#600A
8/1/19

(R-2020-9)

RESOLUTION NUMBER R- 312604

DATE OF FINAL PASSAGE AUG 07 2019

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 586601/SCH NO. 2017071007, ADOPTING THE FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND THE MITIGATION, MONITORING, AND REPORTING PROGRAM FOR THE BALBOA AVENUE STATION AREA SPECIFIC PLAN.

WHEREAS, on February 26, 2014, the City Council adopted Resolution No. R-308737, authorizing an agreement with the State of California to complete the Balboa Avenue Station Area Specific Plan to guide future land use policy changes to support transit-oriented development adjacent to the programmed light rail transit station and mobility improvements to increase access to the stations within the communities of Clairemont Mesa and Pacific Beach; and

WHEREAS, the proposed adoption of the Balboa Avenue Station Area Specific Plan was set for a public hearing to be conducted by the City Council of the City of San Diego; and

WHEREAS, the City Council considered the issues discussed in Environmental Impact Report No. 586601/SCH No. 2017071007 (Report) prepared for this Project; NOW, THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego, that it is certified that the Report has been completed in compliance with the California Environmental Quality Act of 1970 (CEQA) (Public Resources Code Section 21000 et seq.), as amended, and the State CEQA Guidelines thereto (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.), that the Report reflects the independent judgment of the City of San Diego as Lead Agency and that the information contained in said Report, together with any comments received during the

public review process, has been reviewed and considered by the City Council in connection with the approval of the Project.

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081 and State CEQA Guidelines Section 15091, the City Council hereby adopts the Findings made with respect to the Project, which are attached hereto as Exhibit A.

BE IT FURTHER RESOLVED, that pursuant to State CEQA Guidelines Section 15093, the City Council hereby adopts the Statement of Overriding Considerations with respect to the Project, which is attached hereto as Exhibit B.

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081.6, the City Council hereby adopts the Mitigation, Monitoring, and Reporting Program, or alterations to implement the changes to the Project as required by this City Council in order to mitigate or avoid significant effects on the environment, which is attached hereto as Exhibit C.

BE IT FURTHER RESOLVED, that the Report and other documents constituting the record of proceedings upon which the approval is based are available to the public at the Office of the City Clerk, 202 C Street, San Diego, CA 92101.

BE IT FURTHER RESOLVED, that the City Clerk is directed to file a Notice of Determination with the Clerk of the Board of Supervisors for the County of San Diego regarding the Project after final passage of the ordinances associated with the Project.

APPROVED: MARA W. ELLIOTT, City Attorney

By Shannon M. Thomas

Shannon M. Thomas
Senior Deputy City Attorney

SMT:als
07/08/2019
Or.Dept: Planning Dept.
Doc. No.: 1927009

Attachments: Exhibit A – Findings
Exhibit B - Statement of Overriding Considerations
Exhibit C – Mitigation, Monitoring, and Reporting Program

I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of AUG 01 2019.

ELIZABETH S. MALAND
City Clerk

By Linda Irwin
Deputy City Clerk

Approved: 8/7/19
(date)

KEVIN L. FAULCONER, Mayor

Vetoed: _____
(date)

_____
KEVIN L. FAULCONER, Mayor

EXHIBIT A

CANDIDATE FINDINGS

FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

FOR THE

BALBOA AVENUE STATION AREA SPECIFIC PLAN

PROJECT NUMBER 586601

SCH No. 2017071007

August 2019

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I. INTRODUCTION

A. Findings of Fact

The following Candidate Findings are made for the Balboa Avenue Station Area Specific Plan (hereinafter referred to as the "BASASP" or the "Project"). The environmental impacts of the Project are addressed in the Final Program Environmental Impact Report ("Final PEIR") dated November 2018 (State Clearinghouse No. 2017071007), which is incorporated by reference herein.

The California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000 *et seq.*) and the State CEQA Guidelines (CEQA Guidelines) (14 California Code of Regulations Sections 15000 *et seq.*) promulgated therein, require that the environmental impacts of a project be examined before a project is approved. In addition, once significant impacts have been identified, CEQA and the CEQA Guidelines require that certain findings be made before project approval. It is the exclusive discretion of the decision maker certifying the environmental impact report (EIR) to determine the adequacy of the proposed candidate findings. Specifically, regarding findings, CEQA Guidelines Section 15091 provides:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental impacts of the project unless the public agency makes one or more written findings for each of those significant impacts, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental impact as identified in the final EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially

lessen significant environmental impacts. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

These requirements also exist in Section 21081 of the CEQA statute. The "changes or alterations" referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which avoid or substantially lessen the significant environmental impacts of the project, may include a wide variety of measures or actions as set forth in CEQA Guidelines Section 15370, including:

(a) Avoiding the impact altogether by not taking a certain action or parts of an action.

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensating for the impact by replacing or providing substitute resources or environments.

Should significant and unavoidable impacts remain after changes or alterations are applied to a project, a Statement of Overriding Considerations must be prepared. The statement provides the lead agency's views on whether the benefits of a project outweigh its unavoidable adverse environmental impacts. Regarding a Statement of Overriding Considerations, CEQA Guidelines Section 15093 provides:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region- wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental impacts, the adverse environmental impacts may be considered "acceptable."

(b) When the lead agency approves a project which will result in the occurrence of significant impacts which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the

notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

B. Record of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the Project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP), dated July 5, 2017, and all other public notices issued by the City in conjunction with the Project;
- The Draft PEIR, dated April 13, 2018;
- The Final PEIR, dated November 16, 2018;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft PEIR;
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft PEIR and included in the Final PEIR;
- The Mitigation Monitoring and Reporting Program (MMRP);
- The reports and technical memoranda included or referenced in the Responses to Comments and/or in the Final PEIR;
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft PEIR and the Final PEIR;
- Matters of common knowledge to the City, including but not limited to federal, state and local laws and regulations;
- Any documents expressly cited in these Findings and the Statement of Overriding Considerations; and
- Any other relevant materials required to be included in the Record of Proceedings pursuant to PRC Section 21167.6(e).

II. PROJECT SUMMARY

A. Project Location

The Project is located in the Clairemont Mesa and Pacific Beach community planning areas within the City in western San Diego County. The BASASP area encompasses a total of approximately 210 acres (0.33 square miles) and is bounded by Rose Creek on the west, Morena Boulevard on the east, Grand Avenue and Mission Bay Drive on the south, and Avati Drive on the north.

Major regional transportation corridors bisect the BASASP area, including Interstate 5 (I-5) and the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor. I-5 bisects the BASASP area in a north-south alignment; the portion of the BASASP area east of I-5 is located within the Clairemont Mesa community, and the area on the west side of I-5 is located within the Pacific Beach community. The LOSSAN rail corridor generally runs parallel to the east side of I-5. The Mid-Coast Trolley, which consists of the San Diego Metropolitan Transit System (MTS) Blue Line Trolley line extension from Downtown San Diego to the University community, will also traverse the BASASP area along the east side of the existing tracks within the LOSSAN rail

corridor. This major regional transit route is currently under construction and service is anticipated to begin in 2021. A new trolley station, the Balboa Avenue Station, will be constructed as part of the new Blue Line Trolley extension adjacent to the east side of the rail corridor and south of Balboa Avenue. Other major roadways in the BASASP area include Balboa Avenue, Mission Bay Drive, Garnet Avenue, Grand Avenue, and Morena Boulevard.

The portion of the BASASP area south of Garnet Avenue and west of the LOSSAN railroad right-of-way (ROW) is located within the Coastal Overlay Zone. Additionally, the City's Multi-Habitat Planning Area (MHPA) lands are located along a portion of Rose Creek, both within and adjacent to the BASASP area.

The BASASP area is predominantly urbanized and developed with commercial, industrial, and residential uses, and also includes open space and regional transportation facilities. Commercial uses within the BASASP area are generally located on the west side of I-5 and include car dealerships, automotive services, restaurants, hotels, and other retail and service businesses. Industrial uses within the BASASP area are generally located along Morena Boulevard and Santa Fe Street on the east side of I-5 and north of Balboa Avenue and include the City's Rose Creek Operations Yard, a San Diego Gas and Electric facility, and several warehouses. Residential uses are primarily located within the western portion of the BASASP area south of Garnet Avenue and west of Mission Bay Drive. Residences are also located in the southern portion of the BASASP area, west of I-5 and along Del Rey Street. Rose Creek runs north-south along the western boundary of the BASASP area, with portions that meander within the BASASP area. The Rose Creek Trail runs along the eastern side of Rose Creek between Garnet Avenue and Grand Avenue.

B. Project Description and Objectives

Project Objectives

The objectives of the BASASP are as follows:

- Establish a transit-oriented development (TOD) village that capitalizes on the trolley station investment by the San Diego Association of Governments (SANDAG) and MTS;
- Provide a plan that allows for a mix of land uses that serves residents, generates economic prosperity, and capitalizes on visitor traffic;
- Establish a plan that encourages high density residential or mixed-use development, higher intensity employment areas, and activity centers within walking or biking distance of transit corridors and the trolley station;
- 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;
- Focus development in an area where there is available public infrastructure and transit;
- Increase mobility for pedestrians, cyclists, transit users, and automobiles through improved linkages at key points, with a strong pedestrian focus;
- Identify key mobility improvements to facilitate connections within and through the BASASP area, as well as to surrounding areas;

- Identify design criteria for urban public spaces, such as mini-parks, plazas, promenades, and venues that support a variety of events and gatherings;
- Expand access to park and recreation facilities within and adjacent to the BASASP area, including trail options and joint use opportunities, to promote a healthy, active community;
- Incorporate sustainability practices, policies, and design features into projects within the BASASP area that reduce greenhouse gas (GHG) emissions; and
- Craft a clear and practical implementation strategy for properties and improvements within the BASASP area.

Project Description

The proposed BASASP would increase residential density by redesignating and rezoning lands to allow for TOD in the vicinity of the Balboa Avenue Station. The proposed BASASP would require an amendment to the Pacific Beach Community Plan/Local Coastal Program and the Clairemont Mesa Community Plan. The proposed BASASP provides policies and recommendations for new residential and mixed-use development and improvements to the public ROW to enhance access to the Balboa Avenue Station and to capitalize on the new regional transit connection in the BASASP area. The proposed BASASP promotes increasing transportation choices, decreasing dependency on single occupancy vehicles, and addressing traffic congestion at local intersections and roadways.

The proposed BASASP would redesignate approximately 51 acres of Commercial land uses to the Community Village land use designation within the Pacific Beach community. The Community Village land use designation would allow for the development of high density multi-family housing in a mixed-use setting as well as commercial, service, and civic uses. The proposed BASASP would also identify multi-modal improvements to increase bicycle, pedestrian, and transit access to the Balboa Avenue Station.

The BASASP contains the following six chapters: Land Use, Mobility, Urban Design, Recreation, Infrastructure and Public Facilities, and Conservation. The BASASP also contains an Implementation chapter. The land use policies in the proposed BASASP are focused on promoting TOD within the Pacific Beach portion of the BASASP area; properties located within the Clairemont Mesa area are not subject to the BASASP supplemental development regulations. There are no proposed changes to land uses within the Clairemont Mesa portion of the BASASP area. The BASASP proposes the following two new land use designations: Residential (15 to 54 dwelling units per acre [du/ac]) and Community Village (0 to 73 du/ac and 0 to 109 du/ac), and two consistent land uses with the adopted Pacific Beach Community Plan: Light Industrial and Flood Control/Open Space. The proposed BASASP would allow up to 4,729 residential units, including 897 dwelling units within the residentially-designated areas and up to 3,832 residential units within the Community Village designation. In addition, up to 669,800 square feet (SF) of commercial retail uses and 423,500 SF of industrial uses could be developed within the BASASP area.

The Mobility chapter identifies policies and recommendations for a balanced multi-modal transportation system that improves access within the area for all modes of travel. Policies would promote the establishment of a complete streets network that capitalizes on access to the Balboa

Avenue Station, provide a walkable and pedestrian-friendly environment, and encourage traffic calming measures and bicycle facilities, where feasible. Mobility improvements are recommended along streets within the BASASP area to establish new and improved pedestrian, bicycle, and multi-use connections with a focus on providing connections to the Balboa Avenue Station and regional amenities such as the Rose Creek Trail and Mission Bay Park.

The Urban Design chapter establishes a broad range of policies intended to maintain and enhance the overall character of the community. These policies fall into the following categories: building design, relationship to Rose Creek, gateways and wayfinding signage, and the public realm.

The Recreation chapter is intended to assure that the recreational needs of the community are met, with a focus on enhancing and creating connections to Mission Bay Park and Rose Creek. The proposed BASASP identifies policies for future park and recreation facilities within the BASASP area that would increase the amount of park and recreation land in the community. The proposed BASASP also identifies multi-modal connectivity enhancements that would improve access to Mission Bay Park, in particular the De Anza Cove area, for the existing and future residents of the BASASP area, as described in the Mobility chapter.

The Infrastructure and Public Facilities chapter describes the existing facilities and services available within the BASASP area, including water, wastewater, storm water, solid waste, communications/energy services, schools, police, fire/emergency services, and libraries. Although specific policies are not identified in the proposed BASASP, all development would be required to comply with the Land Development Code requirements directed at the provision of adequate infrastructure to serve future development projects within the BASASP area.

The Conservation chapter contains policies regarding sustainable development, urban runoff management, coastal resources, and historical and tribal cultural resources. Conservation goals for the proposed BASASP would guide implementation of General Plan and Climate Action Plan (CAP) policies by using strategies identified within the BASASP to reduce GHG emissions.

III. SUMMARY OF IMPACTS

The project addressed in these Findings is a comprehensive planning document that provides the policy framework to guide transit-oriented public and private development and multi-modal improvements near the Balboa Avenue Station, as described in Chapter 3.0 of the Final PEIR. The Project is intended to further express General Plan and Community Plan policies within the Pacific Beach and Clairemont Mesa communities through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide zoning.

Controls on development and the use of public and private property including zoning, supplemental development regulations, and implementation of mobility improvements are included as part of the implementation program for the BASASP.

The Final PEIR concludes that the BASASP will have **no significant impacts (direct and/or cumulative)** and require no mitigation measures with respect to the following issues:

1. Agriculture and Forestry Resources
   - Farmland Mapping and Monitoring Program (Direct and Cumulative)

- Agricultural Zoning/Williamson Act (Direct and Cumulative)
- Forest Land, Timberland, Timberland Production Zone (Direct and Cumulative)
- Loss of Forest Land (Direct and Cumulative)
- Natural Conversion of Farmland or Forest Land (Direct and Cumulative)

2. Mineral Resources
   - Loss of a Known Mineral Resource (Direct and Cumulative)
   - Loss of a Locally-Important Mineral Resource Recovery Site (Direct and Cumulative)

Less than Significant Impacts

The Final PEIR concludes that the BASASP would have **less than significant impacts (direct and/or cumulative)** and require no mitigation measures with respect to the following issues:

1. Land Use
   - Consistency with Adopted Land Use Plans, Policies, and Regulations (Direct and Cumulative)
   - Environmental Planning Consistency (Direct and Cumulative)
   - Community Division (Direct and Cumulative)
2. Air Quality
   - Impacts to Sensitive Receptors (Direct and Cumulative)
   - Odor Impacts (Direct and Cumulative)
3. Biological Resources
   - Wildlife Movement (Direct and Cumulative)
   - Conservation Planning (Direct and Cumulative)
   - MHPA Edge Effects (Direct and Cumulative)
   - Conflict with Local Policies/Ordinances (Direct and Cumulative)
   - Introduction of Invasive Species (Direct and Cumulative)
4. Energy Conservation (Direct and Cumulative)
5. Geology and Soils
   - Geologic Hazards (Direct and Cumulative)
   - Erosion and Sedimentation (Direct and Cumulative)
   - Geologic Stability (Direct and Cumulative)
6. Greenhouse Gas Emissions
   - Direct and Indirect Emissions of Greenhouse Gases (Direct and Cumulative)
   - Consistency with Adopted Plans, Policies, and Regulations for the Purpose of Reducing GHG Emissions (Direct and Cumulative)
7. Human Health/Public Safety/Hazardous Materials
   - Health Hazards (Direct and Cumulative)
   - Flood Hazards (Direct and Cumulative)
   - Emergency Response and Evacuation Plans (Direct and Cumulative)
   - Wildfire Hazards (Direct and Cumulative)
8. Hydrology, Water Quality, and Drainage

- Runoff (Direct and Cumulative)
- Pollutant Discharges (Direct and Cumulative)
- Other Water Quality Impacts (Direct and Cumulative)

9. Noise
   - Permanent Increase in Ambient Noise Levels (Direct and Cumulative)
   - Excessive Ground-borne Vibration (Cumulative)
   - Construction Noise (Cumulative)
10. Paleontological Resources
   - Paleontological Resources (Direct and Cumulative)
11. Population and Housing
   - Population Displacement (Direct and Cumulative)
   - Growth Inducement (Direct and Cumulative)
12. Public Services (Direct and Cumulative)
13. Public Utilities
   - Water Supply (Direct and Cumulative)
   - Utilities (Direct and Cumulative)
   - Solid Waste Management (Direct and Cumulative)
   - Energy (Direct and Cumulative)
14. Transportation/Circulation
   - Alternative Transportation Modes (Direct and Cumulative)
   - Conflict with Plans or Policies Supporting Alternative Transportation Modes or Substantially Impact Alternative Transportation Systems (Direct and Cumulative)
15. Visual Effects and Neighborhood Character
   - Public Views (Direct and Cumulative)
   - Neighborhood Character (Direct and Cumulative)
   - Landform Alteration (Direct and Cumulative)

Impacts that are Less than Significant with Mitigation or Avoided Through Project Changes

The Final PEIR identifies the following **direct and/or cumulatively significant impacts which will be mitigated to below a level of significance** with respect to the following issues:

1. Biological Resources
   - Sensitive Species (Direct and Cumulative)
   - Sensitive Habitats (Direct and Cumulative)
   - Wetlands (Direct and Cumulative)
2. Noise
   - Compatibility of Proposed Land Uses with City Noise Guidelines (Direct and Cumulative)
3. Transportation/Circulation
   - Intersection Impacts to Garnet Avenue at Olney Street (Cumulative)
   - Intersection Impacts to Garnet Avenue at Mission Bay Drive (Cumulative)

- Intersection Impacts to Balboa Avenue at Morena NB Ramps (Cumulative)
- Intersection Impacts to Morena Boulevard at Jutland Drive (Cumulative)

Significant and Unavoidable Impacts

The Final PEIR identifies the following direct and/or cumulatively significant impacts which are considered **significant and unavoidable because mitigation measures do not exist or are considered not feasible to reduce impacts to less than significant.**

1. Air Quality
   - Conformance to the Regional Air Quality Strategy (Direct and Cumulative)
   - Conformance to Federal and State Ambient Air Quality Standards (Direct and Cumulative)
   - Cumulatively Considerable Net Increase in Criteria Pollutants (Direct and Cumulative)
2. Historical and Tribal Cultural Resources
   - Historic Buildings, Structures, Objects, or Sites (Direct and Cumulative)
   - Prehistoric and Historic Archaeological Resources, Sacred Sites, and Human Remains (Direct and Cumulative)
   - Tribal Cultural Resources (Direct and Cumulative)
3. Noise
   - Excessive Ground-borne Vibration (Direct)
   - Construction Noise (Direct)
4. Transportation/Circulation
   - Roadway Segments (Direct and Cumulative)
   - Intersections (Direct and Cumulative)
   - Freeway Facilities (Direct and Cumulative)

IV. FINDINGS REGARDING SIGNIFICANT IMPACTS

A. Findings Regarding Impacts That Will be Avoided by Project Changes or Mitigated to Below a Level of Significance (CEQA §21081(a)(1) and CEQA Guidelines §15091(a)(1))

The City, having independently reviewed and considered the information contained in the Final PEIR and the public record for the Project, finds, pursuant to PRC Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), that project changes or mitigation determined to be feasible and would mitigate or avoid the significant impacts on the environment from the Project. The following is a list of those environmental impacts that will be mitigated to below a level of significance, as identified in the Final PEIR:

BIOLOGICAL RESOURCES

Sensitive Species (Issue 1)

Significant Impact

Implementation of the proposed BASASP has the potential to significantly impact federal or State listed species, MSCP Covered Species, Narrow Endemic Species, CNPS Rare Plant Rank 1 and 2 species, and wildlife species included on the California Department of Fish and Wildlife's (CDFW) Special Animals list.

Facts in Support of Finding

Implementation of the proposed BASASP has the potential to impact 13 sensitive plant species and 24 sensitive wildlife species that are known to occur or have the potential to occur in the BASASP area. These impacts could occur directly through the loss of habitat or indirectly by placing development adjacent to sensitive habitat. At a program-level of analysis, it is not possible to conduct site-specific evaluations and surveys to identify impacts to sensitive plant and wildlife species.

Rationale and Conclusion

Sensitive Plant Species

Mitigation Measure BIO-1 requires a qualified biologist survey for sensitive plants during the appropriate time of year prior to initiating construction activities in undeveloped land. If a survey cannot be conducted due to environmental conditions, then the project proponent shall consult with the City and Wildlife Agencies (where applicable) to determine if construction may begin based on site-specific vegetation mapping, and potential to occur analysis and what mitigation would be required, or whether construction must be postponed until spring rare plant survey data is collected. Implementation of Mitigation Measure BIO-1, combined with adherence to the BASASP's policies promoting the preservation of natural resources, and compliance with all provisions of the City's MSCP Subarea Plan and the Biology Guidelines would reduce potentially significant impacts to sensitive plant species to a less than significant level.

Sensitive Wildlife Species

Implementation of Mitigation Measures BIO-2 through BIO-5 would reduce potentially significant impacts to sensitive wildlife species to below a level of significance. Mitigation Measures BIO-2 and BIO-3 require that, prior to the construction of future projects, protocol surveys and habitat assessments be conducted to confirm the presence or suitability of habitat for sensitive species. If the presence of a specific sensitive species is determined, then the corresponding mitigation for the respective species will be implemented.

Implementation of Mitigation Measure BIO-4 would protect nesting birds from construction impacts and would require site-specific biological resources surveys be conducted in accordance with the City's Biology Guidelines and Wildlife Agency protocol. Nesting season avoidance and/or pre-grading surveys and mitigation will be required to comply with the federal Endangered Species Act, Migratory Bird Treaty Act (MBTA), California Fish and Game Code,

MSCP Subarea Plan, and/or the Environmentally Sensitive Lands (ESL) Regulations. Construction would not be allowed until it can be demonstrated that activities will not result in noise levels exceeding 60 dBA L_{EQ} at the edge of habitat occupied by sensitive birds during their respective breeding seasons.

Impacts to other wildlife species would be mitigated by Mitigation Measure BIO-5 which would require site-specific biology surveys be conducted to identify any other sensitive or MSCP Covered Species present on a future development within the BASASP area. Impacts to most sensitive and MSCP Covered Species will be mitigated by habitat-based mitigation, as established by the City's Biology Guidelines, unless a rare circumstance requires additional species-specific mitigation. In this case, the project-level biological survey report will define additional species-specific mitigation. For MSCP Covered Species, conditions from the MSCP Subarea Plan would be implemented where applicable.

Implementation of Mitigation Measures BIO-2 through BIO-5, combined with BASASP policies promoting the preservation of significant resources and compliance with the City's MSCP Subarea Plan, would reduce impacts to sensitive wildlife species to a less than significant level.

BIOLOGICAL RESOURCES

Sensitive Habitats (Issue 2)

Significant Impact

Implementation of the proposed BASASP could potentially impact Tier II and Tier IIIB habitats (sensitive upland vegetation communities), as identified in the City's Biology Guidelines or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or U.S. Fish and Wildlife Service.

Facts in Support of Finding

Implementation of the proposed BASASP has the potential to impact up to approximately 1.50 acres of Tier II (0.82 acre) and IIIB (0.68 acre) habitats. These impacts could occur directly through removal or indirectly by placing development adjacent to sensitive vegetation communities.

Rationale and Conclusion

Implementation of Mitigation Measures BIO-6 and BIO-7 would mitigate potentially significant impacts on sensitive habitats to below a level of significance. Mitigation Measure BIO-6 would require that impacts to sensitive upland vegetation communities be mitigated through habitat acquisition/preservation, restoration, and/or creation, or a combination thereof.

Mitigation Measure BIO-7 would require that wetland impacts be avoided or mitigated to achieve no net loss of wetland function and value. Mitigation for wetland habitats shall follow the mitigation rations defined in the City's Biology Guidelines.

Implementation of Mitigation Measures BIO-6 and BIO-7, combined with BASASP policies promoting the preservation of natural resources and compliance with the City's MSCP Subarea Plan, will assure that future development within and adjacent to sensitive habitats would require

site-specific environmental review, analysis of potential impacts to biological resources, and implementation of appropriate mitigation to reduce impacts to sensitive habitat to a less than significant level.

BIOLOGICAL RESOURCES

Wetlands (Issue 3)

Significant Impact

Implementation of the proposed BASASP is not anticipated to result in direct impacts to wetlands because the proposed BASASP does not include development in areas containing potential jurisdictional waters. Implementation of the proposed BASASP could result in a potential indirect impact to wetlands.

Facts in Support of Finding

Indirect impacts to wetlands could occur by placing development adjacent to areas containing potential jurisdictional waters.

Rationale and Conclusion

Potential indirect wetlands would be regulated in accordance with Sections 401 and 404 of the Clean Water Act; Section 1600 of the California Fish and Game Code; and the City's Biology Guidelines, MSCP Subarea Plan, and certified LCP. Implementation of Mitigation Measures BIO-7 and BIO-8 would further mitigate potentially significant impacts to wetlands to below a level of significance. Mitigation Measure BIO-7 would require that all wetland impacts shall be avoided or, if avoidance is infeasible, wetland impacts shall be mitigated in accordance with the mitigation ratios defined in the City's Biology Guidelines.

Mitigation Measure BIO-8 would require that all jurisdictional, non-wetland waters shall be avoided to the extent feasible. If avoidance is infeasible, mitigation will be applied by federal and State regulators through their applicable consulting/permitting process.

Implementation of Mitigation Measures BIO-7 and BIO-8, which requires consultation with the applicable permitting agencies, combined with federal and State laws regulating impacts to wetlands, would reduce impacts to wetlands to a less than significant level.

NOISE

Compatibility of Proposed Land Uses with City Noise Guidelines (Issue 1)

Significant Impact

A potentially significant impact could occur if future development pursuant to the proposed BASASP occurs within areas where noise levels exceed standards established by the General Plan and/or the Noise Ordinance.

Facts in Support of Finding

Traffic generated from build-out of the BASASP would result in vehicular noise in excess of the applicable land use and noise compatibility levels in certain areas, which could result in potentially significant noise impacts. Future development under the proposed BASASP could place noise sensitive land uses in areas where the noise levels range from 60 to 75 CNEL. Standard construction techniques generally provide a 15 dBA reduction of exterior noise within the interior space of buildings. As such, residential structures with exterior noise levels greater than 60 CNEL could potentially have interior noise levels greater than the General Plan's interior noise standard of 45 CNEL. Therefore, future development under the proposed BASASP could result in potentially significant exterior and interior noise impacts.

Rationale and Conclusion

Implementation of Mitigation Measure NOI-1 would require a site-specific acoustical analysis be performed prior to the approval of building permits for new development where people will be exposed to noise exceeding normally acceptable levels. This acoustical analysis shall be performed for the following land uses: single-family homes, senior housing, and mobile homes (where exterior noise levels range between 60 and 65 CNEL); multi-family homes and mixed-use/commercial and residential (where exterior noise levels range between 65 and 70 CNEL); and all land uses where noise levels exceed the conditionally compatible exterior noise exposure levels, as defined in the City's Land Use - Noise Compatibility Guidelines. The acoustical analysis shall be conducted to ensure that barriers, building design, and/or location can maintain interior noise levels at 45 CNEL or less for residences and 50 CNEL or less for commercial uses. Barriers may include a combination of earthen berms, masonry block, and Plexiglas. Building location may include the use of appropriate setbacks. Building design measures may include dual-pane windows, solid core exterior doors with perimeter weather stripping, and mechanical ventilation to allow windows and doors to remain closed. Implementation of Mitigation Measure NOI-1, combined with compliance with local and state noise control laws, including Section 1207.4 of Title 24, would reduce potentially significant impacts related to land use and noise compatibility standards to a less than significant level.

TRANSPORTATION/CIRCULATION

Vehicular Traffic Circulation – Intersection Impacts (Issue 3)

Significant Impact

Traffic associated with the proposed BASASP will result in significant cumulative impacts on selected intersections by raising traffic volumes to an unacceptable level of service. These include:

- Garnet Avenue at Olney Street (Impact 5.15-5);
- Garnet Avenue at Mission Bay Drive (Impact 5.15-6);
- Balboa Avenue at Morena Boulevard northbound ramps (Impact 5.15-7); and
- Morena Boulevard at Jutland Drive (Impact 5.15-9).

Facts in Support of Finding

Garnet Avenue and Olney Street (Impact 5.15-5)

The northbound approach on Olney Street is projected to be over capacity during the PM peak hour with implementation of the Project. This impact will result in LOS F during the PM peak hour (Impact 5.15-5) and could be mitigated to less than significant with implementation of Supplemental Development Regulation (SDR)-7. This SDR would remove parking for an exclusive northbound left turn onto Garnet Avenue to improve intersection operations to LOS D during the PM peak hour.

Mission Bay Drive and Garnet Avenue (Impact 5.15-6)

The current configuration of the westbound approach includes a single left-turn lane, two through lanes, and an exclusive right-turn lane. On the eastbound approach, there are dual left turn lanes, two through lanes, and an exclusive right turn lane. This intersection is over capacity during the AM and PM peak hour (Impact 5.15.6) and could be mitigated to less than significant with implementation of SDR-6. This SDR would require widening Garnet Avenue to add a second left turn lane in the westbound approach, and extending the right turn lane in the eastbound approach from Mission Bay Drive to Bond Street to improve intersection operations to LOS D during the AM peak hour and LOS E during the PM peak hour.

Balboa Avenue and Morena Boulevard Northbound Ramps (Impact 5.15-7)

This intersection does not currently have a traffic control and currently operates as an eastbound right turn lane onto Morena Boulevard on-ramp and a northbound right turn lane onto Balboa Avenue to continue east. The northbound approach would experience a delay at this intersection equivalent to LOS F during the AM and PM peak hour and could be mitigated to less than significant with implementation of SDR-4. This SDR would require the installation of a partial traffic signal to control the eastbound and northbound approaches to improve intersection operations to LOS A during the AM and PM peak hour.

Morena Boulevard and Jutland Drive (Impact 5.15-9)

The westbound left turn movement on Jutland Drive is projected to be over capacity during the PM peak hour with implementation of the proposed BASASP. This impact will result in LOS F during the PM peak hour (Impact 5.15-9) and could be mitigated to less than significant with implementation of SDR-5. This SDR would require the installation of a traffic signal or roundabout to improve intersection operations to LOS B during the PM peak hour.

Rationale and Conclusion

During the course of environmental review, these four intersection improvements were identified as feasible improvements that would reduce impacts to a less than significant level and have since been incorporated into the Specific Plan as Supplemental Development Regulations (SDRs). While buildout of the proposed BASASP would result in significant cumulative impacts at the four intersections described above, implementation of SDR-7, SDR-6, SDR-4, and SDR-5 would avoid these through various improvements that would improve intersection operations during the AM and PM peak hours.

B. Findings Regarding Mitigation Measures Which are the Responsibility of Another Agency (CEQA §21081(a)(2)) and CEQA Guidelines §15091(a)(2))

The City, having independently reviewed and considered the information contained in the Final PEIR and the public record for the Project, finds pursuant to PRC Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2) that there are changes or alterations which would mitigate or avoid the significant impacts on the environment that are within the responsibility and jurisdiction of another public agency.

AIR QUALITY

Conformance to the Regional Air Quality Strategy (Issue 1)

Significant Impact

Implementation of the proposed BASASP could result in a potentially significant impact associated with conformance to regional air quality plans because the BASASP proposes an increase in density and vehicle trips beyond what was included for the area in the Regional Air Quality Strategy (RAQS).

Facts in Support of Finding

The RAQS includes anticipated growth associated with the adopted Pacific Beach Community Plan. Relative to the adopted Pacific Beach Community Plan, the BASASP would increase the number of residential units by 287 percent and the amount of land designated for retail/ commercial by 25 percent and would decrease the amount of land designated for industrial uses by 49 percent. The increase in density would also result in an increase in vehicular traffic within the BASASP area. As a result, the BASASP would not be consistent with the RAQS.

Rationale and Conclusion

This potentially significant impact would be reduced to less than significant when the RAQS and State Implementation Plan (SIP) are updated. Mitigation Measure AQ-1 requires that the City provide a revised housing and employment forecast to SANDAG to ensure that any revisions to the population and employment projections are considered. The provision of housing information would assist SANDAG in revising the population forecasts, which are considered in the RAQS and SIP. The City does not have control of or the authority to update the RAQS and SIP; this effort is the responsibility of SANDAG and the San Diego Air Pollution Control District (APCD). As updating the regional air quality plans is the responsibility of SANDAG and the San Diego APCD, impacts related to conformance with the regional air quality plans are considered significant and unavoidable.

TRANSPORTATION/CIRCULATION

Vehicular Traffic Circulation – Freeway Facilities (Issue 3)

Significant Impact

Implementation of the BASASP will result in cumulatively significant impacts to the following:

- Four consecutive freeway segments of I-5 from State Route (SR-) 52 to Clairemont Drive (Impact 5.15-10);
- I-5 southbound Mission Bay Drive on-ramp meter (Impact 5.15-11); and
- I-5 northbound Mission Bay Drive on-ramp meter (Impact 5.15-12).

Facts in Support of Finding

At the project-level, significant impacts at locations outside of the jurisdiction of the City could be partially mitigated in the form of fair share contribution for the construction of a managed lane or other operational improvements along freeway segments or transportation demand management (TDM) measures that encourage carpooling and other alternative means of transportation consistent with the Balboa Avenue Station Area Specific Plan. Fair share contributions could be provided toward the construction of the projects that are identified in SANDAG's San Diego Forward: The Regional Plan (RP) and in mitigation measures TRANS 5.15-10 and TRANS 5.15-11.

The location of the freeway improvements is within the City's land use jurisdiction, but they are within the authority of Caltrans, which would require its review and approval of the project and design prior to the implementation of any improvements. The mitigation measures are therefore infeasible and not proposed as part of the BASASP. The improvements identified in SANDAG's RP would improve operations along the freeway segments; however, to what extent is still undetermined, as these are future improvements that must be defined more over time. The City will continue to coordinate with Caltrans and SANDAG on future improvements, as future project-level developments proceed, to develop potential "fair share" mitigation strategies for freeway impacts, as appropriate.

Rationale and Conclusion

Implementation of the proposed BASASP would result in a significant impact to four freeway segments of I-5 from SR-52 to Clairemont Drive (Impact 5.15-10) and two freeway ramps at I-5 and Mission Bay Drive NB and SB ramps (Impact 5.15-11 and 5.15-12). The SANDAG RP identified the construction of managed lanes along the I-5 northbound (NB) and southbound (SB) segment from Clairemont Drive to SR-52 that would partially mitigate these impacts. Although implementation of the SANDAG RP measures would partially mitigate these impacts, at a program level of analysis, actual development and associated traffic impacts for the project will materialize over time. In addition, there is uncertainty as to the timing of implementation of the improvements and whether the improvements will occur prior to the occurrence of the impacts. Future development projects' transportation studies could more accurately identify individual project level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the forecast funding planned by SANDAG and other funding sources consistent with the SANDAG RP.

Similarly, Mitigation Measure TRANS 5.15-11 would potentially reduce impacts at I-5 at Mission Bay Drive SB and NB ramps through improvements which could include: additional travel lanes, interchange reconfiguration, and implementation of TDM measures that encourage carpooling and other alternate means of alternative transportation, or a combination of these measures. Actual development and associated traffic impacts for the project will materialize over time. In addition, there is uncertainty as to the timing of implementation of improvements and

whether the improvements will occur prior to the occurrence of impacts. Future projects implemented under the BASASP could make fair share contributions to the impacted ramp; however, only if this ramp is included in the SANDAG RP. The impacted ramp is not currently included within the SANDAG RP, therefore, it is not legally feasible to identify a fair share funding for the impacted ramps at this time because there is insufficient information level regarding future individual projects to determine an appropriate fair share at this time. Future development project's transportation studies would be able to more accurately identify potential transportation impacts and provide the mechanism to mitigate them through project-specific mitigation including, but not limited to, physical improvements, fair share contribution, TDM measures which may be more cost effective than alternative infrastructure improvements, or a combination of these measures.

Furthermore, since the design, construction, and implementation of the freeway segment improvements are within the responsibility and jurisdiction of another public agency and not the City, the City has limited control over the implementation of these mitigation measures. The feasibility of the mitigation measures to reduce the significant impacts that would occur along these freeway segments is limited by the decision-making authority of Caltrans.

C. Findings Regarding Infeasible Mitigation Measures (CEQA §21081(a)(3) and CEQA Guidelines §15091(a)(3))

The City, having independently reviewed and considered the information contained in the Final PEIR and the public record for the Project, finds pursuant to PRC Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3) that the Project will have significant and unavoidable impacts in the following issue areas:

AIR QUALITY

Criteria Pollutants (Direct and Cumulative) (Issues 2 and 3)

Significant and Unavoidable Impact

Emissions of criteria air pollutants generated during construction and operation of future development pursuant to the proposed BASASP would exceed State and federal requirements and would also contribute to criteria air pollutant levels within the San Diego Air Basin (SDAB) that currently exceed state and federal levels. As a result, implementation of the proposed BASASP would result in significant and unavoidable direct and cumulative air quality impacts.

Facts in Support of Finding

Construction and operation emissions associated with buildout of the proposed BASASP could produce pollutants that would exceed State and federal requirements. Emissions associated with the proposed BASASP would exceed the screening level thresholds for Volatile Organic Compounds (VOC), Carbon Monoxide (CO), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). Furthermore, future emissions of VOC emissions could contribute to existing violations of the State and federal ozone (O_3) standards, and PM_{10} and $PM_{2.5}$ emissions could contribute to existing violations of their respective standards.

Rationale and Conclusion

Potentially significant impacts would be reduced by implementation of Mitigation Measures AQ-2 through AQ-4. Mitigation Measure AQ-2 would require future development proposals within the BASASP area that are subject to CEQA to conduct a construction-related air quality impact analysis and incorporate appropriate measures to reduce regional or local air quality impacts based on applicable emissions thresholds. Examples of potential measures are identified in Mitigation Measure AQ-3, which includes minimizing simultaneous operation of multiple pieces of construction equipment; using more efficient, or low pollutant emitting equipment; and using alternative fueled construction equipment, among others. Mitigation Measure AQ-4 would require future development proposals within the BASASP area that are subject to CEQA to conduct an operational-related air quality impact analysis and incorporate appropriate measures to reduce regional or local air quality impacts based on applicable emissions thresholds. Implementation of these measures would reduce the significance of impacts, but the impact would remain significant and unavoidable because it is not feasible to ensure and enforce implementation for all projects developed per the BASASP. As the City is unable to ensure that all projects incorporate these measures, full implementation of the mitigation is infeasible. Nevertheless, the measures are still included in the Final PEIR and will be included in the MMRP.

HISTORICAL AND TRIBAL CULTURAL RESOURCES

Historic Buildings, Structures, Objects, or Sites (Issue 1)

Significant and Unavoidable Impact

Future development pursuant to the proposed BASASP could result in significant and unavoidable impacts related to the alteration of a historic building, structure, object, or site.

Facts in Support of Finding

As detailed in Section 5.7 of the Final PEIR, two potential historic resources have been identified within the BASASP area: The Trade Winds Motel sign and the Chase Bank building. A significant impact could occur if future development pursuant to the BASASP resulted in the demolition, destruction, relocation, or alteration of these potential historic resources.

Rationale and Conclusion

Implementation of Mitigation Measure HIST-1 would require that, prior to the issuance of any permit for a future project that will directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the City's Historical Resources Guidelines. The preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken.

Although future development would implement Mitigation Measure HIST-1 and apply relevant policies from the General Plan and adopted community plan to reduce impacts to historic resources, the ability of these measures to fully mitigate potential impacts to significant historical resources of the built environment cannot be guaranteed, and thus, full implementation of the mitigation is infeasible. Therefore, potential impacts to historic buildings, structures, objects, or sites would be significant and unavoidable. Nevertheless, Mitigation Measure HIST-1 is still included in the Final PEIR and will be included in the MMRP.

HISTORICAL AND TRIBAL CULTURAL RESOURCES

Prehistoric and Historic Archaeological Resources, Sacred Sites, and Human Remains (Issue 2)

Significant and Unavoidable Impact

Future development under the proposed BASASP could result in significant and unavoidable impacts to prehistoric or historic archaeological resources, sacred sites, and human remains.

Facts in Support of Finding

The entire BASASP area west of I-5 is within the recorded site boundaries of P-37-005017 (CA-SDI-5017; SDM-W-150/152) and the ethnohistoric village of La Rinconada de Jamo. There is also a potential for subsurface prehistoric or historic archaeological resources to be encountered on the east side of I-5. Though located in an area predominately developed and disturbed, future development under the BASASP could have the potential to result in significant impacts to prehistoric or historic archaeological resources, sacred sites, or human remains, including, but not limited to, areas within and/or in proximity to the village of La Rinconada de Jamo.

Rationale and Conclusion

Implementation of Mitigation Measure HIST-2 would reduce impacts to prehistoric or historic archaeological resources, sacred sites, and human remains. This mitigation, combined with the policies of the General Plan and the adopted community plan policies promoting the identification, protection, and preservation of archaeological 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 Historic Resources Regulations (San Diego Municipal Code [SDMC] Section 143.0212), which requires review of ministerial and discretionary permit applications for any parcel identified as sensitive on the Historical Resources Sensitivity Maps, would reduce the program-level impact related to prehistoric or historical archaeological resources. Implementation of this measure would reduce the significance of impacts, but the impact would remain significant and unavoidable because it is not feasible to ensure and enforce implementation for all projects developed per the BASASP. As the City is unable to ensure that all projects incorporate these measures, full implementation of the mitigation is infeasible. Nevertheless, the measures are still included in the Final PEIR and will be included in the MMRP.HISTORICAL AND TRIBAL CULTURAL RESOURCES

Tribal Cultural Resources (Issue 3)

Significant and Unavoidable Impact

Future development implemented in accordance with the proposed BASASP could result in significant and unavoidable impacts to tribal cultural resources.

Facts in Support of Finding

A Sacred Lands check was conducted which indicated that no sacred lands have been identified within the vicinity of the BASASP area. However, an archaeological records search identified several key areas in the BASASP area that have a high level of interest to the local Native American community which have not been formally recognized or listed on a local, state or federal register. Given the presence of known and potential tribal cultural resources within and immediately adjacent to the BASASP area, future development under the BASASP could result in significant and unavoidable impacts to tribal cultural resources.

Rationale and Conclusion

Implementation of Mitigation Measure HIST-2 would reduce impacts to tribal cultural resources. This mitigation, combined with the policies of the General Plan and the adopted community plan policies promoting the identification, protection, and preservation of archaeological 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 Historic Resources Regulations (SDMC Section 143.0212), which requires review of ministerial and discretionary permit applications for any parcel identified as sensitive on the Historical Resources Sensitivity Maps, would reduce the program-level impact related to prehistoric or historical archaeological resources. Implementation of these measures would reduce the significance of impacts, but the impact would remain significant and unavoidable because it is not feasible to ensure and enforce implementation for all projects developed per the BASASP. As the City is unable to ensure that all projects incorporate these measures, full implementation of the mitigation is infeasible. Nevertheless, Mitigation Measure HIST-2 is still included in the Final PEIR and will be included in the MMRP.

NOISE

Excessive Ground-borne Vibration (Issue 3)

Significant and Unavoidable Impact

Construction activities and future development that occurs within areas exposed to unacceptable levels of ground-borne vibration could result in significant and unavoidable impacts related to ground-borne vibration.

Facts in Support of Finding

Land use designations proposed by the BASASP could potentially locate vibration-sensitive land uses within the Federal Transit Administration's (FTA) screening distance of the railroad tracks. Furthermore, construction activities related to implementation of the proposed BASASP could have the potential to temporarily generate vibration resulting in short-term effects on nearby

vibration-sensitive land uses. Construction activities within 200 feet and pile driving within 600 feet of a vibration-sensitive land use could be potentially disruptive to vibration-sensitive operations. Therefore, ground-borne vibration impacts associated with construction activities and future development under the proposed BASASP could be potentially significant.

Rationale and Conclusion

Implementation of Mitigation Measure NOI-2 would require a site-specific vibration study for proposed development within the FTA's screening distances for potential vibration impacts related to train activity and implementation of recommended measures in the vibration assessment analysis to ensure the project meets FTA criteria. Mitigation Measure NOI-3 would require a site-specific vibration study for proposed development that have the potential to generate construction-related vibration impacts and implementation of recommended measures in the construction analysis to ensure that projects reduce construction-related vibration impacts to acceptable levels at vibration-sensitive uses. Although implementation of these mitigation measures would reduce potential vibration-related impacts, the impact would remain significant and unavoidable because it is not feasible to ensure and enforce implementation for all projects developed per the BASASP. As the City is unable to ensure that all projects incorporate these measures, full implementation of the mitigation is infeasible. Nevertheless, the measures are still included in the Final PEIR and will be included in the MMRP.

NOISE

Construction Noise (Issue 4)

Significant and Unavoidable Impact

Construction activities related to implementation of the proposed BASASP could potentially generate short-term noise levels above allowable limits at adjacent properties.

Facts in Support of Finding

Future infill projects, such as those allowed under the proposed BASASP, may be located in close proximity to existing and future noise-sensitive land uses. Construction activities could potentially generate short-term noise levels in excess of 75 dBA LEQ (12 hour) at adjacent properties. The ability for future projects to conform to the Noise Ordinance cannot be guaranteed at the programmatic level therefore, noise impacts from construction activity could be potentially significant.

Rationale and Conclusion

Implementation of Mitigation Measure NOI-4 would require implementation of construction noise reduction measures to ensure compliance with City requirements for construction-related noise. Although implementation of Mitigation Measure NOI-4 would reduce construction-related noise impacts, the impact would remain significant and unavoidable because it is not feasible to ensure and enforce implementation for all projects developed per the BASASP. As the City is unable to ensure that all projects incorporate these measures, full implementation of the mitigation is infeasible. Nevertheless, Mitigation Measure NOI-4 is still included in the Final PEIR and will be included in the MMRP.

TRANSPORTATION/CIRCULATION

Vehicular Traffic Circulation – Roadway Segments and Intersections (Issue 3)

Significant Impact

Traffic associated with the Project will result in significant cumulative impacts on selected roadway segments and intersections by raising traffic volumes to an unacceptable level of service. These include:

Roadway Segments

- Three consecutive segments of Garnet Avenue from Mission Bay Drive to Morena Boulevard southbound ramps (Impact 5.15-1);
- Balboa Avenue east of Clairemont Drive (Impact 5.15-2);
- Six consecutive segments of Mission Bay Drive from Bluffside Avenue to the I-5 ramps (Impact 5.15-3); and
- Clairemont Drive from Denver Street to Morena Boulevard (Impact 5.15-4).

Intersections

- Balboa Avenue at Clairemont Drive (Impact 5.15-8)

Facts in Support of Finding

Roadway Segments

Garnet Avenue: Mission Bay Drive to Morena Boulevard Southbound Ramps (Impact 5.15-1)

The functional classification of these three consecutive roadway segments from Mission Bay Drive to the I-5 southbound ramps, I-5 southbound ramps to the I-5 northbound off-ramp, and I-5 northbound off-ramp to the Morena Boulevard southbound ramps is a 5-lane major arterial with three westbound travel lanes and two eastbound travel lanes and a raised median. The segment between the I-5 northbound off-ramp and the Morena Boulevard southbound ramps includes one auxiliary lane in the eastbound direction. All roadway segment impacts (Impact 5.15-1) except between I-5 northbound off-ramp and the Morena Boulevard southbound ramps would be mitigated to less than significant with implementation of Mitigation Measure TRANS 5.15-1, which would widen the roadway segment of Garnet Avenue from Mission Bay Drive to the I-5 southbound on-ramp to a 6-lane major arterial and two consecutive segments from the I-5 southbound on-ramp to the I-5 northbound off-ramp, and the I-5 northbound off-ramp to the Morena Boulevard southbound ramps to an 8-lane major arterial. This mitigation measure would improve the roadway segments from Mission Bay Drive to the I-5 southbound on-ramp to LOS D. With implementation of Mitigation Measure TRANS 5.15-1 the roadway segment from the I-5 southbound on-ramp to the I-5 northbound off-ramp would remain a LOS F, however it would reduce the impact to less than significant for this segment. For the segment of Garnet Avenue from the I-5 northbound off-ramp to the Morena Boulevard southbound ramps the segment

would continue to fail and is considered to be significant and unmitigated with implementation of Mitigation Measure TRANS 5.15-1.

Balboa Avenue, East of Clairemont Drive (Impact 5.15-2)

The functional classification of this roadway segment is a 4-lane major arterial with two westbound through lanes and two eastbound through lanes and a raised median separation. This roadway segment impact (Impact 5.15-2) could be mitigated to less than significant with implementation of Mitigation Measure TRANS 5.15-2, which would widen the roadway segment to a 6-lane major arterial. The mitigation measure would improve operations to LOS D.

Mission Bay Drive: Bluffside Avenue to I-5 Ramps (Impact 5.15-3)

The functional classification of these six consecutive roadway segments from Bluffside Avenue to Damon Avenue, Damon Avenue to Garnet Avenue, Garnet Avenue to Magnolia Avenue, Magnolia Avenue to Bunker Hill Street, Bunker Hill Street to Grand Avenue, Grand Avenue to the I-5 ramps is a 4-lane major arterial with two northbound and southbound through lanes, on-street parking and a raised median. These roadway segment impacts (Impact 5.15-3) could be mitigated to less than significant with implementation of Mitigation Measure TRANS 5.15-3, which would widen five roadway segments from Bluffside Avenue to Damon Avenue, Garnet Avenue to Magnolia Avenue, Magnolia Avenue to Bunker Hill Street, Bunker Hill Street to Grand Avenue to a 5-lane major arterial and the segment of Damon Avenue to Garnet Avenue to a 6-lane major arterial, as well as the segment of Grand Avenue to the I-5 ramps to an 8-lane major arterial to fully mitigate the impact at all six segments. The mitigation measure would improve operations along five consecutive segments from Bluffside Drive to Grand Avenue to LOS D. The remaining segment from Grand Avenue to I-5 ramps would improve operations to LOS E.

Clairemont Drive: Denver Street to Morena Boulevard (Impact 5.15-4)

The functional classification of this roadway segment is a 4-lane major arterial with two eastbound and westbound through lanes, on-street parking and a raised median. These roadway segment impacts could be mitigated to less than significant with implementation of Mitigation Measure TRANS 5.15-4, which would widen the roadway segment to a 6-lane major arterial. The mitigation measure would improve operations to LOS D.

Intersections

Balboa Avenue and Clairemont Drive (Impact 5.15-8)

With implementation of the project, the intersection would experience delay equivalent to LOS E during the PM peak hour (Impact 5.15-8) and could be mitigated to less than significant with implementation of Mitigation Measure TRANS 5.15-8. This mitigation measure would require the installation of a southbound right turn lane and a second left turn lane as well as the installation of a westbound right turn lane to improve intersection operations to LOS D during the PM peak hour.

Rationale and Conclusion

The BASASP identifies bicycle and pedestrian facility improvements that work in concert with the proposed land use. The BASASP envisions a balanced mobility network that provides viable options aimed at shifting trips to alternative modes such as: transit, walking, and bicycling, while also accommodating vehicle traffic and minimizing conflicts between travel modes. Studies have shown that providing housing and improving walking and cycling conditions near transit can reduce automobile trips and associated traffic congestion. Therefore, active transportation improvements proposed as part of this Specific Plan are anticipated to stimulate this mode shift.

Although improvements are identified in the Final PEIR that would reduce impacts to local roadways and intersections, those measures are infeasible because 1) implementation of such roadway improvements would be contrary to achieving the smart growth and mobility goals of the General Plan, BASASP, and CAP and 2) surrounding existing or planned development and/or facilities restrict the ability to obtain sufficient right-of-way to construct some of the identified improvements and maintain existing features such as bicycle facilities and sidewalks. Potential mitigation measures that involve road widening or other automobile-related improvements would create less-favorable conditions for active transportation users as they could impede implementation of planned pedestrian and bicycle improvements, which is inconsistent with the City's policies directed at increasing active transportation mode shares. Thus, impacts of the Project on local roadway segments and intersections will be significant and unavoidable. Findings for specific roadway segment and intersection impacts are discussed below.

Roadway Segments

Garnet Avenue (Impact 5.15-1)

The functional classification of these three consecutive roadway segments from Mission Bay Drive to the I-5 southbound ramps, I-5 southbound ramps to the I-5 northbound off-ramp, and I-5 northbound off-ramp to the Morena Boulevard southbound ramps is a 5-lane major arterial with three westbound travel lanes and two eastbound travel lanes and a raised median. The segment between the I-5 northbound off-ramp and the Morena Boulevard southbound ramps includes one auxiliary lane in the eastbound direction. Implementation of Mitigation Measure TRANS 5.15-1 would require widening the roadway segment of Garnet Avenue from Mission Bay Drive to the I-5 southbound on-ramp to a 6-lane major arterial and two consecutive segments from the I-5 southbound on-ramp to the I-5 northbound off-ramp, and the I-5 northbound off ramp to the Morena Boulevard southbound ramps to an 8-lane major arterial to fully or partially mitigate the impact. However, this mitigation measure is not recommended. The BASASP proposes shared-use paths along the north and south sides of the roadway in addition to an eastbound class II bicycle facility. Implementation of Mitigation Measure TRANS 5.15-1 would increase crossing distances for pedestrians, require retaining walls along the north and south side of the roadway, impact the I-5 overpass bridge, the LOSSAN Rail Overpass bridge, the Balboa Avenue Station site, and planned bicycle facilities. This would be inconsistent with City policies promoting active transportation and the City of Villages growth strategy; and would obstruct the City's efforts to achieve Climate Action Plan (CAP) active transportation mode share goals. It would be inconsistent with City policies and goals aimed at promoting active

transportation mode shares to utilize public funding resources to acquire additional right-of-way to accommodate single-occupancy vehicle trips. Therefore, the measure is infeasible. The impact would remain significant and unavoidable.

Balboa Avenue, East of Clairemont Drive (Impact 5.15-2) The functional classification of this roadway segment is a 4-lane major arterial with two westbound through lanes and two eastbound through lanes and a raised median separation. Implementation of Mitigation Measure TRANS 5.15-2 would require widening the roadway segment to a 6-lane major arterial. However, this mitigation measure is not recommended. Implementation of this mitigation would increase crossing distance for pedestrians, impact existing bicycle facilities, and require right of way acquisition from 1 residential development and 4 commercial uses within the Clairemont community. This would be inconsistent with City policies promoting active transportation and the City of Villages growth strategy; and would obstruct the City's efforts to achieve Climate Action Plan (CAP) active transportation mode share goals. In addition, it is anticipated that this roadway segment will be evaluated for reclassification in more detail in the comprehensive Clairemont Mesa Community Plan Update, which will allow for a more comprehensive evaluation based on the needs of the entire Clairemont Community rather than the more focused effort under the BASASP. It would be inconsistent with City policies and goals aimed at promoting active transportation mode shares to utilize public funding resources to acquire additional right-of-way to accommodate single-occupancy vehicle trips. Therefore, the measure is infeasible. The impact would remain significant and unavoidable.

Mission Bay Drive (Impact 5.15-3)

The functional classification of these six consecutive roadway segments from Bluffside Avenue to Damon Avenue, Damon Avenue to Garnet Avenue, Garnet Avenue to Magnolia Avenue, Magnolia Avenue to Bunker Hill Street, Bunker Hill Street to Grand Avenue, Grand Avenue to the I-5 ramps is a 4-lane major arterial with two northbound and southbound through lanes, on-street parking and a raised median. Implementation of Mitigation Measure TRANS 5.15-3 would require widening five consecutive roadway segments from Bluffside Avenue to Damon Avenue, Damon Avenue to Garnet Avenue, Garnet Avenue to Magnolia Avenue, Magnolia Avenue to Bunker Hill Street, Bunker Hill Street to Grand Avenue to a 6-lane major arterial and the segment of Grand Avenue to I-5 ramps to an 8-lane major arterial to fully mitigate the impact at all six segments. However, this mitigation measure is not recommended. The BASASP proposes shared-use paths along the east and west sides of the roadway in addition to class II bicycle facilities along both sides of the roadway. Implementation of this mitigation would require additional right-of-way acquisition from 1 new residential development and over 20 commercial uses in the Pacific Beach community, increase crossing distances for pedestrians, and impact planned bicycle facilities within a commercial and residential mixed-use village. This would be inconsistent with City policies promoting active transportation and the City of Villages growth strategy; and would obstruct the City's efforts to achieve Climate Action Plan (CAP) active transportation mode share goals. In addition, the funding source for the implementation of this mitigation has not been determined. It would be inconsistent with City policies and goals aimed at promoting active transportation mode shares to utilize public funding resources to acquire additional right-of-way to accommodate single-occupancy vehicle trips. Therefore, the measure is infeasible. The impact would remain significant and unavoidable.

Clairemont Drive from Denver Street to Morena Boulevard (Impact 5.15-4)

The functional classification of this roadway segment is a 4-lane major arterial with two eastbound and westbound through lanes, on-street parking and a raised median. Implementation of Mitigation Measure TRANS 5.15-4 would require widening the roadway segment to a 6-lane major arterial. However, this mitigation measure is not recommended. Implementation of this mitigation would increase crossing distance for pedestrians, require a retaining wall, impact planned bicycle facilities, and require right of way acquisition from 1 residential development and 3 commercial uses within the Clairemont community. This would be inconsistent with City policies promoting active transportation and the City of Villages growth strategy; and would obstruct the City's efforts to achieve Climate Action Plan (CAP) active transportation mode share goals. In addition, the funding source for the implementation of this mitigation has not been determined and reclassification of this roadway segment will be evaluated in more detail in the comprehensive Clairemont Mesa Community Plan Update. It would be inconsistent with City policies and goals aimed at promoting active transportation mode shares to utilize public funding resources to acquire additional right-of-way to accommodate single-occupancy vehicle trips. Therefore, the measure is infeasible. The impact would remain significant and unavoidable.

Intersections

Balboa Avenue and Clairemont Drive (Impact 5.15-8)

The current configuration of the southbound approach at this intersection includes two through lanes and an exclusive left turn lane. The configuration of the westbound approach includes two through lanes and dual left turn lanes. Implementation of Mitigation Measure TRANS 5.15-8 would require the installation of a southbound right turn lane and a second left turn lane. The required mitigation also includes the installation of a westbound right turn lane. However, this mitigation measure is not recommended. Implementation of this mitigation would increase crossing distances for pedestrians within a commercial area in close proximity to a high school, impact existing bicycle facilities, and require right of way acquisition from 2 commercial properties within the Clairemont Mesa community. This would be inconsistent with City policies promoting active transportation and the City of Villages growth strategy; and would obstruct the City's efforts to achieve Climate Action Plan (CAP) active transportation mode share goals. In addition, the funding source for the implementation of this mitigation has not been determined and operations at this intersection will be evaluated in more detail in the comprehensive Clairemont Community Plan Update. It would be inconsistent with City policies and goals aimed at promoting active transportation mode shares to utilize public funding resources to acquire additional right-of-way to accommodate single-occupancy vehicle trips. Therefore, the measure is infeasible. The impact would remain significant and unavoidable.

D. Findings Regarding Alternatives (CEQA §21081(a)(3) and CEQA Guidelines §15091(a)(3))

Because the Project will cause one or more unavoidable significant environmental impacts, the City must make findings with respect to the alternatives to the Project considered in the Final PEIR, evaluating whether these alternatives could feasibly avoid or substantially lessen the

Project's unavoidable significant environmental impacts while achieving most of its objectives (listed in Section II.B above and Section 3.4 of the Final PEIR).

The City, having independently reviewed and considered the information contained in the Final PEIR and the Record of Proceedings, and pursuant to PRC Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), makes the following findings with respect to the alternatives identified in the Final PEIR.

Background

The Final PEIR evaluated the following alternatives:

1. No Project Alternative: Adopted Community Plan; and
2. Medium Density Alternative.

These project alternatives are summarized below, along with the findings relevant to each alternative.

No Project Alternative: Adopted Community Plan

Under the No Project Alternative, development would continue to comply with the Adopted Community Plans (i.e., Pacific Beach Community Plan and the Clairemont Mesa Community Plan). The Pacific Beach Community Plan would not be amended nor would the underlying zones be changed, as compared to the proposed BASASP. The Clairemont Mesa Community Plan would not be amended to be consistent with the proposed mobility recommendations of the BASASP. Development in accordance with the Adopted Community Plans would not include the BASASP's village concept, wherein mixed-use development would enable the integration of commercial and residential uses nor would it direct new high-density development to the areas near the trolley station at Balboa Avenue. In addition, the No Project Alternative would not embrace the multi-modal transportation network that would be established by the specific proposals contained in the Mobility chapter of the proposed BASASP. This alternative would be expected to result in fewer residential units than the proposed BASASP. Specifically, a total of 1,221 dwelling units would be expected at buildout under the Adopted Pacific Beach Community Plan, compared to 4,729 dwelling units for the proposed BASASP.

Potentially Significant Impacts

Significant impacts of the No Project Alternative: Adopted Community Plan are summarized below.

1. Air Quality
   - Construction Emissions (Direct and Cumulative)
   - Operation Emissions (Direct and Cumulative)
2. Biological Resources
   - Sensitive Species (Direct)
   - Sensitive Habitats (Direct)
   - Wetlands (Direct)
3. Historical and Tribal Cultural Resources
   - Historic Buildings, Structures, Objects, or Sites (Direct and Cumulative)

- Prehistoric and Historic Archaeological Resources, Sacred Sites, or Human Remains (Direct and Cumulative)
- Tribal Cultural Resources (Direct and Cumulative)

4. Noise
   - Compatibility of Proposed Land Uses with City Noise Guidelines (Direct and Cumulative)
   - Excessive Ground-borne Vibration (Direct)
   - Construction Noise (Direct)
5. Transportation/Circulation
   - Alternative Mode Trips (Direct and Cumulative)
   - Alternative Transportation (Direct and Cumulative)
   - Roadway Segments (Direct and Cumulative)
   - Intersections (Direct and Cumulative)
   - Freeway Facilities (Direct Cumulative)

Finding and Supporting Facts

Development pursuant to the No Project Alternative would eliminate only one of the significant impacts resulting from the Project. Because the land uses and related emissions from housing and employment identified in the current RAQS are those anticipated in the No Project Alternative, significant and unavoidable air quality impacts (direct and cumulative) related to conformance with the RAQS would be avoided by this alternative.

The No Project Alternative would result in two additional significant impacts related to alternative mode trips and alternative transportation because the Adopted Community Plan does not include the smart growth principles of the Project. The majority of the specific pedestrian, bicycle, and transit-related improvements recommended by the proposed BASASP would not be implemented under the No Project Alternative. Under the No Project Alternative, only improvements conforming to the Bicycle Master Plan would be implemented. Therefore, improvements to alternative transportation connectivity and accessibility would not occur and it would not improve the use of transit within the BASASP area. The No Project Alternative would not specifically implement the policies, plans, or programs supporting alternative transportation modes identified in the General Plan. Without specific recommendations to create a robust, multi-modal network that encourages walking, bicycling, and using transit, the BASASP area would continue to have gaps in the sidewalk and bicycle network that would prevent the connections needed to fully take advantage of the future transit operations in the BASASP area. Additionally, the No Project Alternative would result in significantly fewer housing units in a location where increased density is desirable to accommodate the City's housing needs as well as to implement the CAP.

The No Project Alternative would also result in a significant impact related to wetlands because it does not include the policies within the proposed BASASP that prohibit development within wetland areas.

The No Project Alternative would result in similar or reduced impact levels for issue areas determined to be significant under the proposed BASASP, including air quality (except for RAQS conformance as discussed above), biological resources (except for wetlands as discussed

above), historical and tribal cultural resources, noise, and transportation/circulation (except for alternative mode trips and alternative transportation as discussed above). As described for the proposed BASASP, this alternative would have cumulatively significant and unavoidable impacts related to air quality, historical and tribal cultural resources, noise, and transportation/circulation.

Rationale and Conclusion

The No Project Alternative is rejected as infeasible because overall it would not substantially reduce the significant impacts associated with the Project and it does not meet most of the project objectives outlined in Section 3.4 of the Final PEIR. Although it would eliminate one significant and unavoidable air quality impact, it would also result in two additional significant transportation impacts by failing to encourage the use of alternative transportation modes, and a significant biological resources impact. The No Project Alternative would not include specific recommendations (as under the proposed BASASP) to promote a robust, multi-modal network that encourages walking, bicycling, and using transit, while continuing to provide for needed vehicular access; and it would not implement the City of Villages Strategy of encouraging TOD that takes advantage of the transit corridors and future trolley station, as is proposed for the BASASP.

Medium Density Alternative

The Medium Density Alternative would be focused on reducing traffic and related impacts associated with traffic in comparison to the proposed BASASP. Reductions in traffic would be accomplished by reducing the number of residential units allowed within the BASASP area. This alternative would adopt the lower density category of the Community Village (0-73 du/ac) land use designation across the area situated between Bunker Hill Street and Rosewood Street, as compared to the Community Village (0-109 du/ac) designation proposed by the BASASP, and would maintain the Adopted Community Plan density range (15-29 du/ac) for the land designated Residential bounded by Rose Creek on the west, Figueroa Boulevard on the east and north, and Grand Avenue on the south. To reduce the number of residential units, the Medium Density Alternative would eliminate the emphasis placed on increasing residential densities, thereby eliminating the additional 562 residential units proposed in the Community Village land use designation under the proposed BASASP. All other elements of the proposed BASASP would remain the same under this alternative and an amendment to the General Plan, the Pacific Beach Community Plan/Local Coastal Program, and the Clairemont Mesa Community Plan, and a rezone would still be required to implement the land use and mobility changes associated with this alternative.

Potentially Significant Impacts

Significant impacts of the Medium Density Alternative are summarized below.

1. Air Quality
    - Conformance to the Regional Air Quality Strategy (Direct and Cumulative)
    - Construction Emissions (Direct and Cumulative)
    - Operation Emissions (Direct and Cumulative)

2. Biological Resources
   - Sensitive Species (Direct)
   - Sensitive Habitats (Direct)
   - Wetlands (Direct)
3. Historical and Tribal Cultural Resources
   - Historic Buildings, Structures, Objects, or Sites (Direct and Cumulative)
   - Prehistoric and Historic Archaeological Resources, Sacred Sites, or Human Remains (Direct and Cumulative)
   - Tribal Cultural Resources (Direct and Cumulative)
4. Noise
   - Compatibility of Proposed Land Uses with City Noise Guidelines (Direct)
   - Excessive Ground-borne Vibration (Direct and Cumulative)
   - Construction Noise (Direct)
5. Transportation/Circulation
   - Alternative Mode Trips (Direct and Cumulative)
   - Roadway Segments (Direct and Cumulative)
   - Intersections (Direct and Cumulative)
   - Freeway Facilities (Direct and Cumulative)

Finding and Supporting Facts

Development pursuant to the Medium Density Alternative would avoid significant impacts at the Garnet Street/Olney Street intersection, but otherwise the Medium Density Alternative would result in similar or reduced impact levels for issue areas determined to be significant under the proposed BASASP.

The Medium Density Alternative would result in 562 fewer high-density residential units than the proposed BASASP. This reduction would result in a proportionate decrease in the number private automobile trips, although the decrease would be partially offset by the loss of the trip reductions anticipated with the proposed BASASP's emphasis on allowing higher density residential uses near transit and commercial opportunities.

The Medium Density Alternative would include the same policies and multi-modal recommendations as noted for the proposed BASASP that would emphasize access to the Balboa Avenue Station and would capitalize on the new regional transit connection in the BASASP area. Consistent with General Plan and the City of Villages Strategy, this alternative would promote increasing mobility options, decreasing dependency on single occupancy vehicles, and reducing traffic congestion at local intersections and roadways.

The Medium Density Alternative would result in similar or reduced impact levels for issue areas determined to be significant under the proposed BASASP, including air quality, biological resources, historical and tribal cultural resources, noise, and transportation/circulation (except for one intersection impact as discussed above). As described for the proposed BASASP, this alternative would have cumulatively significant and unavoidable impacts related to air quality, historical and tribal cultural resources, noise, and transportation/circulation.

Rationale and Conclusion

The Medium Density Alternative is rejected because overall it would not substantially reduce the significant impacts associated with the Project. Although it would eliminate one significant direct impact at one intersection, other significant impacts of the Project would be similar under the Medium Density Alternative. While the Medium Density Alternative would meet the Project Objectives outlined in Section 3.4 of the Final PEIR, it would not achieve them to the same degree as the proposed Project because of the reduced residential density and associated benefits of higher residential and mixed-use development within a TOD village. Additionally, the Medium Density Alternative would result in fewer housing units in a location where increased density is desirable to accommodate the City's housing needs as well as to implement the CAP.

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EXHIBIT B

STATEMENT OF OVERRIDING CONSIDERATIONS

(PUBLIC RESOURCES CODE §21081(b))

FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

FOR THE

BALBOA AVENUE STATION AREA SPECIFIC PLAN

PROJECT NUMBER 586601

SCH No. 2017071007

August 2019

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Exhibit B

STATEMENT OF OVERRIDING CONSIDERATIONS

FOR THE BALBOA AVENUE STATION AREA SPECIFIC PLAN

(PUBLIC RESOURCES CODE §21081(b))

Pursuant to §21081(b) of the California Environmental Quality Act (CEQA) and CEQA Guidelines §§15903 and 15043, CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks, when determining whether to approve the Balboa Avenue Station Area Specific Plan (BASASP) and associated discretionary actions (hereinafter referred to as the "Project" or the "BASASP"), as defined in the Final Program Environmental Impact Report (PEIR). This Statement of Overriding Considerations is specifically applicable to the significant and unavoidable impacts identified in Chapters 5 and 6 of the Final PEIR. As set forth in the Findings, the Project will result in unavoidable adverse impacts related to air quality, historical and tribal cultural resources, noise, and transportation/circulation.

The City Council of the City of San Diego, having:

(i) Independently reviewed the information in the Final PEIR and the Record of Proceedings;

(ii) Made a reasonable and good faith effort to eliminate or substantially lessen the significant impacts resulting from the Project to the extent feasible by adopting recommended mitigation measures identified in the Final PEIR; and

(iii) Balanced the benefits of the Project against the significant environmental impacts, chooses to approve the Project, despite its significant environmental impacts, because, in its view, specific economic, legal, social, and other benefits of the Project render the significant environmental impacts acceptable.

The following statement identifies why, in the City Council's judgment, the benefits of the Project outweigh the unavoidable significant impacts. Each of these benefits serves as an independent basis for overriding all significant and unavoidable impacts. Any one of the reasons set forth below is sufficient to justify approval of the Project. Substantial evidence supports the various benefits and such evidence can be found in the preceding sections, which are incorporated by reference into this section, the Final PEIR, or in documents that comprise the Record of Proceedings in this matter.

1. The BASASP identifies new land uses and mobility infrastructure improvements that promote transit-oriented development in the area surrounding the Mid-Coast Blue Line Trolley extension to increase the City's active transportation mode share.

   Together with the General Plan, the BASASP will provide site-specific recommendations that implement city-wide goals and policies by allowing for transit-oriented development (TOD) and multi-modal improvements, and guide zoning in the BASASP area where land use changes are proposed. Additionally, San Diego Forward: The Regional Plan, prepared by the San Diego Regional Association of Governments (SANDAG), provides a blueprint for how the San Diego region will grow. It includes a Sustainable Communities Strategy, which includes a call to focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure, including transit. The Regional Plan also includes a Smart Growth Concept Map, which identifies the BASASP area as a Smart Growth Opportunity Area where higher density, transit-oriented mixed-use development is encouraged.

   The BASASP focuses growth and development on and adjacent to transit corridors. The BASASP includes multi-modal goals and policies that support high frequency transit services; a transit-oriented village that co-locates commercial, employment, and residential uses; and safe and integrated bicycle and pedestrian networks. The BASASP also builds on the General Plan Conservation Element by proposing policies which include implementing pedestrian and bicycle infrastructure improvements in a transit priority area (TPA) to increase walking and bicycling opportunities, and supporting higher density/intensity housing and employment development within TPAs to increase transit ridership and decrease reliance on single-occupancy vehicles. It identifies pedestrian and bicycle improvements to increase connectivity within the community to transit and to adjacent communities, including a network of multi-use urban paths along major streets and Rose Creek that will serve both pedestrians and bicyclists.

   Implementation of the land uses outlined in the BASASP will create a mixed-use village which will further the City of Villages strategy by allowing for greater density and intensity of use, with enhanced access to regional transit and the surrounding area. The BASASP will establish a village in a suitable location as indicated on the General Plan Village Propensity Map. To create a village near the Balboa Avenue Station, the BASASP contains policies that encourage mixed-use development with ground-floor frontages that are activated with commercial uses along Mission Bay Drive and Garnet Avenue, promoting a balance of housing, shopping, and employment with access to walking, biking, or transit opportunities. The Specific Plan proposes to increase the capacity for new housing within the area by 3,507 units as compared to the adopted Pacific Beach Community Plan/Local Coastal Program (LCP), and the range of densities within the BASASP area presents an opportunity to provide a range of housing opportunities, housing typologies, and affordability levels.

2. The BASASP supports the General Plan's City of Villages strategy and Housing Element, Climate Action Plan (CAP), Balboa Avenue Revitalization Action Program (RAP), and the SANDAG Regional Plan's Sustainable Communities Strategy by

encouraging additional housing options, increased density, and mixed uses near transit and employment centers. The BASASP will result in an increase in a mix of housing units that are needed to address the region's housing shortage and directs the growth within TPAs consistent with the City's CAP.

By encouraging higher development intensities within TPAs and in proximity to the Balboa Avenue Station, the BASASP will help implement the goals and objectives of the Climate Action Plan (CAP) and the Regional Plan by increasing employment and housing opportunities near transit, promoting transit, walking, and bicycling. The BASASP will provide capacity for higher density residential housing and mixed-use development by designating much of the BASASP area for Community Village uses. Currently, there are 672 multi-family dwellings and 91 single-family residential units within the BASASP area. Buildout of the BASASP area could result in approximately 4,729 units beyond 2050, which is a 3,507-unit increase over the number of units currently projected in the adopted Pacific Beach Community Plan/Local Coastal Program (LCP) in 2050 and 3,507 units greater than the 2050 SANDAG Forecast. Thus, the BASASP area's total housing stock ultimately would increase as compared to existing and currently planned levels. This increased growth would be directed largely within a TPA, consistent with the City of Villages strategy, the CAP, and the Regional Plan. The BASASP will expand connectivity along Garnet Avenue/Balboa Avenue west of I-5 and would complement and be consistent with the efforts to improve the streetscape proposed by the Balboa Avenue RAP.

Additional strategies within the CAP also relate to efficiency in water and energy use, waste management, and climate resiliency. While these issues are primarily addressed through City-wide programs, the BASASP includes area-specific policies designed to promote sustainable development and reduce greenhouse gas emissions consistent with the General Plan and CAP. The BASASP policies promote sustainable building techniques that encourage the replacement of existing ornamental lawns with water-wise landscaping, the use of recycled water or graywater systems for landscape irrigation; and encourage composting for landscaping waste and compatible food waste and/or participating in commercial food waste recycling programs. The BASASP also includes policies related to urban forestry that relate to climate resiliency. For example, BASASP policies encourage the increase of the area's overall tree canopy within the public right-of-way and in developments to provide air quality benefits and urban runoff management, and the addition or replacement of street trees to fill existing gaps and provide continuous, regularly spaced tree canopies to enhance the pedestrian and bicycle environment and minimize solar heat gain.

3. The BASASP contains a policy framework that implements and expands on planning concepts expressed in the Pacific Beach Community Plan/LCP with regards to land use, circulation, mobility and recreation, as well as policies to protect coastal resources in accordance with the Coastal Overlay Zone and California Coastal Act.

   Similar to the adopted Pacific Beach Community Plan/LCP, the BASASP encourages development of residential units within transit corridors, including the recognition that

TOD in community commercial areas should emphasize pedestrian-oriented design features and smaller (affordable) units. The creation of a village with a mix of land uses that are co-located and integrated with a network of pedestrian and bicycle friendly links to the Balboa Avenue Station mirrors the commercial land use goals outlined in the adopted Pacific Beach Community Plan/LCP, wherein mixed-use development is placed along transit corridors and in core commercial areas. The BASASP recommends transit, streetscape, pedestrian, and bicycle facilities along Garnet Avenue and Balboa Avenue that will facilitate connections to the Balboa Avenue Station consistent with the circulation goals expressed in the adopted Pacific Beach Community Plan/LCP. The Mobility and Urban Design chapters of the BASASP recommend the incorporation of bike parking/corrals and other facilities into new development and along streets, as suggested in the circulation proposals in the adopted Pacific Beach Community Plan/LCP.

Consistent with the Recreation Element of the General Plan, the BASASP also includes policies for future park and recreation facilities within the BASASP area that would increase the amount of park space in the community, including a potential pocket park or plaza space and bike repair station adjacent to the Rose Creek Trail. Existing public access from roadways within the BASASP area to coastal resources will be maintained and enhanced. Recommended multi-modal improvements, including a shared pedestrian/bicycle facility along Mission Bay Drive, will provide enhanced access to coastal resources, in particular the Rose Creek open space and De Anza Cove/Mission Bay Park. The BASASP contains policies aimed to manage and treat urban runoff. Implementation of its policies as well as compliance with storm water regulations will ultimately contribute to an improvement in the quality of the coastal marine habitat within Rose Creek and Mission Bay. Future development within the Coastal Zone portion of the BASASP area will not result in impacts to scenic coastal areas or views of coastal resources, and development will comply with the Coastal Zone height limit of 30 feet.

4. The BASASP supports employment and economic growth opportunities.

Major employment uses in the BASASP include industrial, commercial, and commercial office uses. Consistent with the goals of the Economic Prosperity Element of the General Plan, the BASASP will promote economic prosperity by retaining lands for industrial uses, enhancing commercial and office development opportunities in the vicinity of the freeway and transit, and creating more jobs and housing for the local and regional economy. The BASASP will allow industrially-designated lands to continue to provide employment and economic growth opportunities.
The BASASP integrates residential with commercial and employment opportunities, including office, retail, commercial service, shopkeeper units, and flex-space, into a new mixed-use village, along transit corridors and near the Balboa Avenue Station, to allow residents and employees of the community to utilize transit for their transportation needs. Future residential development will provide support for new commercial opportunities that will encourage employment and economic growth while providing additional commercial and retail services within walking and bicycling distance for community residents. With the extension of the San Diego Metropolitan Transit System (MTS)

Trolley service to the BASASP area by 2021, employment opportunities in the University, Mission Valley, and Downtown communities will be connected to the BASASP area expanding non-vehicular access to jobs in the region.

5. The BASASP promotes pedestrian scale development and improvements to transform the public realm along local streets.

   The BASASP will implement the urban design concepts in the General Plan by including specific design guidelines and policies for the BASASP area that are consistent with the envisioned character, while providing the design framework to create new development and redevelopment featuring consistent neighborhood character. The BASASP also establishes direction for village design, community gateways and linkages, streetscapes and pedestrian orientation, and other unique Pacific Beach attributes.

   To improve the walkability of the BASASP area and reduce its existing auto-oriented character, urban design policies are proposed that encourage property owners to explore opportunities to create bulb outs, parklets and parkways; incorporate street trees to enhance the street character and provide shade; increase wayfinding through proper signage; provide pedestrian-scale lighting and street furniture; encourage public gathering spaces along sidewalks; integrate special paving in streets and sidewalks; and activate building facades by fronting directly on the street and placing parking behind structures. In addition, a new pedestrian/bicycle connection over I-5 to the Balboa Avenue Station is encouraged to create additional pedestrian and bicycle connections to transit.

6. The BASASP promotes a Complete Streets strategy by providing a balanced street environment that addresses the needs of all users including: public transit users, pedestrians, bicyclists, and motorists.

The BASASP will implement citywide mobility policies contained in the Mobility Element of the General Plan by featuring policies that promote the establishment of a Complete Streets network that would capitalize on access to transit; provide greater walkability and an improved pedestrian environment; and focus on creating a balanced, multi-modal transportation network. Policies focus on meeting the needs of pedestrians, bicyclists, motorists, and transit users for safe and efficient travel, in a manner that is suitable to the BASASP community and consistent with the General Plan's multi-modal/complete streets policies. The BASASP identifies specific bicycle and pedestrian facility improvements that target locations where street improvements, transportation system management techniques, and traffic calming projects should be implemented and expanded to increase street capacity, reduce congestion and speeding, and improve neighborhood livability. Specific mobility improvements are recommended along local roads within the BASASP area to establish new pedestrian, bicycle, and multi-use connections where none currently exist, with a particular focus on improving non-motorized connections from Pacific Beach to the Balboa Avenue Station.

The BASASP envisions a more balanced mobility network that provides viable options aimed at shifting from vehicle trips to transit, walking, and bicycling, while still accommodating vehicle traffic and minimizing conflicts between the various travel modes. Studies have shown that

bringing origins and destinations closer together and improving walking and bicycling conditions can reduce automobile trips and associated traffic congestion. Therefore, the land use plan and active transportation improvements proposed as part of the BASASP may stimulate this mode shift.

The BASASP identifies a pedestrian route network and includes policies addressing connectivity, amenities, and safety to encourage walking as a viable mode of transportation. The BASASP recommends the installation of wider sidewalks, missing sidewalks/ramps, marked crosswalks, pedestrian countdown timers at signalized intersections, and pedestrian-scale lighting and the removal of accessibility barriers to promote pedestrian safety and connectivity. The BASASP also encourages development to be pedestrian-oriented and include enhanced public realm spaces with plazas, paths, street trees and landscaping, and other pedestrian amenities to further promote walking as a mode of transportation.

The BASASP supports the implementation of separated bicycle facilities, which would be part of the proposed shared-use paths along several roadways, such as Mission Bay Drive and Garnet Avenue, and new and enhanced bicycle connections and facilities. To enhance the safety, comfort, and accessibility for all levels of bicyclists, the BASASP recommends wayfinding and markings, bicycle parking, and bicycle facilities including buffered bicycle lanes, cycle tracks, and bicycle boulevards. Overall, the BASASP bicycle network adds connections and access that provide a more comprehensive and complete network for bicyclists.

The BASASP contains policies that support expanded and enhanced transit services within the community and to adjacent communities. The BASASP supports coordination with SANDAG and MTS to provide improved transit amenities such as unique shelter designs, lighting, shade trees, trash receptacles, bicycle-share station, wider sidewalks and improved signage. In addition, the BASASP encourages SANDAG and MTS to consider a potential pedestrian/bicycle connection, such as a bridge, aerial skyway or other means, from the Balboa Avenue Station over I-5 to expand on non-vehicular transit access within the BASASP area with potential connections to Mission Bay Park and Mission Boulevard.

7. The BASASP includes trip reduction strategies contained in the Climate Action Plan.

   The BASASP implements actions identified in the Climate Action Plan (CAP), Strategy 3: Bicycling, Walking, Transit & Land Use, related to bicycling, walking, transit and land use strategies to increase multi-modal opportunities and reduce fuel consumption and vehicle miles traveled. These concepts are consistent with the General Plan and City of Villages strategy and include a focus on increased development capacity in TPAs. Strategy 3 includes the following land use plan-related actions:

   - Action 3.1: Implement the General Plan's Mobility Element and the City of Villages Strategy in Transit Priority Areas to increase the use of transit;
   - Action 3.2: Implement pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities;
   - Action 3.3: Implement the City of San Diego's Bicycle Master Plan to increase commuter bicycling opportunities;

- Action 3.5: Implement a Roundabouts Master Plan to install roundabouts to reduce vehicle consumption; and
- Action 3.6: Implement transit-oriented development within Transit Priority Areas.

The BASASP furthers the CAP by: (1) applying land use designations, residential densities, and implementing zoning to encourage TOD in a TPA; (2) providing policies and planned improvements to support transit operations and access; (3) designing a planned multi-modal mobility network that includes robust pedestrian and bicycle facilities that connect people to transit while implementing the Bicycle Master Plan and (4) including policies for the installation of roundabouts or traffic circles as needed to reduce fuel consumption within the BASASP area.

The BASASP will direct growth, development, and redevelopment into a compact village near transit with densities along commercial corridors ranging up to 73 dwelling units per acre with the ability to obtain densities up to 109 dwelling units per acre between Bunker Hill and Rosewood Streets (consistent with Action Items 3.1 and 3.6). The proposed mobility network reflects the intent of Action Items 3.2 and 3.3 by complementing the transit-supportive density proposed in the village with planned pedestrian and bicycle facilities that provide improved access/connections to transit corridors and the San Diego Trolley service, improving connections between transit and recreational opportunities/amenities within a regional park (i.e., Mission Bay), supporting higher density/intensity housing and employment development to increase transit ridership; and increasing multi-modal opportunities and reduced reliance on single occupancy vehicles. The BASASP also includes policies that encourage the installation of roundabouts or traffic circles where appropriate, which will facilitate Action Item 3.5 of the CAP.

I. CONCLUSION

For the foregoing reasons, the City Council finds that the adverse, unavoidable environmental impacts are outweighed by the above-referenced benefits, any one of which individually would be sufficient to outweigh the adverse environmental effects of the BASASP. Therefore, the City Council adopts this Statement of Overriding Considerations.

EXHIBIT C

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

FOR THE

BALBOA AVENUE STATION AREA SPECIFIC PLAN

PROJECT NUMBER 586601

SCH # 2017071007

August 2019

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EXHIBIT C

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

BALBOA AVENUE STATION AREA SPECIFIC PLAN
CITY OF SAN DIEGO, CALIFORNIA
PROGRAM ENVIRONMENTAL IMPACT REPORT NO. 586601
SCH NO. 2017071007

This Mitigation Monitoring and Reporting Program (MMRP) is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. The MMRP for the Balboa Avenue Station Area Specific Plan (BASASP) Final Program Environmental Impact Report (PEIR) is under the jurisdiction of the City. This MMRP identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the MMRP will be maintained at the offices of the City of San Diego (City) Planning Department, which is currently located at 9485 Aero Drive, San Diego, CA 92123. All mitigation measures contained in the Final PEIR No. 586601/SCH No. 2017071007 shall be made conditions of approval of the project as may be further described below.

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
AIR QUALITY			
The BASASP proposes an increase in density and vehicle trips beyond what was included for the area in the RAQS; impacts associated with conformance to regional air quality plans would be potentially significant.	**AQ-1:** The City shall provide a revised housing and employment forecast to SANDAG to ensure that any revisions to the population and employment projections used by the SDAPCD in updating the RAQS and SIP will accurately reflect anticipated growth due to the proposed BASASP.	Prior to the update of the RAQS and the SIP.	City Planning Department
Criteria air pollutants generated during construction and operation of new development pursuant to the proposed BASASP could produce pollutants that would exceed State and federal requirements, resulting in potentially significant air quality impacts. (2 impacts)	**AQ-2:** To identify potential impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the construction-related air quality impacts analysis shall be included in the project's CEQA documentation. If such analyses identify potentially significant regional or local air quality impacts based on the emissions thresholds presented in Table 5.2-4, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential mitigation measures are provided in Mitigation Measure AQ-3, below. **AQ-3:** For future individual development projects that would exceed daily construction emissions thresholds established by the City, best available control measures/technology shall	Mitigation will be implemented as future projects develop.	City Development Services Department (DSD)

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	be incorporated to reduce construction emissions to the extent feasible. Best available control measures/technology includes: • Minimizing simultaneous operation of multiple pieces of construction equipment; • Using more efficient, or low pollutant emitting equipment, e.g., Tier III- or Tier IV- rated equipment; • Using alternative fueled construction equipment; • Incorporating dust control measures for construction sites to minimize fugitive dust (e.g., watering, soil stabilizers, and speed limits); and/or • Minimizing idling time by construction vehicles. **AQ-4:** To identify potential impacts resulting from operational activities associated with future development, proposed development that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City. The results of the operational-related air quality impacts analysis shall be included in the project's CEQA documentation. If such analyses identify potentially significant regional or local air quality impacts based on the thresholds presented in Table 5.2-4 of the BASASP Final PEIR, the City shall require the incorporation of appropriate mitigation to reduce such impacts to below a level of significance. Examples of potential measures include the following:		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	• Installation of electric vehicle charging stations; • Improvement of walkability design and pedestrian network; • Increasing transit accessibility and frequency by incorporating Bus Rapid Transit (BRT) routes included in the SANDAG Regional Plan; • Limiting parking supply and unbundling parking costs; and • Lowering parking supply below ITE rates and separating parking costs from property costs.		
BIOLOGICAL RESOURCES			
Implementation of the proposed BASASP has the potential to impact sensitive plant and wildlife species directly through the loss of habitat or indirectly by placing development 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	**BIO-1: Sensitive Plants.** A qualified biologist shall survey for sensitive plants during the appropriate time of year (i.e., when the species is readily identifiable, such as during its blooming period) prior to initiating construction activities in undeveloped land. If a survey cannot be conducted due to environmental conditions (e.g., inadequate rainfall), then the project proponent shall consult with the City and Wildlife Agencies (where applicable) to determine if construction may begin based on site-specific vegetation mapping and potential to occur analysis and what mitigation would be required, or whether construction must be postponed until spring rare plant survey data are collected. Adherence to the MSCP Subarea Plan Appendix A (i.e., Conditions of Coverage) and securing comparable habitat at the required ratio(s) (i.e., a habitat-based approach to mitigation; see Tables 5.3-7 and 5.3-8) shall provide all or a	Mitigation will be implemented as future projects develop.	DSD

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
of 1 or 2, and wildlife species included on the CDFW's Special Animals List would be significant.	component of mitigation for direct impacts to the most sensitive plant species (e.g., MSCP Covered Species). Impacts to Narrow Endemic species shall be avoided and minimized to the maximum extent possible. Unavoidable impacts shall be mitigated in accordance with the species-specific requirements in the City's Biology Guidelines and MSCP Subarea Plan. Impacts to federal or State listed plant species shall first be avoided where feasible, and where not feasible, impacts shall be compensated through salvage and relocation via a transplantation/restoration program and/or off-site acquisition and preservation of habitat containing the plant species at a minimum 1:1 ratio and as required by the City and Wildlife Agencies. A qualified biologist shall prepare a City- and Wildlife Agency-approved Restoration Plan that shall indicate where restoration would take place. The Restoration Plan shall also identify the goals of the restoration, responsible parties, methods of restoration implementation, maintenance and monitoring requirements, final success criteria, contingency measures, and notice of completion requirements. Impacts to other sensitive plant species (CNPS Rare Plant Rank 1 or 2 species) shall first be avoided where feasible, and where not feasible, mitigated through salvage and relocation via a transplantation/restoration program and/or off-site acquisition and preservation of habitat containing the plant		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	species at a minimum 1:1 ratio and as required by the City. Where reseeding or salvage and relocation are required, the project proponent shall identify a qualified Habitat Restoration Specialist to be approved by the City. The Habitat Restoration Specialist shall prepare and implement a Restoration Plan to be approved by the City for reseeding or salvaging and relocating sensitive plant species. **BIO-2: Ridgway's Rail.** Prior to the issuance of construction permits for future projects planned adjacent to Rose Creek within the BASASP area, a habitat assessment shall be completed within suitable habitat for Ridgeway's rail. If habitat is determined to be appropriate, protocol surveys shall then be conducted. If the species is determined to occupy a site, indirect impacts shall be mitigated in accordance with the City's Biology Guidelines and MSCP Subarea Plan (see the City's MHPA Land Use Adjacency Guidelines standard mitigation). Direct impacts to the Ridgway's rail are not expected as there will be no impacts to Rose Creek where the Ridgway's rail's potential habitat (salt marsh) is located. **BIO-3: Least Bell's Vireo.** Prior to the issuance of construction permits for future projects planned adjacent to Rose Creek within the BASASP area, a habitat assessment shall be completed within suitable habitat for least Bell's vireo. If habitat is determined to be appropriate, protocol surveys shall then be conducted. If the species is determined to occupy a site, indirect impacts shall be mitigated in		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	accordance with the City's Biology Guidelines and MSCP Subarea Plan (see the City's MHPA Land Use Adjacency Guidelines standard mitigation). Direct impacts to the least Bell's vireo are not expected as there will be no impacts to Rose Creek where the least Bell's vireo's potential habitat (southern willow scrub, southern riparian forest) is located. **BIO-4: Nesting Birds.** To reduce potentially significant impacts that would interfere with avian nesting within the BASASP area, measures to be incorporated into project-level construction activities shall include the following as applicable: • In accordance with the noise component of the City's standard MHPA Land Use Adjacency Guidelines, there shall be no clearing, grubbing, grading, or other construction activities during the breeding season for least Bell's vireo (April 10 through July 31) until it can be demonstrated that construction activities would not result in noise levels exceeding 60 A-weighted, time-averaged decibels (dBA LEQ) at the edge of their occupied habitat(s). • Site-specific biological resources surveys (e.g., for the coastal California gnatcatcher, burrowing owl, raptors, etc.) shall be conducted in accordance with latest City Biology Guidelines and Wildlife Agency protocol. Nesting season avoidance and/or pre-grading surveys and mitigation shall also be completed as required to comply with the federal		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	Endangered Species Act, MBTA, California Fish and Game Code, MSCP, and/or ESL Regulations. • Work near active nests of MSCP Covered or Listed species must include suitable noise abatement measures to ensure construction noise levels at the MHPA boundary would not exceed 60 dBA LEQ. **BIO-5: Other Wildlife Species.** Site-specific biology surveys shall be conducted to identify any other sensitive or MSCP Covered Species present on each future project in the BASASP area, including but not limited to the species listed in Table 5.3-4 of the BASASP Final PEIR. Impacts to most sensitive and MSCP Covered Species will be mitigated by habitat-based mitigation as established by the City's Biology Guidelines, unless a rare circumstance requires additional species-specific mitigation. In that case, the project-level biological survey report would justify why species-specific mitigation is necessary. For MSCP Covered Species, conditions from MSCP Subarea Plan Appendix A will be implemented where applicable.		
Implementation of the proposed BASASP could potentially impact sensitive upland vegetation communities.	**BIO-6: Upland Habitats**: Sensitive upland vegetation communities shall be mitigated through habitat acquisition/preservation, restoration, and/or creation—or a combination thereof. Mitigation for impacts to sensitive upland vegetation would be required in accordance with the ratios in Table 5.3-6 of the BASASP Final PEIR, *Mitigation Ratios for Impacts to Upland Vegetation Communities*, per the City's Biology Guidelines. The habitat types that would be impacted by the proposed BASASP and would require	Mitigation will be implemented as future projects develop.	DSD

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	mitigation (coastal sage scrub and non-native grasslands) are shown in bold in Table 5.3-6.		
Implementation of the proposed BASASP could result in a potential indirect impact to wetlands.	Potential indirect impacts to wetlands would be regulated in accordance with Section 401 and 404 of the Clean Water Act; Section 1600 of the California Fish and Game Code; and the City's Biology Guidelines, MSCP Subarea Plan, and certified LCP. **BIO-7: Wetland Habitats**: Wetland impacts shall be avoided. If avoidance is infeasible, wetland impacts shall be mitigated to achieve no net loss of wetland function and value. Typical mitigation ratios, as defined in the City's Biology Guidelines, are identified in Table 5.3-7 of the BASASP Final PEIR, *City of San Diego Wetland Mitigation Ratios*. **BIO-8: Other Jurisdictional Waters**: Jurisdictional, non-wetland waters shall be avoided to the extent feasible. Where avoidance is not feasible, mitigation will be applied by federal and State regulators via their applicable consulting/permitting process. The final mitigation requirements and locations for the mitigation are subject to consultation with the permitting agencies.	Mitigation will be implemented as future projects develop.	DSD
HISTORICAL AND TRIBAL CULTURAL RESOURCES			
Future development pursuant to the proposed BASASP could have a significant impact on important historic	**HIST-1: Historic Buildings, Structures, Objects and Sites** Prior to issuance of any permit for a development project implemented in accordance with the project that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected	Mitigation will be implemented as future projects develop.	DSD

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
resources including, but not limited to, Trade Winds Motel Sign or Chase Bank building.	building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Historical Resources Guidelines. Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to: a. Conducting a Historic American Building Survey (HABS) and Historic American Engineering Record (HAER); b. Preparing a historic resource management plan; c. Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric); d. Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation; e. Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource;		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	f. Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning; and g. Removing industrial pollution at the source of production. Specific types of historical resource reports, outlined in Section III of the HRG, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified, these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance, where possible. If required, mitigation programs can also be included in the report.		
Given the presence of known and potential historical and archeological resources within the community, future development under the proposed BASASP has the potential to result in significant impacts to prehistoric or historic	**HIST-2: Archaeological and Tribal Cultural Resources** Prior to issuance of any permit for a future development project implemented in accordance with the BASASP area that could directly affect an archaeological or tribal cultural resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological or tribal cultural resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing	Mitigation will be implemented as future projects develop.	DSD

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
archaeological resources, sacred sites, and human remains, including, but not limited to, areas within and/or in proximity to the village of La Rinconada de Jamo.	the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities. *Initial Determination* The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and may conduct a site visit, as needed. If there is any evidence that the site contains archaeological or tribal cultural resources, then an archaeological evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines. *Step 1:* Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums. In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archaeological research in similar areas, models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report. Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	resources are identified, then an evaluation of significance, based on the City's Guidelines must be performed by a qualified archaeologist. *Step 2:* Where a recorded archaeological site or Tribal Cultural Resource (as defined in the PRC) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to provisions in PRC 21080.3.1 and 21080.3.2, in accordance with AB 52. It should be noted that during the consultation process, tribal representative(s) will be directly involved in making recommendations regarding the significance of a tribal cultural resource which could also be a prehistoric archaeological site. A testing program may be recommended which requires reevaluation of the proposed project in consultation with the Native American representative. This could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). The archaeological testing program, if required, will include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. Results of the consultation process will determine the nature and		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	extent of any additional archaeological evaluation or changes to the proposed project. The results from the testing program will be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. However, this process would not proceed until such time that the tribal consultation has been concluded and an agreement is reached (or not reached) regarding significance of the resource and appropriate mitigation measures are identified. When appropriate, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	Step 3: Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. When tribal cultural resources are present and also cannot be avoided, appropriate and feasible mitigation will be determined through the tribal consultation process and incorporated into the overall data recovery program, where applicable or project specific mitigation measures incorporated into the project. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to distribution of a draft CEQA document and shall include the results of the tribal consultation process. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation. A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	American tribal cultural resource or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of California PRC Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California PRC (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions will be outlined in the MMRP included in a subsequent project-specific environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored. *Step 4:* Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	historic districts, a team of experts will be necessary for a complete evaluation. Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g., collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required. Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and tribal cultural resources containing the confidential resource maps and records search		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries. *Step 5:* For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for ensuring research access to the collections consistent with state and federal standards unless otherwise determined during the tribal consultation process. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. 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 Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., NAGPRA [U.S.C. 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation. Arrangements for long-term curation of all recovered artifacts must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance. When tribal cultural resources are present, or non-burial-related artifacts associated with tribal cultural resources are suspected to be recovered, the treatment and disposition of such resources will be determined during the tribal consultation process. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations, Part 79. Additional information regarding curation is provided in Section II of the Guidelines.		
Given the presence of known and potential tribal cultural resources within and immediately adjacent to the BASASP, future development	**HIST-2**, as described above.		

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
pursuant to the proposed BASASP could potentially result in a significant impact on tribal cultural resources.			
NOISE			
Implementation of the proposed project would potentially expose new development to noise levels at exterior use areas or interior areas in excess of the Land Use – Noise Compatibility Guidelines established in the City's Noise Element, which would result in an inconsistency with City standards and a potentially significant noise impact.	**Per Section 1207.4 of Title 24, California Code of Regulations: Allowable interior noise levels.** Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either the day-night average sound level (LDN) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan. **NOI-1:** Where new development would expose people to noise exceeding normally acceptable levels, a site-specific acoustical analysis shall be performed prior to the approval of building permits for: • Single-family homes, senior housing, and mobile homes where exterior noise levels range between 60 and 65 CNEL. • Multi-family homes and mixed-use/commercial and residential, where exterior noise levels range between 65 and 70 CNEL. • All land uses where noise levels exceed the conditionally compatible exterior noise exposure	Mitigation will be implemented as future projects develop.	DSD

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	levels as defined in the City's Land Use – Noise Compatibility Guidelines. The acoustical analysis shall be conducted to ensure that barriers, building design, and/or location are capable of reducing residential outdoor use area noise levels to their conditionally compatible limits as specified in the General Plan Noise Element Land Use – Noise Compatibility Guidelines. The analysis shall also ensure interior noise levels at 45 CNEL or less for residences and 50 CNEL or less for commercial uses. Barriers may include a combination of earthen berms, masonry block, and plexiglass. Building location may include the use of appropriate setbacks. Building design measures may include dual pane windows, solid core exterior doors with perimeter weather stripping, and mechanical ventilation to allow windows and doors to remain closed.		
New development proposed within the screening distance of the tracks and development proposing vibratory construction equipment would require further analysis to determine impacts to vibration-sensitive land uses.	**NOI-2:** A site-specific vibration study shall be prepared for proposed development within FTA screening distances for potential vibration impacts related to train activity. For Category 1 uses such as vibration-sensitive equipment and associated operations, the screening distance from the public ROW is 600 feet. For Category 2 land uses such as residences and buildings, where people would normally sleep, the screening distance is 200 feet. The screening distance for Category 3 land uses, such as institutional land uses, is 120 feet. Proposed development shall implement recommended measures within the technical study to ensure that projects meet the FTA criteria for vibration impacts.	Mitigation will be implemented as future projects develop.	DSD

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Impacts due to ground-borne vibration could be potentially significant.	**NOI-3:** A site-specific vibration study shall be prepared for proposed development that have the potential for construction-related vibration impacts. Construction activities within 200 feet and pile-driving within 600 feet of a vibration-sensitive use would be potentially disruptive to vibration-sensitive operations. Proposed development shall implement recommended measures within the technical study to ensure that projects reduce construction-related vibration impacts to below 0.1 inch per second PPV at vibration sensitive uses.		
Future infill projects, such as those allowed under the BASASP, may be located in close proximity to existing and future noise-sensitive land uses. Construction activities related to implementation of the BASASP would potentially generate short-term noise levels in excess of 75 dBA LEQ (12 hour) at adjacent properties.	**NOI-4:** Future development projects within the BASASP shall implement the following measures to minimize short-term noise levels caused by construction activities. Measures to reduce construction noise shall be included in contractor specifications and shall include, but not be limited to, the following: • Properly outfit and maintain construction equipment with manufacturer-recommended noise reduction devices to minimize construction-generated noise. • Operate all diesel equipment with closed engine doors and equip with factory recommended mufflers. • Use electrical power to operate air compressors and similar power tools. • Employ additional noise attenuation techniques as needed to reduce excessive noise levels so that construction noise would be in compliance with Municipal Code Section 59.5.0404. Such techniques shall include, but not be limited to, the construction	Mitigation will be implemented as future projects develop.	DSD

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	of temporary sound barriers or sound blankets between construction sites and nearby noise-sensitive receptors. • Notify adjacent noise-sensitive receptors in writing within two weeks of any construction activity such as jackhammering, concrete sawing, asphalt removal, pile driving, and largescale grading operations that would occur within 100 feet of the property line of the nearest noise-sensitive receptor. The extent and duration of the construction activity will be included in the notification. • Designate a "disturbance coordinator" who would be responsible for receiving and responding to any complaints about construction noise or vibration. The disturbance coordinator will determine the cause of the noise complaint and, if identified as a sound generated by construction area activities, will require that reasonable measures be implemented to correct the problem.		
TRANSPORTATION/CIRCULATION			
Freeway Segments			
Four consecutive segments of I-5 from SR-52 to Clairemont Drive.	**TRANS 5.15-10: I-5 NB and SB from SR-52 to Clairemont Drive (Impact 5.15-10):** SANDAG San Diego Forward 2050 Revenue Constrained Network includes operational improvements and construction of managed lanes along I-5 between SR-52 and Clairemont Drive. This project is expected to be constructed by the year 2050. There is some uncertainty related to the actual improvements and associated traffic impacts that will materialize over time.	Impacts remain significant and unavoidable. Specific Plan buildout will occur over the planning horizon and traffic improvements (mitigation) will be prioritized and implemented based upon	Caltrans/DSD

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding identified in the Revenue Constrained Network.	need and ability to secure full funding.	
Freeway Ramp Meters			
I-5 SB Mission Bay Drive on-ramp.	**TRANS 5.15-11:** The City of San Diego shall coordinate with Caltrans to address ramp capacity at impacted on-ramp locations. Improvements could include additional lanes, interchange reconfigurations, Transportation Demand Measures (TDM); however, specific capacity improvements are still undetermined, as these are future improvements that must be defined more over time. Furthermore, implementation of freeway improvements in a timely manner is beyond the full control of the City since Caltrans has approval authority over freeway improvements. Additionally, the BASASP includes a variety of transit, pedestrian and bicycle facilities that may help to reduce single-occupancy vehicle (SOV) travel which can help improve ramp capacity.	Impacts remain significant and unavoidable. Specific Plan buildout will occur over the planning horizon and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	Caltrans/DSD
I-5 NB Mission Bay Drive on-ramp.	**TRANS 5.15-11**, as described above.	Impacts remain significant and unavoidable. Specific Plan buildout will occur over the planning horizon and traffic improvements (mitigation) will be prioritized and implemented based upon	Caltrans/DSD

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
		need and ability to secure full funding.	

Passed by the Council of The City of San Diego on AUG 01 2019, by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused
Barbara Bry	☑	☐	☐	☐
Jennifer Campbell	☑	☐	☐	☐
Chris Ward	☑	☐	☐	☐
Monica Montgomery	☑	☐	☐	☐
Mark Kersey	☑	☐	☐	☐
Chris Cate	☑	☐	☐	☐
Scott Sherman	☑	☐	☐	☐
Vivian Moreno	☑	☐	☐	☐
Georgette Gómez	☑	☐	☐	☐

Date of final passage AUG 07 2019.

(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

KEVIN L. FAULCONER
Mayor of The City of San Diego, California.

(Seal)

ELIZABETH S. MALAND
City Clerk of The City of San Diego, California.

By Linda Irwin, Deputy

Office of the City Clerk, San Diego, California

Resolution Number R- 312604