant impacts related to GHG emissions, this alternative would result in a significant impact due to inconsistency with the CAP.

h. Hazards and Hazardous Materials

Compliance with federal, state, regional, and local health and safety laws and regulations would address potential health and safety impacts for the Blueprint SD Initiative Distributed Growth Alternative, the same as the project. Hazardous materials and waste would be managed and used in accordance with all applicable federal, state, regional, and local laws and regulations, and the project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts would be less than significant, similar to the project.

In accordance with City, state, and federal requirements, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted to occur at a contaminated site until a "no further action" clearance letter from the County DEHQ, or similar determination is issued by the SDFD, DTSC, RWQCB, or other responsible agency. Therefore, impacts relating to hazardous materials sites and schools would also be less than significant.

Regarding emergency evacuation and response plans, the City and the County OES continue to coordinate to update the MJHMP as hazards, threats, population, and land use, or other factors change to ensure that impacts to emergency response plans are less than significant.

i. Hydrology

Future projects under the Distributed Growth Alternative would be required to comply with the City's drainage and floodplain regulations in the SDMC and would be required to adhere to the City's Drainage Design Manual, ESL Regulations protecting floodplains, FEMA standards, and the City's Stormwater Standards Manual which would ensure development is designed to avoid drainage impacts due to erosion and siltation, surface run-off, stormwater drainage systems, and flood flows; therefore, impacts would be less than significant.

Impacts related to pollutant release resulting from inundation within the Distributed Growth Alternative area are anticipated to be less than significant for most areas due to required compliance with applicable SDMC and FEMA regulations that require protection from flooding. Future development would be required to conform to the City's Flood Mitigation Plan and the SDMC for Development Regulations for SFHAs (Section 143.0145 and 143.0146) which would ensure flood hazards and the corresponding risk of release of pollutants due to inundation are minimized. Impacts related to development behind the PAL area are considered significant due to the level of uncertainty regarding this potential flooding impact. Under the Distributed Growth Alternative area, impacts related to flooding and inundation would still be significant in the same areas as under the project where there is existing development in flood inundation zones.

j. Land Use and Planning

The Blueprint SD Initiative Distributed Growth Alternative would accommodate the same amount of growth as the project, but it would occur in a more distributed manner throughout the City. This alternative would not implement the City of Villages strategy or the CAP to the same degree as the project since development would not be focused in high village propensity areas, e.g., areas with a village propensity value between 7 and 14. Increases in development would be expanded into levels 4 through 6, with reduced development potential in levels 7 through 14. This alternative would not achieve the mode share goals of the CAP to the same degree as the project, and would result in reduced consistency with the General Plan and the CAP. This alternative, as compared to the project, would have more potential direct and indirect impacts to sensitive habitats and wildlife species within the MHPA. Future development under the Blueprint SD Initiative Distributed Growth Alternative would be located within the ALUCP identified noise contours. However, during the building permit process for new development, overflight notification requirements would apply. Therefore, impacts associated with conflicts with the ALUCP under this alternative would be less than significant, the same as the project.

Development under the Distributed Growth Alternative would not physically divide an established community as it would still implement the same policies as the project described in Section 4.10.4 Issue 1 therefore impacts would be less than significant.

No deviations or Variances would be proposed as part of this alternative. Future development consistent with the alternative may propose deviations or variances. If findings cannot be supported by the City, the deviation or variance would not be approved. Therefore, with application of the City's LDC, physical impacts resulting from deviations or variances associated with future development anticipated by the project would be less than significant under the Distributed Growth Alternative, similar to the project.

k. Noise

Under Blueprint SD Initiative Distributed Growth Alternative, traffic generated noise would be the same as the project, but the location of trips would shift. This alternative, like the project, could result in an increase in ambient noise levels that could exceed the City's significance thresholds. Thus, at a program level of analysis, impacts related to ambient noise and traffic-related noise would be significant. While project impacts would also be significant, impacts of this alternative would be slightly reduced compared to the project as development would be spread throughout the City as opposed to being focused in high village propensity areas. Impacts related to rail noise and groundbourne vibration would be significant, the same as the project. While it is not anticipated that stationary noise sources associated with this alternative would result in noise exceeding property line limits, at a program level of review it cannot be ensured without site-specific development details and equipment locations which are not available at this time. Thus, impacts would be significant, the same as the project.

Future development implemented under Blueprint SD Initiative Distributed Growth Alternative and proposed project would be required to comply with applicable City and state noise regulations including Title 24 Building Code requirements and the City's Noise Ordinance. The temporary construction noise impacts of this alternative would be similar to the project, as construction activities could potentially generate short-term noise levels in excess of 75 dB(A) L_{eq} at adjacent properties. While the City regulates noise associated with construction equipment and activities through its Noise Abatement and Control Ordinance, due to the highly developed nature of the area with sensitive receivers potentially located in proximity to construction sites, there is the potential for construction to occur that would expose existing sensitive receptors to significant noise levels. Thus, impacts associated with temporary construction noise would be the same under this alternative as under the project.

Thus, both the project and the Blueprint SD Initiative Distributed Growth Alternative would result in similar significant impacts related to traffic noise exposure, temporary construction noise, and construction vibration impacts.

l. Public Services

Existing infrastructure deficiencies exist in various areas throughout the City, and as development occurs, public facility improvements will likely be required to serve the City's growing population. At the time future facilities are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new facilities. However, as the location and need for potential future facilities cannot be determined at this time, it is unknown what specific

impacts may occur. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential public services and recreational facilities would be mitigated to a less than significant level, impacts would be significant, the same as the project.

m. Recreation

Existing infrastructure deficiencies exist in various areas throughout the City, and as development occurs, public facility improvements will likely be required to serve the City's growing population. At the time future facilities are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new facilities. However, as the location and need for potential future facilities cannot be determined at this time, it is unknown what specific impacts may occur. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential public services and recreational facilities would be mitigated to a less than significant level, impacts would be significant, the same as the project.

n. Transportation

Potential impacts related to transportation and circulation under Blueprint SD Initiative Distributed Growth Alternative relate to consistency with City policies, VMT, emergency access, and design features. From a policy perspective, this alternative would not facilitate the development of homes and jobs in areas with a higher village propensity value to the same extent as the project. Spreading development throughout the City would not facilitate reductions in citywide per capita and per employee VMT. While impacts of the Blueprint SD Initiative Distributed Growth Alternative related to transportation policy consistency would be less than significant, this alternative would not implement the City's transportation policies to the same degree as the project.

This alternative would result in more distributed development citywide which could allow for homes and jobs to occur in less VMT efficient areas (>85 percent region average) compared to the project. VMT impacts would be significant and greater than the project.

Concerning design features, under this alternative, proposed improvements to roadways or amenities such as bicycle facilities would undergo review and approval by the City Engineer. Adherence to City standards, including the City's Street Design Manual, would ensure that a substantial increase in hazards or incompatible uses would not occur as a result of this alternative. The alternative does not include any requirements that would result in a substantial increase in hazards due to design features or incompatible uses. Impacts concerning design features would be less than significant.

Concerning emergency access, future development allowed under this alternative would be required to comply with all applicable City codes and policies related to emergency access and would be reviewed by the City Fire Marshal to ensure adequate emergency access. Therefore, impacts related to emergency access would be less than significant, like the project.

o. Tribal Cultural Resources

The Blueprint SD Initiative Distributed Growth Alternative would result in the same amount of growth potential; however, the development would be distributed throughout the City. While the LDC provides for the regulation and protection of designated and potential tribal cultural resources, at a program level of analysis it is impossible to ensure the successful preservation of these resources within the project areas. This alternative has the potential to result in the same level of significant direct and/or indirect impacts to tribal cultural resources as the project.

p. Utilities and Service Systems

Potential impacts to public utilities under Blueprint SD Initiative Distributed Growth Alternative relate to water supply, utilities, and solid waste and recycling. From a policy perspective, water supply impacts under this alternative would be the same as than the anticipated impacts of the proposed project because the amount of total potential growth would not change. Anticipated densities under this alternative would be in excess of what would have been considered in the latest water supply planning document. However, like the project, water supplies area available to support substantial growth in the City considering the low residential unit production that has occurred in the City in comparison to the high densities that have been authorized in recent CPUs and accounted for in water supply projections. Similar to the project, water is anticipated to be available to serve the project and impacts would be less than significant.

As site-specific information regarding future demand and available wastewater capacity to serve development anticipated under the Distributed Growth Alternative is not known at a program level of review, impacts are considered significant.

Mandatory compliance with the SDMC regulations, the City's Sewer Design Guidelines, and Public Utilities Department's Capital Improvement Program Guidelines and Standards would ensure future development under the Distributed Growth Alternative is required to demonstrate adequate wastewater facilities and capacity is available to serve the project, or that appropriate infrastructure improvements are constructed concurrent with development to ensure adequate capacity. However, at this program level of review and without project-specific development plans, impacts would be significant similar to the project.

Concerning utilities, mandatory compliance with City standards for the design, construction, and operation of utilities infrastructure would likely minimize potentially significant environmental impacts associated with the future construction of and/or improvements to utility infrastructure. However, at this program level of review and without the benefit of project-specific development plans, impacts associated with the construction of utility infrastructure utility infrastructure would be significant for future development under both the Blueprint SD Initiative Distributed Growth Alternative and the project.

Concerning solid waste and recycling, future development under the Blueprint SD Initiative Distributed Growth Alternative would generate solid waste through demolition/construction and ongoing operations, which would increase the amount of solid waste generated within the region, the same as the project. Future projects would be required to comply with City regulations regarding

solid waste, which would help divert solid waste from the Miramar Landfill to preserve capacity. Therefore, impacts associated with solid waste would be less than significant.

q. Water Quality

Potential impacts related to hydrology and water quality of the Blueprint SD Initiative Distributed Growth Alternative include downstream flooding, water quality impacts, erosion, and sedimentation. Future development must comply with all NPDES permit requirements, including the development of a SWPPP if the disturbed area covers one acre or more. Future projects would also be required to follow the City's Storm Water Standards Manual for drainage design and BMPs for treatment.

Concerning water quality, new development occurring within the project areas would be required to implement LID and storm water BMPs into the design of future projects within the project areas to address the potential for transport of pollutants of concern through either retention or filtration, consistent with the requirements of the MS4 Permit for the San Diego region and the City's Storm Water Standards Manual. Implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from the project areas to receiving waters. Thus, with compliance with the existing regulatory framework addressing protection of water quality, impacts would be less than significant.

Regarding groundwater, storm water regulations that encourage infiltration of storm water runoff and protection of water quality would protect the quality of groundwater resources and support infiltration where appropriate. Impacts would be less than significant.

r. Wildfire

Future development that would occur under Blueprint SD Initiative Distributed Growth Alternative would be required to comply with the City's Fire Code, Building Regulations, and Brush Management Regulations aimed at ensuring the protection of people or structures from potential wildland fire hazards. While adherence to this regulatory framework would reduce potential wildfire impacts, the distribution of residents into areas would result in additional residential uses/density being located within areas at risk of wildland fires that could increase the exposure of people and structures to wildfires. Similarly, the potential increase in exposure of people to pollutant concentrations from wildfire would be significant. Impacts of this alternative would be significant and slightly greater than the project due to more areas being subject to wildfire hazards.

Regarding emergency evacuation and response plans, the City and the County OES continue to coordinate to update the MJHMP as hazards, threats, population, and land use, or other factors change to ensure that impacts to emergency response plans are less than significant. Therefore, evacuation impacts under the Distributed Growth Alternative are less than significant, similar to the project.

Future utility and infrastructure improvements would be required to comply with all applicable City standards; thus, associated utility and infrastructure improvements are not likely to exacerbate fire

risk. However, at this program level of review, potential temporary or ongoing impacts to the environment due to the installation or maintenance of infrastructure would be significant.

While this alternative's project areas could be subject to risks associated with downstream flooding or landslides, the existing regulatory framework related to flooding and geologic hazards would minimize potential risks. However, based on the potentially significant flooding risk identified in the hydrology analysis that also applies to this alternative, potential risks related to flooding would also be significant.

8.3.3 Conclusion

The Blueprint SD Initiative Distributed Growth Alternative would result in the same amount of growth potential; however, the development would be distributed throughout the City. This would result in increases in impacts related to wildfire, land use, air quality, biological resources, transportation, and energy. For the issues of land use and GHG emissions the less than significant impact of the project would be significant under this alternative as this alternative is less consistent with the CAP goals and policies. Noise impacts would remain significant but would be slightly reduced under this alternative compared to the project.

8.4 Blueprint SD Initiative Reduced Density Alternative

8.4.1 Description

Under this alternative, the General Plan Land Use and Community Planning Element Figure LU-1 would be amended to reduce the overall density allowances within the Climate Smart Village Areas. Density would still be focused within areas with a village propensity value of 7 and above, but maximum density ranges would be reduced. This alternative would implement a land use framework consistent with the SANDAG Regional Plan transportation network, it would not achieve CAP mode share goals to the same degree, due to reduced densities that would be less supportive to expanded transit investments. This alternative would likely result in an overall lower scale of development including reduced building heights within areas with Climate Smart Village Areas. Overall growth projections assumed under this alternative would be reduced compared to the project.

a. Aesthetics

The Blueprint SD Initiative Reduced Density Alternative would reduce proposed density within Climate Smart Village Areas (e.g., areas with a village propensity value of 7 and above). Development in other areas of the City would continue to occur consistent with the proposed Village Climate Goal Propensity map. This alternative would result in lower development intensities (e.g. height and floor area ration) within the Climate Smart Village Areas. The highest development intensities would still be focused within the Climate Smart Village areas, but the overall development intensity would be reduced, thus impacts associated with scenic vistas and viewsheds within the Climate Smart Village

areas under this alternative would be reduced compared to the project. While compliance with the existing regulations would likely minimize impacts related to scenic vistas and public views and visual character, it cannot be ensured that future development under the Reduced Density Alternative would result in less than significant impacts. Thus, while development under the Reduced Density Alternative related to scenic vistas and views and neighborhood character would be significant, impacts would be reduced compared to development under the project.

Development under this alternative could occur in proximity to designated and eligible scenic routes and could be within the potential scenic viewshed of these scenic routes. Therefore, impacts to scenic views or vistas from a state-designated highway would remain significant, although to a lesser extent than the project.

Implementation of the policy framework within the General Plan and applicable community plans, as well as required adherence to the existing regulatory framework including, but not limited to, the Supplemental Development Regulations within Community Plan Implementation Overlay Zones, would ensure that the design of new development would incorporate design features that enhance neighborhood character and minimize adverse impacts associated with increased bulk, scale, and height. Building materials, style, and architectural features would be reviewed to ensure the character of development meets required development standards. Notwithstanding these requirements, at this program level of review, and without project-specific development plans, impacts associated with existing visual character and scenic quality would be significant but to a lesser extent than the proposed project. While existing protections are in place to preserve the City's canyons and steep slopes, specific development proposals and grading quantities are not known at this time, thus impacts would be significant.

Under the Reduced Density Alternative, as with the proposed project, compliance with the City's LDC would ensure impacts related to lighting and glare would be less than significant. Buildout of the Reduced Density Alternative could result in development that could create new sources of substantial shade in the project areas, although to a lesser extent than the project. Future discretionary projects will undergo a project-specific environmental review which could identify additional project features and/or mitigation measures to address potential shade impacts; however, ministerial projects may not be subject to the same level of evaluation for shade impacts. Shade impacts would remain significant, although reduced compared to the project due to lesser development intensity anticipated.

b. Air Quality

Regarding existing air quality plans, the Blueprint SD Initiative Reduced Density Alternative would conflict with the adopted RAQS and SIP because development intensity would be greater than the projections used by SANDAG in developing the RAQS and SIP. Therefore, impacts associated with consistency with air quality plans would be significant. Impacts would remain significant, although reduced compared to the project.

Regarding operational emissions, under the Blueprint SD Initiative Reduced Density Alternative development would be focused in high village propensity areas but overall development intensity would be reduced compared to the project. This would result in lower operational emissions overall

compared to the project due to reduced development potential within high village propensity areas. At this program level of analysis, impacts related to operational air emission would be significant and slightly reduced compared to the project.

Construction emissions under the Blueprint SD Initiative Reduced Density Alternative would be significant but reduced compared to those anticipated under the project because reduced development would be allowed. Additionally, the scale of construction projects would likely be reduced due to the reduced development intensities in certain areas compared to the project.

Like the project, impacts related to odor and sensitive receptors would be significant under the Blueprint SD Initiative Reduced Density Alternative.

c. Biological Resources

The Blueprint SD Initiative Reduced Density Alternative would result in a similar level of biological resources impacts as the project. Implementation of this alternative could result in a potentially significant impact related to sensitive species, sensitive habitats, and wetlands. Pursuant to the ESL Regulations, projects would be reviewed for the presence of ESL. If the development area is determined to support ESL, the project would be required to demonstrate compliance with ESL Regulations, the City's Biology Guidelines, and the provisions of the MSCP and VPHCP. Thus, with implementation of existing regulatory protections for biological resources, impacts to sensitive species and habitats resulting from future development within the project areas would typically be able to be reduced to less than significant. However, at a program level of review, impacts of future development are not known and it cannot be determined whether impacts could be fully mitigated. The extent of impacts to biological resources resulting from implementation of the Reduced Density Alternative would be similar to those identified for the project, as the extent and areas of disturbance by development would be generally the same and only the type and/or intensity of planned development capacity would change. Therefore, impacts to sensitive species, sensitive habitats, and wetlands under this alternative would be significant and the same as the project.

Impacts of this alternative related to wildlife corridors and nursery sites would be less than significant, the same as the project due to required compliance with MSCP and VPHCP. Similarly, through compliance with the MSCP and VPHCP, impacts related to conservation planning would be less than significant for this alternative, same as the project.

d. Cultural Resources

The Blueprint SD Initiative Reduced Density Alternative would result in reduced growth potential within Climate Smart Village areas compared to the project. Development would remain focused in Climate Smart Village areas with a value between 7 through 14 but would occur at a reduced density compared to the project. Like the project, this alternative has the potential to result in significant direct and/or indirect impacts to cultural resources. The extent of impacts to cultural resources resulting from implementation of this alternative would be similar to those identified for the project.

The extent of impacts to historical resources resulting from implementation of the Reduced Density Alternative would be similar to those identified for the project, as the extent and areas of

disturbance by development would be generally the same and only the type and/or intensity of planned development capacity would change. As with the project, implementation of the Reduced Density Alternative would result in potentially significant impacts related to historical resources at the program level that would be significant.

Regarding prehistoric and archaeological resources, future development under the Reduced Density Alternative, as with the project, has the potential to result in significant direct and/or indirect impacts to prehistoric and archaeological resources. The extent of impacts to prehistoric and archaeological resources resulting from implementation of the Reduced Density Alternative would be similar to those identified for the project, as the extent and areas of disturbance by development would be generally the same and only the type and/or intensity of allowed development would change.

The California Health and Safety Code provides a process and requirements for the identification and repatriation of collections of human remains or cultural items. With implementation of local, state, and federal regulations, impacts to human remains would be less than significant for the Reduced Density Alternative, the same as the project.

While the LDC provides for the regulation and protection of designated and potential cultural resources, at a program level of analysis it is impossible to ensure the successful preservation of these resources within the project areas. Thus, potential impacts to cultural resources would be considered significant, the same as the project.

e. Energy

As with the project, future projects under the Blueprint SD Initiative Reduced Density Alternative would be subject to existing building and energy code regulations in place at the time in which they are implemented. This alternative would result in a land use pattern focused in high village propensity areas, like the proposed project, but at a lower density. Areas with a village propensity value of 5 and 6 could have some land use change with higher intensity development, but less than the Climate Smart Village areas—development would continue to occur at the current rate or slightly increased densities. While overall growth would be reduced in the Reduced Density Alternative, development would continue to focus within Climate Smart Village Areas which are areas with the greatest potential to reduce energy expenditure related to vehicle use. Additionally, reduced development potential could result in less energy emissions compared to the project. This alternative would achieve high densities near transit stops to a lesser extent than the project. The land use pattern under this alternative would be energy efficient, like the project due to the transportation efficiency.

At this program level of analysis, it is too speculative to quantify the construction-related energy consumption of future development, either in total or by fuel type. There are no known conditions in the project area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, development implemented in accordance with the alternative, like the project, would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects. Impacts would be less than significant.

The alternative would result in a less than significant impact related to conflicts with plans and policies that aim to incentivize energy efficiency and impacts would be similar to the project.

f. Geology and Soils

Under the Blueprint SD Initiative Reduced Density Alternative all future development requiring grading within the City would be required prepare a site-specific geotechnical investigation and implement site-specific measures to avoid geologic hazards. These regulations and requirements would apply equally to the alternative and the project. Geologic hazards include seismic hazards, erosion or loss of topsoil, geologic instability, and expansive soils. Adherence to the SDMC grading regulations and construction requirements and implementation of the City's geotechnical study requirements would preclude significant impacts related to seismic hazards. Conformance to mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Construction in accordance with existing regulations and implementation of recommendations in the site-specific geotechnical report would prevent impacts related to geologic instability.

With implementation of recommendations included in site-specific geotechnical investigations required under the CBC and SDMC, impacts related to geologic hazards would be less than significant under the Blueprint SD Initiative Reduced Density Alternative, the same as the project.

Impacts to paleontological resources under the Blueprint SD Initiative Reduced Density Alternative would be less than significant, the same as the proposed project. Future development projects implemented under this alternative could involve excavation of previously undisturbed areas, some of which may contain unique paleontological resources with fossil-bearing potential. Potential impacts to paleontological resources were evaluated in the General Plan PEIR and the analysis concluded that there is a potential for the cumulative loss of paleontological resources throughout the City as the City continues to develop in response to projected population growth. Likewise, development implemented in accordance with future development projects may result in the loss of unique paleontological resources or geologic formations with fossil-bearing potential. Pursuant to Section 142.0151 of the SDMC, all projects must comply with the General Grading Guidelines for Paleontological Resources included in Appendix P of the City's Land Development Manual. These guidelines also include the standard monitoring requirement, should a project meet the threshold for paleontological resource monitoring.

This regulation would apply to projects within and outside of the Climate Smart Village areas and would ensure that impacts to paleontological resources under this alternative would be less than significant, the same as the project.

g. Greenhouse Gas Emissions

The Blueprint SD Initiative Reduced Density Alternative would result in reduced growth potential compared to the project within Climate Smart Village areas. While growth would be reduced under this alternative compared to the project, housing and goods/services would be located near employment centers with convenient transit access, to the same extent as the project. While the Reduced Density Alternative could result in reduced emissions due to less development intensity

being allowed, this could result in the alternative being less VMT efficient due to reduced densities near transit. Less development in high village propensity areas compared to the project would result in less transit supportive density.

Overall, this alternative would be less consistent with CAP goals because it would not maximize housing development to the same degree as the project in areas that would support a mode shift towards alternative transportation modes. The Reduced Density Alternative would accommodate housing demands to a lesser degree than the project due to the reduced density and would therefore achieve mode share goals to a lesser degree than the proposed project. Impacts associated with GHG emissions would be less than significant under this alternative; however, slightly greater than the project. This alternative would result in less than significant impacts related to consistency with the CAP.

h. Hazards and Hazardous Materials

Compliance with federal, state, regional, and local health and safety laws and regulations would address potential health and safety impacts for the Blueprint SD Initiative Reduced Density Alternative, the same as the proposed project. Hazardous materials and waste would be managed and used in accordance with all applicable federal, state, regional, and local laws and regulations, and the project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

In accordance with City, state, and federal requirements, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted to occur at a contaminated site until a “no further action” clearance letter from the County DEH, or similar determination is issued by the SDFD, DTSC, RWQCB, or other responsible agency. Therefore, impacts related to hazardous materials sites and schools would also be less than significant.

Regarding emergency evacuation and response plans, the City and the County OES continue to coordinate to update the MJHMP as hazards, threats, population, and land use, or other factors change to ensure that impacts to emergency response plans are less than significant.

i. Hydrology

Potential impacts related to hydrology under the Blueprint SD Initiative Reduced Density Alternative include downstream flooding, erosion, and sedimentation, mudflow, and tsunamis. Future projects under the Reduced Density Alternative would be required to comply with the City's drainage and floodplain regulations in the SDMC and would be required to adhere to the City's Drainage Design Manual, ESL Regulations protecting floodplains, FEMA standards, and the City's Stormwater Standards Manual which would ensure development is designed to avoid drainage impacts due to erosion and siltation, surface run-off, stormwater drainage systems, and flood flows; therefore, impacts would be less than significant.

Impacts related to pollutant release resulting from inundation within the Reduced Density Alternative area are anticipated to be less than significant for most areas due to required compliance with applicable SDMC and FEMA regulations that require protection from flooding. Future development would be required to conform to the City's Flood Mitigation Plan and the SDMC for Development Regulations for SFHAs (Section 143.0145 and 143.0146) which would ensure flood hazards and the corresponding risk of release of pollutants due to inundation are minimized. Impacts related to development behind the PAL area are considered significant due to the level of uncertainty regarding this potential flooding impact. Under the Reduced Density Alternative area, impacts related to flooding and inundation would still be significant in the same areas as under the project where there is existing development in flood inundation zones.

j. Land Use and Planning

The Blueprint SD Initiative Reduced Density Alternative would accommodate reduced growth compared to the project. This alternative would not implement the City of Villages strategy or the CAP to the same degree as the project since development would be reduced in high village propensity areas, e.g. areas with a village propensity value between 7 and 14. This alternative would not achieve the mode share goals of the CAP to the same degree as the project, and would result in reduced consistency with the General Plan and the CAP. This alternative would reduce densities within high village propensity areas compared to the project. Compared to the project, the Reduced Density Alternative would create reduced opportunity for housing near existing and future transit stations and stops identified in the SANDAG Regional Plan which allow residents, employees, students, and visitors to more safely, conveniently, and enjoyably travel by walking/rolling, biking, or transit in line with the CAP. Therefore, while the Reduced Density Alternative would not conflict with existing City plans or policies, it would not take the steps needed to fully achieve the goals of existing City plans or policies including the CAP to the same degree as the project.

Impacts related to noise element consistency related to land use-noise incompatibilities would be reduced compared to the project as less development would occur in noise sensitive areas subject to vehicle noise. Impacts related to conflicts with an adopted ALUCP would be less than significant, the same as the project. Impacts related to MSCP and VPHCP consistency under this alternative would be less than significant, the same as the project due to required compliance with ESL Regulations that require that any project located adjacent to MHPA to comply with MHPA Land Use Adjacency Guidelines, which would minimize potential direct and indirect impacts to sensitive habitats and wildlife species within the MHPA. Future development under the Blueprint SD Initiative Reduced Density Alternative would be located within the ALUCP identified noise contours. However, during the building permit process for new development, overflight notification requirements would apply. Therefore, impacts associated with conflicts with the ALUCP under this alternative would be less than significant, the same as the project.

Development under the Reduced Density Alternative would not physically divide an established community as it would still implement the same policies as the project described in Section 4.10.4 Issue 1; therefore, impacts would be less than significant.

No deviations or Variances would be proposed as part of the Reduced Density Alternative. Future development consistent with the Reduced Density Alternative may propose deviations or variances.

If findings cannot be supported by the City, the deviation or variance would not be [approved](#). Therefore, with application of the City's LDC, physical impacts resulting from deviations or variances associated with future development anticipated by the project would be less than significant under the Reduced Density Alternative, similar to the project.

k. Noise

Under Blueprint SD Initiative Reduced Density Alternative, traffic generated noise would be slightly reduced compared to the project. This alternative, like the project, could result in an increase in ambient noise levels that could exceed the City's significance thresholds. Thus, at a program level of analysis, impacts related to ambient noise and traffic-related noise would be significant. While project impacts would also be significant, impacts of this alternative would be slightly reduced compared to the project as development would be reduced in high village propensity areas compared to the project. Impacts related to rail noise and vibration would be significant, the same as the project. While it is not anticipated that stationary noise sources associated with this alternative would result in noise exceeding property line limits, at a program level of review it cannot be ensured without site-specific development details and equipment locations which are not available at this time. Thus, impacts would be significant, but to a lesser extent compared to the project.

Future development implemented under Blueprint SD Initiative Reduced Density Alternative and proposed project would be required to comply with applicable City and state noise regulations including Title 24 Building Code requirements and the City's Noise Ordinance. The temporary construction noise impacts of this alternative would be similar to the proposed project, as construction activities could potentially generate short-term noise levels in excess of 75 dB(A) L_{eq} at adjacent properties. While the City regulates noise associated with construction equipment and activities through its Noise Abatement and Control Ordinance, due to the highly developed nature of the area with sensitive receivers potentially located in proximity to construction sites, there is the potential for construction to occur that would expose existing sensitive receptors to significant noise levels. Thus, impacts associated with temporary construction noise would be the same under this alternative as under the project.

Thus, both the proposed project and the Blueprint SD Initiative Reduced Density Alternative would result in significant impacts related to traffic noise exposure, temporary construction noise, and construction vibration impacts.

l. Public Services

Existing infrastructure deficiencies exist in various areas throughout the City, and as development occurs, public facility improvements will likely be required to serve the City's growing population. At the time future facilities are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new facilities. However, as the location and need for potential future facilities cannot be determined at this time, it is unknown what specific impacts may occur. Thus, as it cannot be ensured that all impacts associated with the construction

and operation of potential public services and recreational facilities would be mitigated to a less than significant level, impacts would be significant, the same as the project.

m. Recreation

Existing infrastructure deficiencies exist in various areas throughout the City, and as development occurs, public facility improvements will likely be required to serve the City's growing population. At the time future facilities are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new facilities. However, as the location and need for potential future facilities cannot be determined at this time, it is unknown what specific impacts may occur. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential public services and recreational facilities would be mitigated to a less than significant level, impacts would be significant, the same as the project.

n. Transportation

Potential impacts related to transportation and circulation under Blueprint SD Initiative Reduced Density Alternative relate to consistency with City policies, VMT, emergency access, and design features. From a policy perspective, this alternative would not facilitate the development of homes and jobs in areas with a higher village propensity value to the same extent as the project. Providing reduced density in Climate Smart Village Areas compared to the project would potentially result in less reductions in citywide per capita and per employee VMT when compared to the project, assuming the same amount of growth needs to be accommodated in the City. While impacts of the Blueprint SD Initiative Reduced Density Alternative related to transportation policy consistency would be less than significant, this alternative would not implement the City's transportation policies to the same degree as the project.

This alternative would result in reduced housing in Climate Smart Village Areas compared to the project which could allow for more housing to occur in less VMT efficient areas (>85 percent region average) compared to the project. Like the project, VMT impacts would be significant, and increased compared to the project.

Concerning design features, under this alternative, proposed improvements to roadways or amenities such as bicycle facilities would undergo review and approval by the City Engineer. Adherence to City standards, including the City's Street Design Manual, would ensure that a substantial increase in hazards or incompatible uses would not occur as a result of this alternative. The alternative does not include any requirements that would result in a substantial increase in hazards due to design features or incompatible uses. Impacts concerning design features would be less than significant, similar to the project.

Concerning emergency access, future development allowed under this alternative would be required to comply with all applicable City codes and policies related to emergency access and would be reviewed by the City Fire Marshal to ensure adequate emergency access. Therefore, impacts related to emergency access would be less than significant, like the project.

o. Tribal Cultural Resources

The Blueprint SD Initiative Reduced Density Alternative would result in reduced development intensities within Climate Smart Village Areas, but the ultimate footprint of development would not change. While the LDC provides for the regulation and protection of designated and potential tribal cultural resources, at a program level of analysis it is impossible to ensure the successful preservation of these resources within the project areas. This alternative has the potential to result in the same level of significant direct and/or indirect impacts to tribal cultural resources as the project.

p. Utilities and Service Systems

Potential impacts to public utilities under Blueprint SD Initiative Reduced Density Alternative relate to water supply, utilities, and solid waste and recycling. From a policy perspective, water supply impacts under this alternative would be reduced as there would be less growth in Climate Smart Village areas when compared to the project. Anticipated densities under this alternative would be in excess of what would have been considered in the latest water supply planning document. However, like the project, water supplies area available to support substantial growth in the City considering the low residential unit production that has occurred in the City in comparison to the high densities that have been authorized in recent CPUs and accounted for in water supply projections. Similar to the project, under the Reduced Density Alternative water is anticipated to be available to serve the project and impacts would be less than significant.

As site-specific information regarding future demand and available wastewater capacity to serve development anticipated under the Reduced Density Alternative is not known at a program level of review, impacts are considered significant.

Mandatory compliance with the SDMC regulations, the City's Sewer Design Guidelines, and Public Utilities Department's Capital Improvement Program Guidelines and Standards would ensure future development under the Reduced Density Alternative is required to demonstrate adequate wastewater facilities and capacity is available to serve the project, or that appropriate infrastructure improvements are constructed concurrent with development to ensure adequate capacity. However, at this program level of review and without project-specific development plans, impacts associated with the construction of utility infrastructure would be significant for future development under both the Blueprint SD Initiative Reduced Density Alternative and the project.

Concerning solid waste and recycling, future development under the Blueprint SD Initiative Reduced Density Alternative would generate solid waste through demolition/construction and ongoing operations, which would increase the amount of solid waste generated within the region, the same as the proposed project. Future projects would be required to comply with City regulations regarding solid waste, which would help divert solid waste from the Miramar Landfill to preserve capacity. Therefore, impacts associated with solid waste would be less than significant similar to the project.

q. Water Quality

Potential impacts related to water quality under the Blueprint SD Initiative Reduced Density Alternative could occur due to pollutants associated with construction and operation of future land uses. Future development must comply with all NPDES permit requirements, including the development of a SWPPP if the disturbed area covers one acre or more. Future projects would also be required to follow the City's Storm Water Standards Manual for drainage design and BMPs for treatment. New development occurring within the project areas would be required to implement LID and storm water BMPs into the design of future projects within the project areas to address the potential for transport of pollutants of concern through either retention or filtration, consistent with the requirements of the MS4 Permit for the San Diego region and the City's Storm Water Standards Manual. Implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from the project areas to receiving waters. Thus, with compliance with the existing regulatory framework addressing protection of water quality, impacts would be less than significant.

Regarding groundwater, storm water regulations that encourage infiltration of storm water runoff and protection of water quality would protect the quality of groundwater resources and support infiltration where appropriate. Impacts would be less than significant.

r. Wildfire

Future development that would occur under Blueprint SD Initiative Reduced Density Alternative would be required to comply with the City's Fire Code, Building Regulations, and Brush Management Regulations aimed at ensuring the protection of people or structures from potential wildland fire hazards. Adherence to this regulatory framework would reduce potential wildfire impacts by concentrating development primarily within Climate Smart Village Areas, although less density than the project. Impacts would be significant but to a lesser extent than the project. The likelihood of exposure of people to pollutant concentrations from wildfire would be slightly reduced compared to the proposed project but still significant.

Regarding emergency evacuation and response plans, the City and the County OES continue to coordinate to update the MJHMP as hazards, threats, population, and land use, or other factors change to ensure that impacts to emergency response plans are less than significant. Therefore, evacuation impacts under the Reduced Density Alternative are less than significant, similar to the project.

Future utility and infrastructure improvements would be required to comply with all applicable City standards; thus, associated utility and infrastructure improvements are not likely to exacerbate fire risk. However, at this program level of review, potential temporary or ongoing impacts to the environment due to the installation or maintenance of infrastructure would be significant.

While this alternative's project areas could be subject to risks associated with downstream flooding or landslides, the existing regulatory framework related to flooding and geologic hazards would minimize potential risks. However, based on the potentially significant flooding risk identified in the

hydrology analysis that also applies to this alternative, potential risks related to flooding would also be significant although to a lesser extent than the project.

8.4.2 Conclusion

The Blueprint SD Initiative Reduced Density Alternative would result in overall reductions in potential growth within Climate Smart Village areas. Impacts would be reduced compared to the project for the issues of air quality and noise, although these issues would be significant for both the project and this alternative. This alternative would not meet the mode share goals to the same degree as the project due to reductions in density in areas with the highest village climate goal propensity values. This would result in increased impacts related to GHG and VMT per capita compared to the project.

8.5 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires the identification of an environmentally superior alternative among the alternatives analyzed in an EIR. The guidelines also require that if the No Project Alternative is identified as the environmentally superior alternative, then another environmentally superior alternative must be identified. The University CPU and Hillcrest FPA High Density Alternative is considered to be the environmentally superior alternative, based on a comparison of the alternatives' overall environmental impacts and their compatibility with the project goals and objectives. While the University CPU and Hillcrest FPA High Density Alternative would not eliminate any significant impacts of the project, it would reduce the significance of impacts in comparison to the project.

Chapter 9.0

Mitigation Monitoring and Reporting Program

California Environmental Quality Act (CEQA) Section 21081.6 requires that a mitigation monitoring and reporting program (MMRP) be adopted upon certification of an Environmental Impact Report (EIR) to ensure that the mitigation measures are implemented. The MMRP specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

The EIR prepared for the for the Blueprint San Diego Initiative (Blueprint SD Initiative), Hillcrest Focused Plan Amendment (Hillcrest FPA) and University Community Plan and Local Coastal Plan Update (University CPU), collectively referred to as the “project” (project), incorporated herein as referenced, focuses on issues determined to be potentially significant by the City of San Diego (City). The issues addressed in the PEIR include aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology, land use, noise, public services, recreation, transportation, tribal cultural resources, utilities and service systems, water quality, and wildfire.

Public Resources Code Section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, following potentially significant impacts were identified:

- Aesthetics:
- Air Quality
- Biological Resources
- Cultural Resources
- Hydrology
- Noise
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The environmental analysis concluded that the potentially significant impacts associated with the resource areas identified above would be reduced through mitigation, where applicable, to the extent feasible; however, at a program level of review, all significant impacts identified were determined to remain significant.

**Table 9-1
Mitigation Monitoring and Reporting Program**

Potentially Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Air Quality - Air Quality Standards	<p>MM-AQ-1 Air Emissions</p> <p>Future projects shall comply with all applicable regulations pertaining to air quality including but not limited to SDAPCD Rule 20 through 20.8, Rule 50, Rule 51, Rule 52, Rule 55, and Rule 67.1. Construction and operation of individual development projects shall not exceed criteria pollutant significance thresholds detailed in the latest City's CEQA Significance Thresholds.</p> <p>If an individual project is found to have the potential to exceed emission thresholds due to operational emissions, the following are example measures that could be implemented to reduce emissions to below a level of significance:</p> <ul style="list-style-type: none"> • demonstrate net zero energy expenditure, • Implementation of transportation demand management measures. • Prohibit the installation of woodstoves, hearths, and fireplaces in new construction facilitated by the proposed project. • Expand and facilitate completion of planned networks of active transportation infrastructure. • Implement electric vehicle charging infrastructure beyond requirements set forth in the 2022 CalGreen mandatory measures, such as Tier 2 voluntary measures set forth in the 2022 CalGreen (or future more stringent) standards. • Implement traffic demand measures, such as unbundling parking fees from rent/lease options, encouraging/developing a ride -share program for the community, and provide car/bike sharing services, that will reduce daily individual car usage and reduce project VMT <p>If an individual project is found to have the potential to exceed emission thresholds due to construction emissions, the following are example measures that could be implemented during construction to reduce emissions to below a level of significance:</p> <ul style="list-style-type: none"> • Equipment meeting USEPA Tier IV emission standards and/or alternative fueled construction equipment, as feasibly available. • Use architectural coating materials, as defined in SDAPCD Rule 67.0.1, that are zero -emission or have a low -VOC content (below 10 grams per liter). Where such VOC coatings are not available or feasible, the coating with the lowest VOC rating available shall be used. • Additional dust control measures for construction sites to minimize fugitive dust including: <ul style="list-style-type: none"> ○ Contractor(s) shall implement paving, chip sealing, or chemical stabilization of internal roadways after completion of grading; ○ Dirt storage piles shall be stabilized by chemical binders, tarps, fencing, or other erosion control; ○ Enforce a 15 mph speed limit on unpaved surfaces; ○ Dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather; ○ Haul trucks hauling dirt, sand, soil, or other loose materials shall be covered or 2 feet of freeboard shall be maintained; ○ Grading shall be terminated if winds exceed 25 mph; ○ Any blasting areas shall be wetted down prior to initiating the blast. 	Prior to the issuance of any land development permits or development activities.	City of San Diego

**Table 9-1
Mitigation Monitoring and Reporting Program**

Potentially Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Air Quality - Sensitive Receptors	<p>MM-AQ-2 Sensitive Receptors</p> <p>Future projects consistent with the project that would involve stationary source emissions subject to APCD permitting shall be required to obtain applicable APCD permits and demonstrate consistency with all permit conditions and APCD rules.</p> <p>Future projects that involve heavy industrial land uses such as warehousing and distribution or other land uses that would involve substantial sources of mobile source diesel emissions shall be required to prepare a health risk assessment (HRA) in accordance with APCD HRA Guidelines (2006) and the Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics "Hot Spots" Program Risk Assessment Guidelines (2022). The HRA shall include calculation of the excess cancer risk and the non-cancer chronic and acute health hazard index (HHI) for the maximally exposed individual resident (MEIR), and the maximally exposed individual worker (MEIW). The HRA shall identify best available control technology (BACT) required to reduce risk to less than 10 in 1,000,000.</p>	Prior to the issuance of any land development permits or development activities.	City of San Diego
Air Quality - Odors	<p>MM-AQ-3 Odors</p> <p>Any project with the potential to result in objectionable odors shall be required to demonstrate compliance with SDAPCD Rule 51 (Public Nuisance), which prohibits the discharge of air contaminants or other materials that would be a nuisance or annoyance to the public.</p>	Prior to the issuance of any land development permits or development activities.	City of San Diego
Biological Resources – Sensitive Species, Sensitive Habitats, Wetlands, Cumulative Impacts	<p>MM-BIO-1 – Impacts to Sensitive Biological Resources</p> <p>Future projects that could directly and/or indirectly impact sensitive species, sensitive habitats and/or wetlands shall comply with the City's Environmentally Sensitive Lands (ESL) Regulations, Biology Guidelines, and applicable federal, state, and local Habitat Conservation Plans including, but not limited to, the City's Multiple Species Conservation Program (MSCP) Subarea Plan and Vernal Pool Habitat Conservation Plan (VPHCP) and shall implement avoidance, minimization, and mitigation measures in accordance with the City's ESL Regulations, Biology Guidelines, and MSCP Subarea Plan and VPHCP.</p>	Prior to the issuance of any land development permits or development activities.	City of San Diego
Cultural Resources - Historic Resources	<p>MM-HIST-1 Historic Resources</p> <p>Future development that could directly and/or indirectly affect a historical building, structure, or object as defined in the City's Historical Resources Regulations and Historical Resources Guidelines shall comply with the City's Historical Resources Guidelines and Historical Resources Regulations (SDMC sections 143.0201–143.0280) and shall be required to implement avoidance, minimization, and mitigation measures in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines.</p>	Prior to the issuance of any land development permits or development activities.	City of San Diego
Cultural Resources - Archaeological Resources	<p>MM-HIST-2 Archaeological and Tribal Cultural Resources</p> <p>Prior to the issuance of any discretionary permit for a future development project that could directly and/or indirectly affect a cultural resource (i.e. archaeological and Tribal Cultural Resources), the City shall require the following steps be taken to determine (1) the potential presence and/or absence of cultural resources, and (2) the appropriate mitigation for</p>	Prior to the issuance of any land development permits or development activities.	City of San Diego

**Table 9-1
Mitigation Monitoring and Reporting Program**

Potentially Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>any significant resources that may be impacted. For the purposes of CEQA review, a cultural resource is defined in CEQA Guidelines Section 15064.5. Tribal cultural resources are defined in PRC Section 21074.</p> <p>Initial Determination</p> <p>The City's Environmental Designee shall determine the potential presence and/or absence of cultural resources at the project site by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, the California Historical Resources Inventory System, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and may conduct a site visit. A review of the cultural resources sensitivity map (see Figure 4.4-1a through 4.4-1e) shall be done at the initial planning stage of a project to ensure that cultural resources are avoided and/or impacts are minimized to the extent feasible in accordance with the City's Historical Resources Guidelines. The sensitivity levels described below shall guide the appropriate steps necessary to address the potential resources. Sensitivity ratings may be adjusted based on the amount of disturbance that has occurred, which may have previously impacted cultural resources, as well as new data available to the City.</p> <p>High Sensitivity: Indicates locations where significant cultural resources have been documented or would have the potential to be identified. High sensitivity resources include village and habitation sites and areas near fresh water sources. These resources may range from moderately complex to highly complex, with more defined living areas or specialized work space areas, and a large breadth of features and artifact assemblages. The potential for identification of additional resources in such areas would be high.</p> <p>Moderate Sensitivity: Indicates that some cultural resources have been recorded within the area or the area was developed before 1984 when CEQA review may not have been applied. Moderate sensitivity resources consist of diversity or density of feature and artifact types (e.g., a moderately dense lithic scatter).</p> <p>Low Sensitivity: Indicates areas where there is a high level of disturbance or development, and few or no previously recorded cultural resources are present based on records search results and due to the timing of development of the project site occurring after 1984 when CEQA would have been applied. Within these areas, the potential for additional resources to be identified would be low.</p> <p>Phase I</p> <p>Based on the results of the initial determination, if there is any evidence that the project area contains archaeological and/or Tribal Cultural Resources, a site-specific records search and/or survey may be required and shall be determined on a case-by-case basis by the City's Environmental Designee. If a cultural resources study is required, it shall be prepared consistent with the City's Historical Resources Guidelines. All individuals conducting any phase of the cultural resources program shall meet the professional qualifications in accordance with the City's Historical Resources Guidelines. The cultural resources study shall include the background research conducted as part of the initial determination. This includes a record search at the SCIC at San Diego State University. A review of the Sacred Lands File maintained by the NAHC shall also be conducted at this time. The cultural resources study shall include a field survey and/or an evaluation of significance, as applicable if cultural resources are identified, based on the City's Historical Resources Guidelines. Native American participation shall be required for all field work.</p>		

**Table 9-1
Mitigation Monitoring and Reporting Program**

Potentially Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>Phase II</p> <p>Once a cultural resource (as defined in the PRC) has been identified, a significance determination shall be made. If a project were to impact areas identified as low sensitivity, it is assumed that any significant cultural resources no longer hold integrity or are not present. If a project impacts these areas, no additional mitigation measures shall be required.</p> <p>If a project were to impact areas identified as moderate sensitivity, a site-specific records search and/or survey may be required on a case-by-case basis. If cultural resources are identified in the records search and/or survey, a significance evaluation for the identified cultural resources shall be required. If no significant resources are found and site conditions are such that there is no potential for further discoveries, then no further action shall be required. Resources found to be non-significant as a result of a survey and/or assessment shall require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation site forms and inclusion of the results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation indicate there is still a potential for resources to be present in portions of the property, then mitigation monitoring shall be required. If the resource has not been evaluated for significance, a testing plan shall be required. If the resource is determined to be significant, a testing plan, data recovery plan, and mitigation monitoring shall be required.</p> <p>If a project were to impact areas identified as high sensitivity, a survey and testing program may be required by the qualified archaeologist to further define resource boundaries subsurface presence or absence and determine the level of significance. A thorough discussion of testing methodologies including surface and subsurface investigations can be found in the City's Historical Resources Guidelines. The results from the testing program shall be evaluated against the Significance Thresholds found in the City's Historical Resources Guidelines. If significant cultural resources are identified within the area of potential effects, the site may be eligible for local designation.</p> <p>Preferred mitigation for direct and/or indirect impacts to cultural resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. Mitigation measures such as, but not limited to, a Research Design and Archaeological Data Recovery Program (ADRP), construction monitoring, site designation, capping, granting of deeds, designation of open space, and avoidance and/or preservation shall be required and shall be determined by the City's Environmental Designee on a case-by-case basis.</p> <p>Phase III</p> <p><i>Archaeological Data Recovery Program</i></p> <p>If a cultural resource is found to be significant and preservation is not an option, a Research Design and ARDP shall be required, which includes a Collections Management Plan for review and approval by the City's Environmental Designee. The ADRP shall be based on a written research design and is subject to the provisions as outlined in PRC Section 21083.2. The ADRP shall be reviewed and approved by the City's Environmental Designee prior to distribution of a draft CEQA document.</p> <p><i>Local Designation of Resources</i></p> <p>The final cultural resource evaluation report shall be submitted to Historical Resources Board (HRB) staff for designation. The final cultural resource evaluation report and supporting documentation will be used by HRB staff in consultation with</p>		

**Table 9-1
Mitigation Monitoring and Reporting Program**

Potentially Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>qualified City staff to ensure that adequate information is available to demonstrate eligibility for designation under the applicable criteria.</p> <p><i>Monitoring and Archaeological Resource Reports</i></p> <p>Archaeological monitoring may be required during building demolition and/or construction grading when significant cultural resources are known or suspected to be present on a site but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development, dense vegetation, or if a data recovery did not reduce the impact to the resource. Monitoring shall be documented in a consultant site visit record.</p> <p>Native American participation shall be required for all subsurface investigations, including geotechnical testing and other ground disturbing activities whenever a tribal cultural resource or any archaeological site. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of PRC Section 5097 shall be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the PRC (Section 5097.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions shall be outlined in the Mitigation Monitoring and Reporting Program included in a subsequent project-specific environmental document. The Most Likely Descendent shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources.</p> <p>Archaeological Resource Reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the City's Historical Resources Guidelines. In the event that a cultural resource deposit is encountered during construction monitoring, a Collections Management Plan shall be required in accordance with the project's Mitigation Monitoring and Reporting Program. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by State (i.e., AB 2641 [Coto] and California Native American Graves and Repatriation Act [NAGPRA] of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., federal NAGPRA United States Code 3001-3013)) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation, as identified by the Native American Heritage Commission.</p> <p>Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations Part. Additional information regarding curation is provided in Section II of the Historical Resources Guidelines.</p>		

**Table 9-1
Mitigation Monitoring and Reporting Program**

Potentially Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Noise – Ambient Noise Levels (Construction Noise and Non-Transportation Noise Increases)	<p>MM-NOI-1 Noise Abatement and Control Ordinance</p> <p>Future projects shall be required to comply with the construction noise levels limits defined by San Diego Municipal Code Section 59.5.0404. If construction noise would exceed the construction noise limits, a permit shall be granted by the Noise Abatement and Control Administrator. If necessary to comply with San Diego Municipal Code Section 59.5.0404, site specific noise reduction measures may be incorporated to meet property line limitations.</p> <p>Future development with stationary sources of noise shall comply with Section 59.5.0401 et seq. of the SDMC, which specifies the maximum one-hour average sound level limits allowed at the boundary of a property.</p>	Prior to the issuance of any land development permits or development activities.	City of San Diego
Noise – Groundborne Vibration	<p>MM-NOI-2 Vibration – Construction Activities</p> <p>Future projects that include pile driving and would result in vibration levels exceeding the peak particle velocity (PPV) and screening distances detailed in Table 4.11-2 shall implement vibration reduction measures to minimize construction-related vibration impacts. Measures shall be based on the results of site-specific recommendations from an acoustical analysis. Measures may include, but are not limited to, limiting the use of vibration-intensive equipment in proximity to sensitive receptors, installing low soil displacement piles (e.g., H-piles) instead of high soil displacement piles (e.g., concrete piles) for pile-driving, and pre-drilling for pile-driving. Other measures may include pre- and post-construction inspections to document any damage and provide repairs in the event damage occurs.</p>	Prior to the issuance of any land development permits or development activities.	City of San Diego
Transportation	<p>MM-TRANS-1 Achieve VMT Reductions</p> <p>Future development shall be required to demonstrate compliance with the City's Mobility Choices Ordinance (SDMC Section 143.1103 et seq.) and the City's TSM, including preparation of a VMT analysis, where applicable.</p>	Prior to the issuance of any land development permits or development activities.	City of San Diego
Tribal Cultural Resources	Refer to MM-HIST-2	Prior to the issuance of any land development permits or development activities.	City of San Diego
Wildfire - Wildfire Hazards, Pollutants from Wildfire, Infrastructure, Flooding or Landslides, Cumulative Impacts	<p>MM-FIRE-1 Wildfire Policy Compliance for Plan Amendments</p> <p>As future Community Plan Updates or other plan amendments are proposed consistent with the Blueprint SD Initiative and the Village Climate Goal Propensity Map, the City shall evaluate the adequacy of evacuation routes, emergency access and fire safety in light of the proposed land use and mobility network. The City plan amendment process shall include a review of consistency with Policy LU-C.2.A.5, Policy UD-A.3.h, Policy UD-A.3.p, Policy PF-D.12, Policy PF-D.13, Policy PF-D.14, Policy PF-D.15, and Policy PF-D.16.</p>	Prior to adoption of Community Plan or other plan amendments.	City of San Diego
Wildfire - Wildfire Hazards, Pollutants from Wildfire, Infrastructure, Flooding or Landslides, Cumulative Impacts	<p>MM-FIRE-2 Wildfire Safety Policies and Regulation Compliance</p> <p>Future projects shall be required to demonstrate consistency with the City's applicable regulatory and policy framework including:</p>	Prior to the issuance of any land development permits or development activities.	City of San Diego

**Table 9-1
Mitigation Monitoring and Reporting Program**

Potentially Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<ul style="list-style-type: none"> • The latest update to the Fire Code (SDMC Sections 55.0101 through 55.9401), including requirements for adequate fire access and specifications for when two separate fire apparatus access roads are required. • The latest update to the City's building regulations (SDMC Chapter 14, Article 5) including acceptable construction materials for development near open space (SDMC Chapter 14, Article 5, Division 7). • The City's Brush Management Regulations (SDMC Section 142.0412) and Landscape Standards, adopted as part of the Land Development Manual. <p>For projects with a higher level of wildfire or evacuation risk, as determined by the City, additional analysis demonstrating consistency with the California Office of the Attorney General issued guidance outlining best practices for analyzing and mitigating wildfire impacts of development projects under CEQA may be required.</p>		

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Certification

This Program Environmental Impact Report has been completed by the City of San Diego's (City's) City Planning Department and is based on independent analysis and determinations made pursuant to the San Diego Municipal Code Section 128.0103. The following individuals contributed to the preparation of this report.

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