Utilities

The development would require vacation of the existing unused public utilities and antenna easements as well as several unutilized public sewer and water facilities on site. The construction of new privately maintained sewer, water, and drainage improvements would be provided to support the project.

A looping private water system would be provided around the perimeter of the project site for both domestic water and fire services. The potable water system would be provided with two points of connection along the southern and western portions of the project site. In addition, two points of contact for landscaping water, utilizing reclaimed water that currently exists and is available in Westview Parkway, would be provided to service the landscaping needs of the project.

Two private sewer mains would be provided for sewer service to all units. One main would service the southern half of the project and the other the northern half. The southern sewer section would connect to an existing 10 inch sewer main extended north from within Mira Mesa Boulevard. The northern sewer section would connect to an existing 8 inch sewer main within Westview Parkway.

A private storm drain system would be incorporated into the project design. The existing on-site storm drains would be realigned to underlie the building structures. In addition, new storm drains would be installed throughout the residential building areas, mini-parks, and other recreational areas, and around the perimeter of the project site (within the emergency vehicle roadway). The storm drain system would connect to existing public 54-inch and 72-inch storm drains that discharge storm water runoff to Penasquitos Canyon and Lopez Canyon, located westerly and northwesterly of the project site.

Electrical and natural gas lines currently exist along Westview Parkway. The project would construct underground electrical and natural gas lines to connect to these existing underground utilities. Electricity would be provided for energy needs associated with the residential buildings, and natural gas would be provided for the supporting amenities.

Public Safety

The City of San Diego Police Department's (SDPD) current budgeted staffing ratio for police officers to population is 1.59 per 1,000 residents. The SDPD's goal is to have 1.67 officers per 1,000 residents. Prior to the issuance of building permits, the applicant would pay a one-time project fee to the SDPD in the amount of $112,000 to accommodate for existing police services needs.

3.2.8 OFF-SITE IMPROVEMENTS

The applicant has agreed to provide off-site road improvements. The following off-site road improvements have been made conditions of project approval by the City:

- Prior to issuance of a building permit for the first residential building unit, the applicant would assure, to the satisfaction of the City Engineer, construction of a traffic signal at the intersection of Westview Parkway and the project's main access, relocation of the park driveway to be located at the signalized location, restriping of Westview Parkway to accommodate the signal, and a signal interconnect between the existing signals on Westview Parkway at Galvin Avenue, Westview Parkway at Capricorn Way and the new signalized project access on Westview Parkway.

- Prior to the issuance of a building permit for the third building (1,621st dwelling unit) the applicant would provide, to the satisfaction of the City Engineer, an improvement for a connection to the existing public road and signal at Galvin Avenue and Westview Parkway to provide a second signalized access to the project site.

In addition, off-site traffic improvements associated with the existing surrounding roadway infrastructure would be provided as part of traffic mitigation measures. These traffic mitigation measures would provide improvements to the following intersections: Black Mountain Road/Mercy Road; Mira Mesa Boulevard/Black Mountain Road; Black Mountain Road/Hillary Drive; and Black Mountain Road/Gold Coast. Traffic mitigation measures would also provide improvements to the following street segments: Black Mountain Road between Mercy Road and Park Village; and I-15 southbound ramps from Mira Mesa Boulevard. A detailed discussion of these off-site traffic improvements are discussed in *Section 4.2*.

3.2.9 TRANSPORTATION DEMAND MANAGEMENT MEASURES

Transportation Demand Management (TDM) is a general term for strategies that assist in reducing the use of single-occupant vehicles to increase the efficiency of existing transportation resources. The project would include several TDM measures to improve the efficiency and safety of the transportation system and help reduce vehicle emissions that degrade air quality and contribute to global climate change. The TDMs implemented into the project would include the following measures:

- Provide transit shuttle services to regional activity centers - Prior to issuance of a building permit for the second building (811th residential dwelling unit), the applicant would provide a private shuttle service as part of the Transportation Demand Management Plan connecting the project to existing shopping opportunities at Mira Mesa Marketplace

Center and transit connections on Mira Mesa Boulevard and Black Mountain Road subject to the satisfaction of the City Engineer. This shuttle service would have two stops on the project site and would be limited to residents and guests of the development. The shuttle would carry no fewer than 16 passengers and conform to the requirements of the American with Disabilities Act (ADA accessible). The shuttle would maintain 15-minute headways in weekday peak hours. Days, hours of operation, and routing are to be satisfactory to the City Engineer.

- Provide RideLink information bulletin boards in central locations, encouraging alternative transportation programs and/or public transit available to the area
- Provide a TDM association and/or coordinator to ensure that the latest bus schedules have been posted and to provide information on carpooling and ridesharing
- Coordinate with Metropolitan Transit System to provide a bus stop adjacent to the project site
- Send an annual Rideshare/transit newsletter to residents
- Bicycle storage facilities for the residents.

3.2.10 CONSTRUCTION

Construction is anticipated to commence in early 2009 and last for five years, at which point building occupancy would occur. Construction equipment would include rollers, rubber tired dozers, scrapers, water trucks, pavers, paving equipment, cranes, forklifts, and tractors/loaders/backhoes. Concrete and delivery trucks would also be used. Construction equipment would be used intermittently depending on construction phase.

The project would occur in three phases. Each phase would result in the development of a parking structure and its associated building structure. Building 1 would be the first phase of the project with buildings 2 and 3 occurring sequentially. Construction phases 1 and 2 would extend approximately two years each; construction phase 3 would extend for approximately one year. The project would result in approximately 34,000 cubic yards of cut; 368,000 cubic yards of fill; and 334,000 cubic yards of import. The project would not result in the need to export soil or materials. Construction trucks would operate within the limits of the construction hours identified in the City's Noise Ordinance (i.e., 7:00 a.m. to 7:00 p.m. Monday through Saturday).

Prior to construction, a SWPPP would be prepared to identify BMPs to minimize off-site sediment transport and address hazardous materials management for the duration of the project. In addition, the grading plans would be subject to City approval, and would require measures to comply with the City's municipal storm water permit. BMPs required to comply with the City's

permit include, but are not limited to: sediment basins to temporarily retain runoff during construction; tracking controls to minimize mud tracked onto roadways; perimeter sediment control consisting of silt fence and/or straw wattles; and temporary stabilization measures such as hydromulch and rock aprons. The City's Municipal code requires project compliance with NPDES for storm water discharges and general construction activities; regular cleaning or sweeping of parking lots and impervious areas; and implementation of storm water BMPs. The project would implement erosion and sediment control measures required by the City Ordinance, and regulations and conditions set forth in the SWPPP (Leppert 2007a). A traffic control plan would be prepared and made a standard condition of approval. The plan would include provisions for construction times and control plans for allowance of bicyclists, pedestrians, and bus access along Westview Parkway throughout construction. This plan would also include provisions for allowance of emergency vehicle passage at all times.

The project would also include design features in accordance with the City's Grading Ordinance to control fugitive dust emissions during construction activities. These features would include:

- Watering all active construction areas at least twice daily
- Covering all haul trucks or maintain at least two feet of freeboard
- Paving or applying water four times daily to all unpaved parking or staging areas
- Sweeping or washing any site access points within 30 minutes of any visible dust deposition on any public roadway
- Covering or watering twice daily any on-site stockpiles of debris, dirt or other dusty material
- Suspending all operations on any unpaved surface if winds exceed 25 mph
- Hydroseeding or otherwise stabilizing any cleared area which is to remain inactive for more than 96 hours after clearing.

3.3 DISCRETIONARY ACTIONS

The City would use the EIR and supporting documentation in its decision to approve discretionary permits, including a VTM, an SDP, a PDP, a rezone, and several easement vacations. A VTM is required to create the 1,848 condominium units and project phasing lots. Several unused public water and sewer lines and associated easements transverse the project site. Therefore, implementation of the project would require vacating these associated easements that would not be used by the project. An SDP is required because the project is proposing more than 19 multifamily residential units and because the project's off-site traffic improvements would be located within 100 feet of sensitive biological resources which are within and adjacent to the

MHPA of the MSCP Subarea. A PDP would be required to address the deviations proposed by the project. A rezone is needed to make the density of the project consistent with the land use designation of the Mira Mesa Community Plan and the previously approved development agreement.

The RWQCB would use the EIR and supporting documentation in its decision to issue water quality permits in accordance with the Porter-Cologne Water Quality Control Act. Permits include an NPDES General Construction Activity Storm Water Permit, a Clean Water Act 401 Water Quality Certification, or both.

Caltrans would use the EIR and supporting documentation in its decision to issue an encroachment permit for work along I-15.

3.4 HISTORY OF PROJECT CHANGES

A key feature of the Casa Mira View project is that it would fund the Mira Mesa Facilities Benefit Assessment (FBA), which is the mechanism to fund the improvements discussed in the Mira Mesa Public Facilities Financing Plan and Facilities Assessment. The Financing Plan implements the improvement requirements set forth in the Mira Mesa Community Plan. Over half (57 percent) of the remaining multifamily residential units, which remain unbuilt according to the Financing Plan, are located in the Casa Mira View development project.

Additionally, as part of the Development Agreement between the City of San Diego and Pardee Construction Company in 1988, the Casa Mira View project provided "extraordinary and significant transit, transportation, educational, recreational, cultural and regional benefits and facilities and other supplemental benefits" (improvements are addressed in Appendix A to the TIA, refer to *Appendix B* of this EIR). The City found that many of the benefits "are of regional significance; relate to existing deficiencies in public facilities; require property owner to contribute a greater percentage of benefits than would otherwise be required because the development agreement guarantees development rights over and above those received in the normal entitlement process; and represent benefits which would not otherwise be required as part of the development process." In 2002, the City provided Pardee Homes (formerly known as Pardee Construction Company) with a "Release of Obligations Under Development Agreements," which certified that the improvements called for in the Development Agreement were completed. The Development Agreement provided substantial improvements to Black Mountain Road and Westview Parkway. Specifically, this includes the widening of Black Mountain Road to six lanes between Galvin Drive and north of Capricorn Way.

Also, prior to and throughout environmental review for this project, the applicant has met with the Mira Mesa Community Group and members of the public to solicit input on the project and

with City staff to address concerns raised during the environmental review of the project. As a result of these meetings and the City's review, the applicant has made changes to the original project design, such as to landscaping and architecture. No additional changed have occurred to the project.

Lastly, as part of a separate project, the California Department of Transportation (Caltrans) is currently analyzing the implementation of a direct access ramp (DAR) to connect local street traffic in Mira Mesa to the Managed Lanes facility on I-15. Four locations ~~are being~~ were analyzed for implementation of the DAR with I-15: Galvin Avenue, Hillery Drive, Maya Linda Road and an Eastern Connection. Caltrans is no longer pursuing the Maya Linda Road or the Eastern Connection alternatives and is solely moving forward with further analysis on the Galvin Avenue and Hillery Drive alternatives. Should Caltrans select to implement the DAR project at the Galvin Avenue location, the Casa Mira View project would be affected since the Galvin DAR location would utilize the approximate southern third of the Casa Mira View project site. For more information, refer to *Chapter 8.0, Cumulative Impacts.*

CHAPTER 4.0 ENVIRONMENTAL ANALYSIS

4.1 LAND USE

4.1.1 EXISTING CONDITIONS

Existing Uses

As described in *Section 2.2 Physical Characteristics*, the project site is currently undeveloped but has been previously graded by the former owner of the property in conjunction with neighboring development. There are no existing uses on the vacant project site (refer to *Figure 2.2-1, Aerial Photograph*). During site visit, evidence of use of the site by transients was observed.

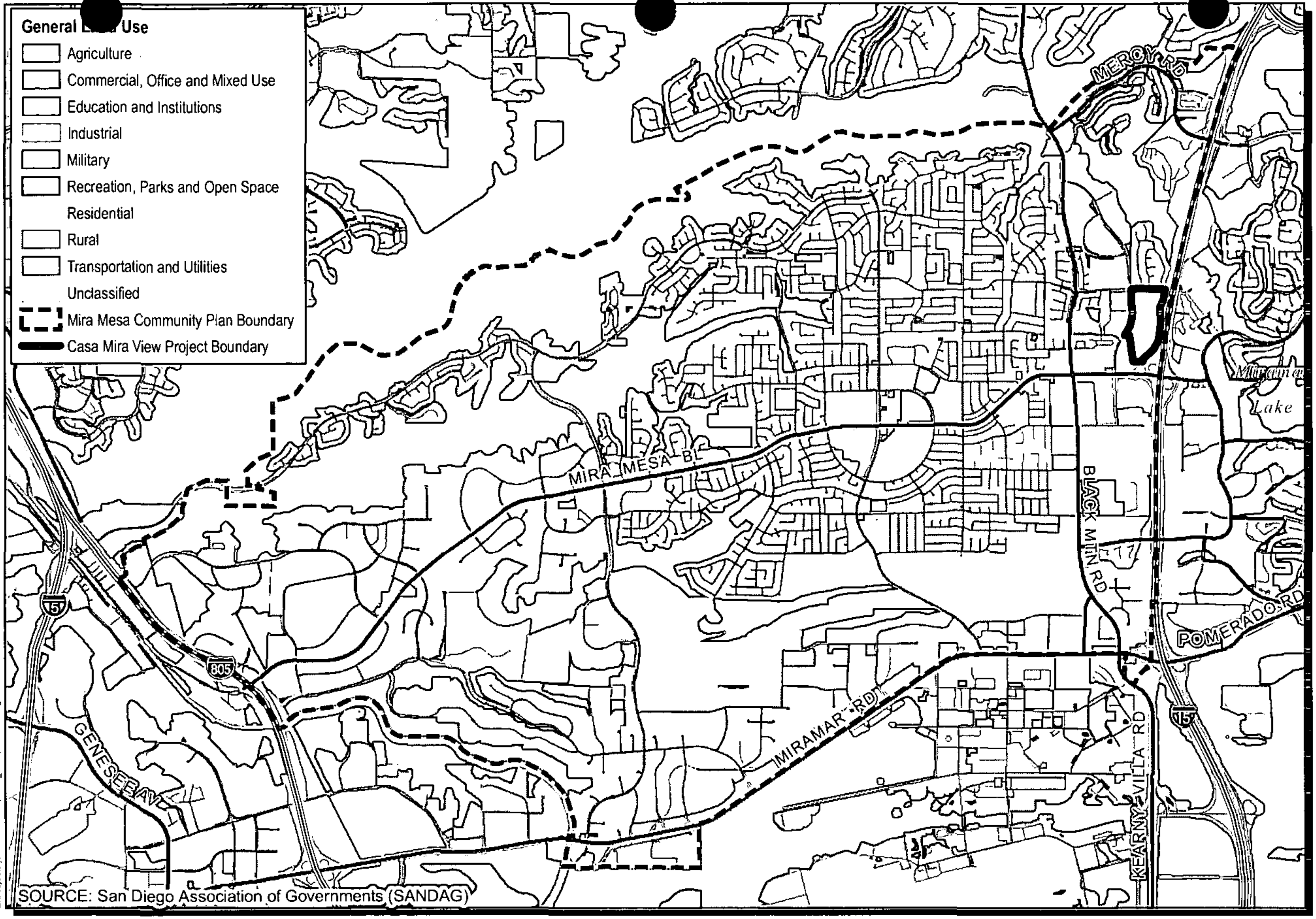
Surrounding Area

The project site is located in an urban setting and is surrounded by existing development and major transportation corridors. As shown in *Figure 2.3-1, Existing Land Uses*, single-family residential subdivisions are located to the north and northwest of the project site. A neighborhood park (Westview Park) and Hage Elementary School are located across the street on the west side of Westview Parkway. Southerly of the site is Mesa Shopping Center and an existing Caltrans park and ride facility maintained by Caltrans. Along the easterly property line is I-15.

Relevant Plans and Policies

San Diego Progress Guide and General Plan

The State of California requires each city to have a General Plan to guide its future, and mandates that the plan be updated periodically to assure relevance and utility. In 1979, the San Diego City Council adopted the Progress Guide and General Plan, which set forth goals and objectives for the development of San Diego to the year 1995. It establishes the amount of land needed for various uses and designates general locations for these uses while relating each to the other. It includes the transportation facilities necessary to link all future development and to permit them to function efficiently. Finally, it enunciates recommendations and measures for achieving General Plan goals and objectives. The Progress Guide and General Plan designates the Casa Mira View project site as unclassified (*Figure 4.1-1, General Plan Land Use Map*).



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Casa Mira View EIR
Generalized Land Use Plan

FIGURE 4.1-1

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The Progress Guide and General Plan is divided into 13 primary elements including Housing; Transportation; Commercial; Industrial; Public Facilities, Services, and Safety; Open Space; Recreation; Redevelopment; Conservation; Energy Conservation; Cultural Resources Management; Seismic Safety; and Urban Design. The Progress Guide and General Plan also includes Guidelines for Future Development. In addition, the Progress Guide and General Plan contains a General Plan Map, which comprises the document's Land Use Element. Most of the environmental goals relevant to the project are contained within the Land Use, Housing, Conservation, and Urban Design elements and Guidelines for Future Development as presented below.

Land Use Element: The General Plan Map included in the 1979 General Plan is the General Plan's Land Use Element. The map illustrates the location of residential areas, commercial activity, industrial development, public facilities, the alignment of the transportation network, and the open space/park system. The General Plan notes that the map's locational designations should be considered "advisory" only; the fine detail is included on the community plans developed throughout the area. Accordingly, reference must be made to the community plans and the maps and descriptions contained within them in order to determine the land use designation of any particular property (City of San Diego 1979). Currently, the General Plan relies upon more than 40 community, precise, and specific plans to serve as the Land Use Element.

Housing Element: The Housing Element is one of ten elements of the General Plan mandated by the State of California Government Code. The law states that a Housing Element shall be updated at five-year intervals and shall "consist of standards and plans for the improvement of housing and for the provision of adequate sites for housing," and shall "make adequate provision for the housing needs of all segments of the community." More specifically, the Housing Element is intended to identify and analyze the City's housing needs, establish reasonable goals, objectives, and policies based on those needs, and set forth a comprehensive five-year program of actions to achieve, as fully as possible, the identified goals and objectives (City of San Diego 2006a). This element of the General Plan was last adopted by the City Council on December 5, 2006.

Conservation Element: The Conservation Element addresses land, water, mineral, ecological, and air resources. According to the Progress Guide and General Plan, "Conservation is the planned management, preservation, and wise utilization of natural resources. Its objective is to prevent the wasteful exploitation or destruction or neglect of resources. It involves both identification of a community's natural resources and adoption of policies for their preservation, development, and wise use. The Conservation Element interrelates closely with many other elements of the General Plan. The most important relationships are with the conservation of

energy and the efforts to balance supply and demand for water, to manage the stock of available land, and to reduce moving source air pollution. Conservation considerations also directly affect the open space pattern of the City, particularly in defining areas not suitable for urbanization."

Urban Design Element: This element addresses the integration of new development into the natural landscape and/or existing community. The element discusses the "Image of the City," which is composed of a balance of several components including natural and created features. This element also addresses the integration of new development with the natural landscape or within the framework of an existing community, with minimum impact on that community's physical and social assets.

Guidelines for Future Development: This Section of the Progress Guide and General Plan was created to address the problems and issues of growth. Development of the San Diego metropolitan area during the 1980s reflected the state's urban development patterns, which were characterized by rapid population and housing growth, with only limited expansion of roads, transportation improvements, and other facilities. Therefore, the growth management program was designed to address neighborhood preservation, environmental protection, public facility availability, regional transportation mobility, and regional growth citywide through a Tier System. Tiers are categories reflecting how development can occur based on the availability of public facilities and services (City of San Diego 1979).

Draft City of San Diego General Plan

In September 2007, the City published a revised Draft City of San Diego General Plan. Planning Commission hearings were held November 1 and 8, 2007. The City Council's Land Use & Housing Committee met on December 5, 2007 and voted to approve the Draft General Plan and forwarded it on to City Council. The Draft General Plan provides a vision, core values, and policy guidance to balance the needs of a growing City while enhancing quality of life for current and future San Diegans. It provides a strategy, the City of Villages, for how the City can enhance its many communities and neighborhoods as growth occurs over time.

The updated Draft General Plan offers new policy direction in the areas of urban form, neighborhood character, historic preservation, public facilities, recreation, conservation, mobility, housing affordability, economic prosperity, and equitable development. It recognizes and explains the critical role of the community planning program as the vehicle to tailor the City of Villages strategy for each neighborhood. It also outlines the plan amendment process, other implementation strategies, and considers the continued growth of the City beyond the year 2020. The project is not subject to the policies provided in the Draft General Plan; however, the project's consistency with its policies is analyzed for informational purposes to identify whether the project would be in conformance with the Draft General Plan if it were to be adopted.

The Casa Mira View project site is designated for residential use under the Draft General Plan. Most of the environmental goals relevant to the project are contained within the Land Use and Community Planning Element, Mobility Element, Urban Design, Conservation, and Noise elements as presented below.

Land Use and Community Planning Element: The purpose of this element is to guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing quality of life in our communities. The Land Use Element addresses land use issues that apply to the City as a whole. The community planning program is the mechanism to refine citywide policies, designate land uses, and make additional site-specific recommendations as needed. The Land Use Element establishes the structure to respect the diversity of each community and includes policy direction to govern the preparation of community plans. The element also provides policy direction in areas including zoning and policy consistency, the plan amendment process, coastal planning, airport land use planning, annexation policies, balanced communities, equitable development, and environmental justice.

Mobility Element: This element strives to improve mobility through development of a balanced, multi-modal transportation network, while minimizing environmental and neighborhood impacts.

Urban Design Element: Urban design describes the physical features that define the character or image of a street, neighborhood, community, or the City as a whole. Urban design is the visual and sensory relationship between people and the built and natural environment. The built environment includes buildings and streets, and the natural environment includes features such as shorelines, canyons, mesas, and parks as they shape and are incorporated into the urban framework. Citywide urban design recommendations are necessary to ensure that the built environment continues to contribute to the qualities that distinguish the City as a unique living environment.

Conservation Element: The Conservation Element contains policies to guide the conservation of the resources that are fundamental components of San Diego's environment, that help define the City's identity, and that are relied upon for continued economic prosperity. The purpose of this element is to become an international model of sustainable development and conservation and to provide for the long-term conservation and sustainable management of the rich natural resources that help define the City's identity, contribute to its economy, and improve its quality of life.

Noise Element: The purpose of the noise element is to protect people living and working in the City of San Diego from excessive noise. The Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. This purpose

becomes more relevant as the City continues to grow with infill and mixed-use development consistent with the Land Use Element.

Mira Mesa Community Plan

The project is located within the Mira Mesa Community (see *Figure 4.1-2 City of San Diego Community Plan Areas*). The Casa Mira View project site is designated as medium-high density residential use (see *Figure 4.1-3, Mira Mesa Community Plan Land Use* and *Figure 4.1-4, Mira Mesa Community Plan Recommended Residential Densities*). The 1992 Mira Mesa Community Plan includes the following elements: Sensitive Resources and Open Space System, Transportation System, Park and Recreation Facilities, Community Facilities, Residential Land Use, Industrial Land Use, Commercial Land Use, Carroll Canyon Master Plan Area, and Development Criteria. The goals and objectives of each of the elements that are relevant to the project are identified below.

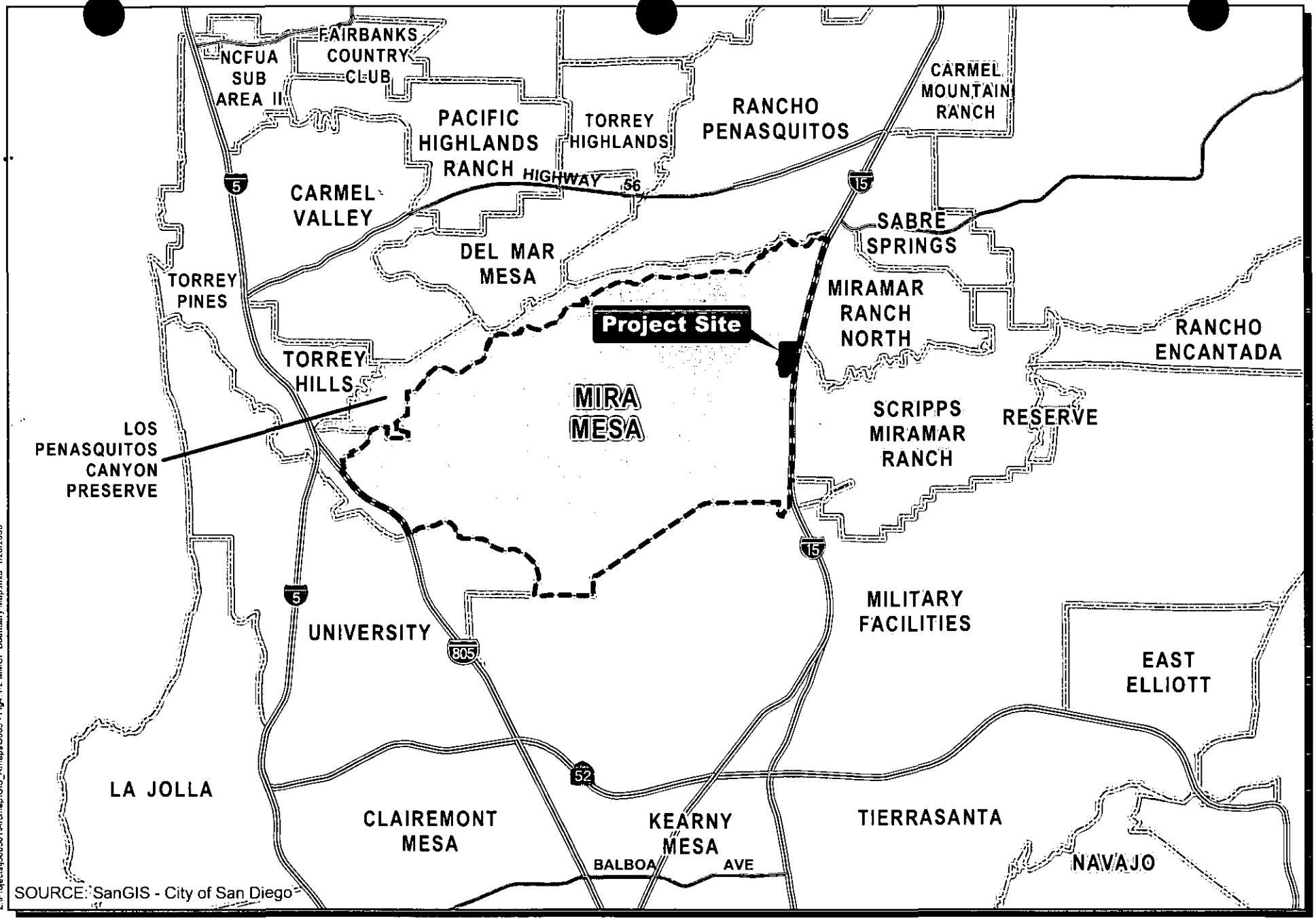
Residential Element: The Residential Element identifies policies for new residential development directed at protecting the remaining sensitive slopes adjacent to the community's canyons. This element also identifies policies for permitted densities and citywide development criteria.

Transportation System Element: This element identifies goals and policies directed at providing an efficient transportation system in the Mira Mesa Community that maximizes opportunities for transit use and encourages alternative modes of transportation.

Community Facilities Element: The Community Facilities Element identifies policies that would require new development in the Mira Mesa Community to commit to the timing and funding for community facilities prior to obtaining project approval. In addition, this element initiated the development of a Public Facilities Financing Plan and Facilities Benefit Assessment.

The Mira Mesa Community Plan designates the project site as Medium-high density residential use (30 to 45 dwelling units per net acre). This is the highest residential density range proposed in Mira Mesa. Areas designated for medium-high density consist of relatively large parcels that offer wide latitude in site design and building type. Medium-high density is proposed for sites that are convenient to freeways, major streets, public transit, commercial services, and recreational uses.

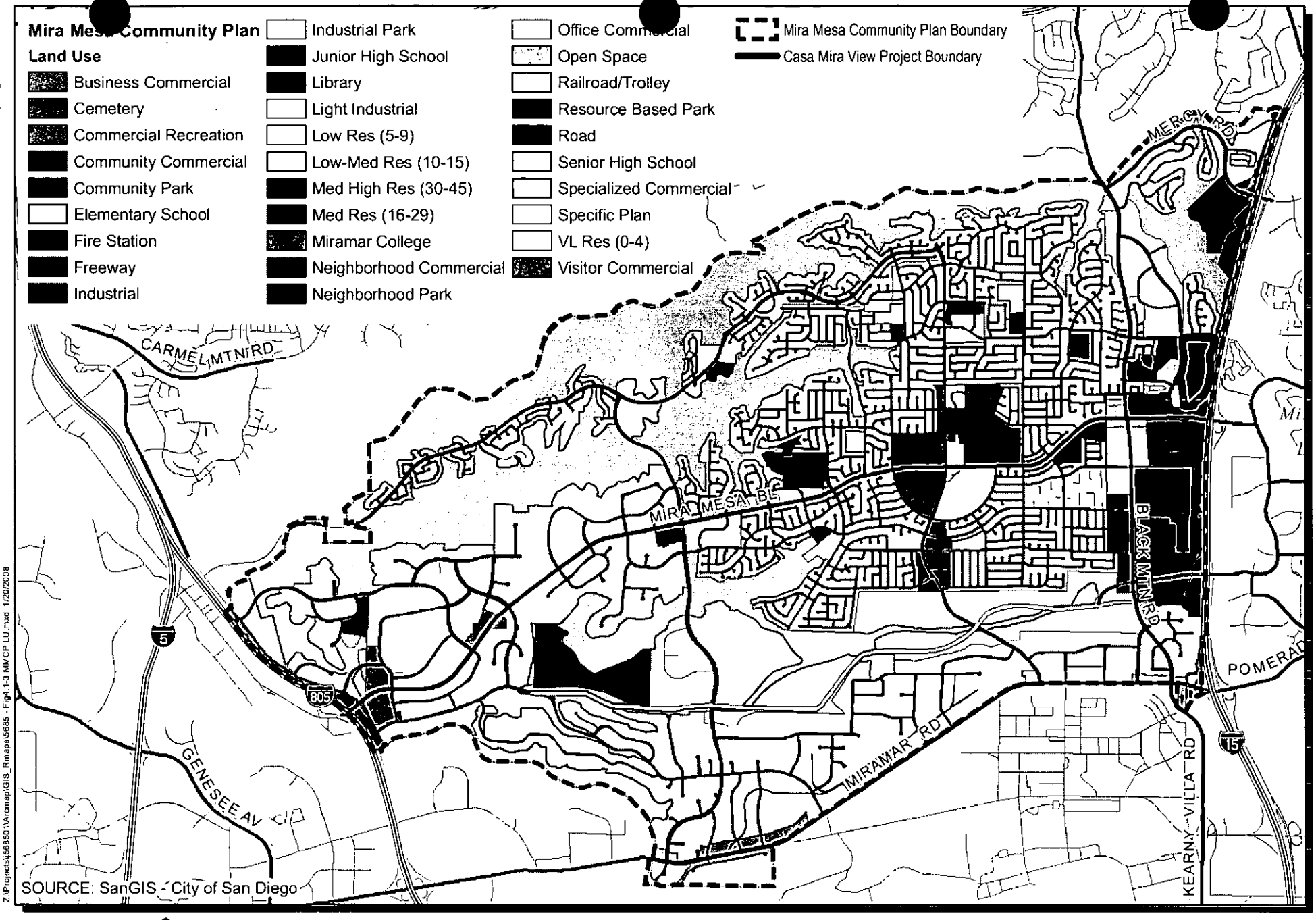
Based on the density ranges proposed in the Mira Mesa Community Plan, Mira Mesa is projected to have approximately 28,722 dwelling units at buildout, which is estimated to occur after the year 2010.



Casa Mira View EIR

City of San Diego Community Plan Areas

FIGURE 4.1-2



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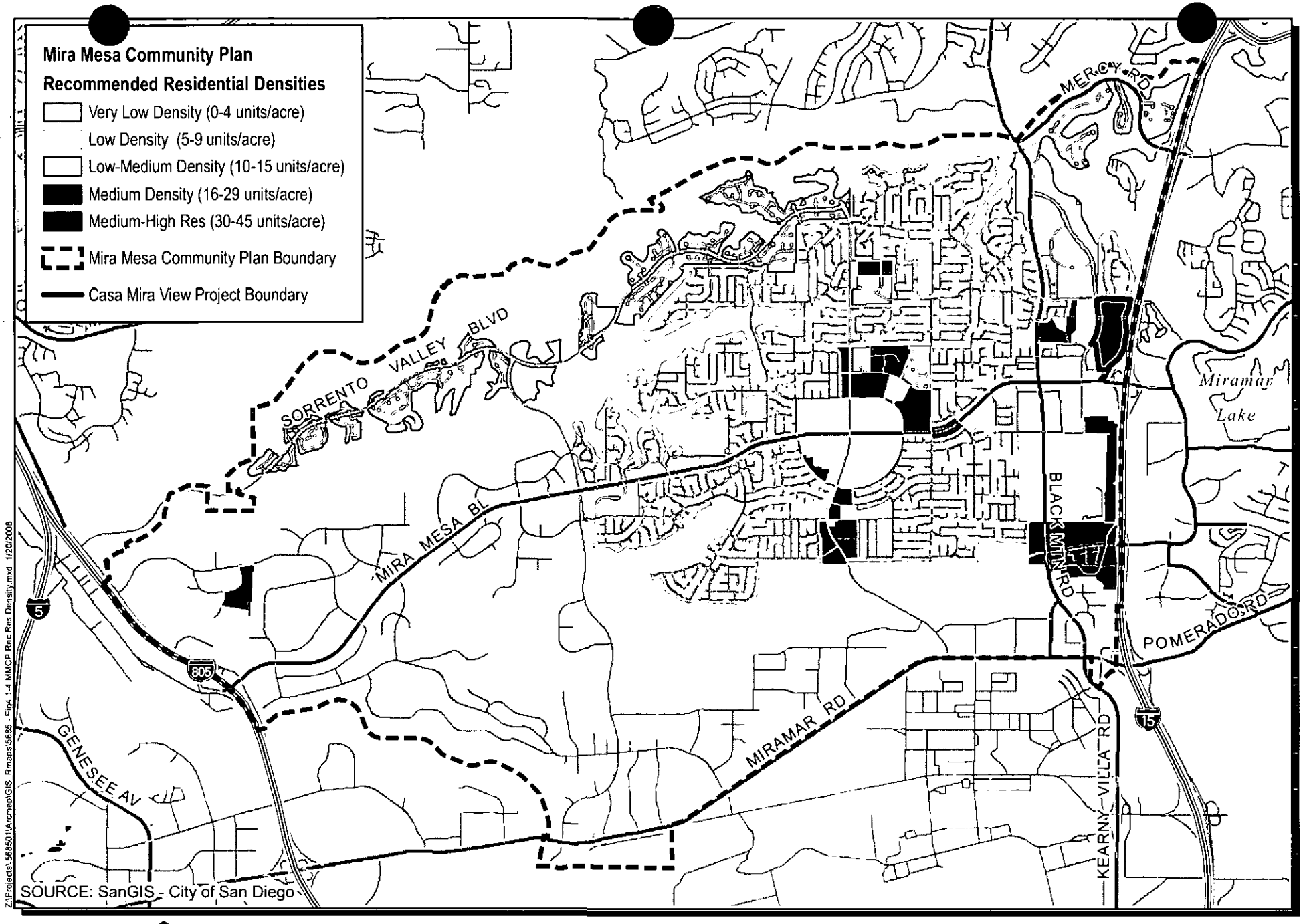
Casa Mira View EIR

Mira Mesa Community Plan Land Use Map

FIGURE 4.1-3



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Casa Mira View EIR

FIGURE 4.1-4

Mira Mesa Community Plan Recommended Residential Densities

City of San Diego Zoning

The underlying zoning for the project site is designated as residential multiple-unit zone (RM-3-7) (see *Figure 4.1-5, Zoning*). The purpose of the residential zones is to provide for areas of residential development at various specified densities throughout the City. The residential zones are intended to accommodate a variety of housing types and to encourage the provision of housing for all citizens of San Diego. It is also intended that the residential zones reflect desired development patterns in existing neighborhoods while accommodating the need for future growth.

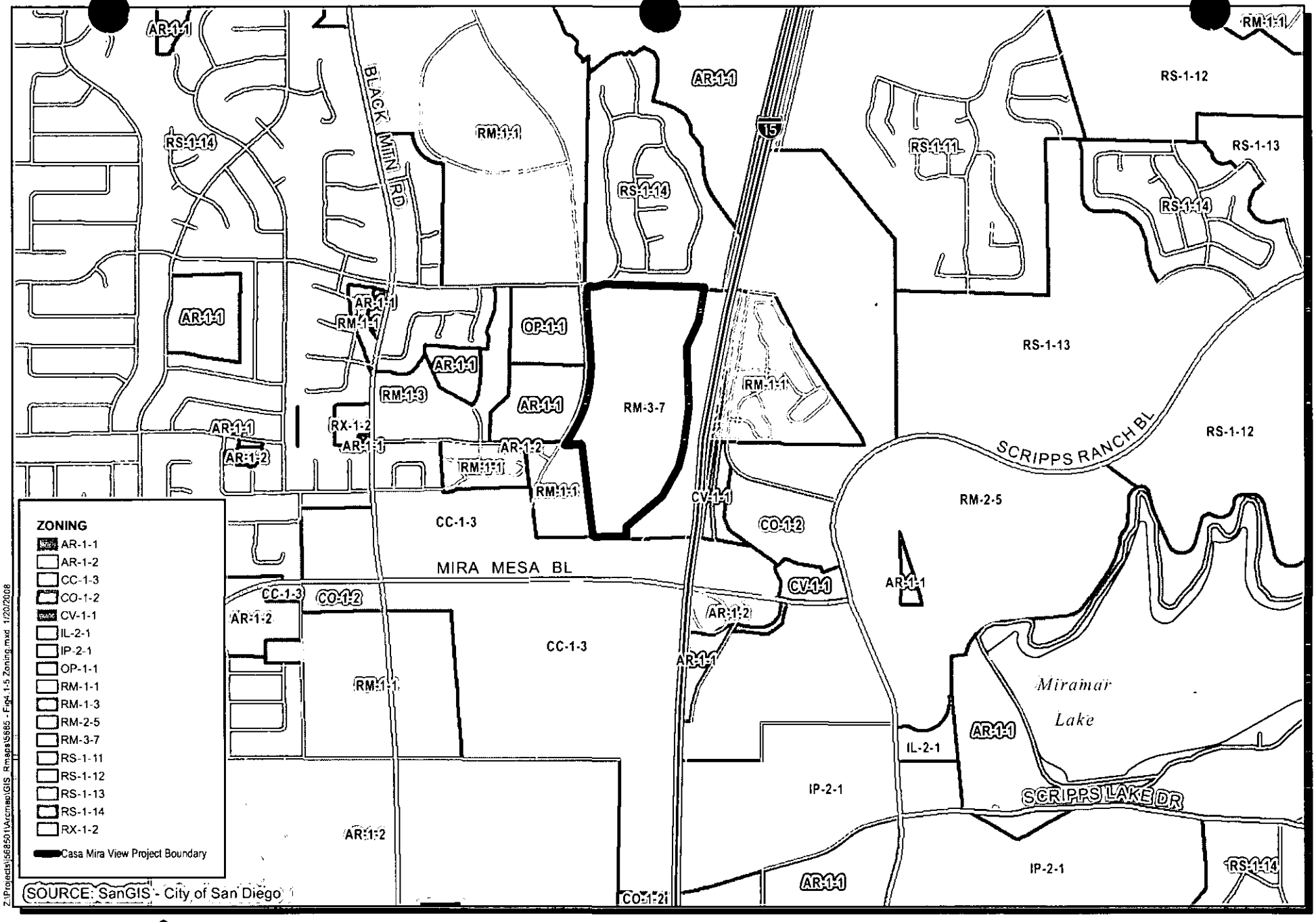
The purpose of the RM zone is to provide for multiple dwelling unit developments at varying densities. The RM zone accommodates development with similar densities and characteristics and is intended to establish development criteria that consolidates common development regulations, accommodates specific dwelling types, and responds to locational issues regarding adjacent land uses. The specific designation of RM-3-7 allows for a maximum density of 1 dwelling unit for each 1,000 square feet of lot area.

Multiple Species Conservation Program (MSCP)

The MSCP is a comprehensive habitat conservation planning program for southwestern San Diego County. A goal of the MSCP is to preserve a network of habitat and open space, protecting biodiversity while allowing development of less sensitive lands. Local jurisdictions, including the City, implement their portions of the MSCP Plan through subarea plans, which describe specific implementing mechanisms.

The City's MSCP Subarea Plan was adopted in March 1997. The MSCP Subarea Plan is a plan and process for the City's issuance of permits under the federal and state Endangered Species Act and the California Natural Communities Conservation Planning Act of 1991. The primary goal of the MSCP Subarea Plan is to conserve viable populations of sensitive species and to conserve biodiversity while allowing for reasonable economic growth. As of 1997, the City has jurisdiction to issue incidental take permits under the provisions of the MSCP. Applicable state and federal permits are still required for wetlands and listed species that are not covered by the MSCP.

The Multi-Habitat Planning Area (MHPA) consists of areas within which the permanent MSCP preserve would be assembled and managed for its biological resources. Areas not located within the MHPA would be available for development proposals. The MSCP identifies a 56,831-acre MHPA in the City for preservation of core biological resource areas and corridors targeted for preservation. The Southern Area of the City's MSCP Subarea Plan includes Otay Mesa, the Otay River Valley, and the Tijuana River Valley.



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Casa Mira View EIR

Zoning

FIGURE 4.1-5

Section 1.4.3 of the City's MSCP Subarea Plan presents Land Use Adjacency Guidelines, as summarized below. Section 1.5.2 of the MSCP provides General Management Recommendations to implement these Guidelines, as summarized below.

Drainage: All new and proposed parking lots and developed areas in and adjacent to the Preserve must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials, and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA.

Toxics: Land uses such as recreation and agriculture that use chemicals that may generate by-products that are potentially toxic or impactive to wildlife, sensitive species, habitat, or water quality, need to incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA.

Lighting: Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and special-status species from night lighting.

Noise: Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Excessively noisy uses or activities adjacent to breeding areas must incorporate noise reduction measures and be curtailed during the breeding season of special-status species.

Barriers: New development adjacent to the MHPA may be required to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the MHPA boundary to direct public access to appropriate locations and reduce domestic animal predation.

Invasives: No invasive non-native plant species shall be introduced into areas adjacent to the MHPA.

Brush Management: New residential development located adjacent to and topographically above the MHPA (e.g., along canyon edges) must be set back from slope edges to incorporate Zone 1 brush management areas on the development pad and outside of the MHPA. Zones 2 and 3 will be combined into one zone (Zone 2) and may be located in the MHPA upon granting of an easement to the City (or other acceptable agency) except where narrow wildlife corridors require it to be located outside of the MHPA. Zone 2 will be increased by 30 feet, except in areas with a low fire hazard severity rating where no Zone 2 would be required. Brush management zones will not be greater in size that is currently required by the City's regulations. The amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done. Vegetation clearing shall be done consistent with City standards and shall avoid/minimize impacts to covered species to the maximum extent possible.

Grading/Land Development: Manufactured slopes associated with site development shall be included within the development footprint for projects within or adjacent to the MHPA.

Environmentally Sensitive Lands (ESL) Regulations

Environmentally Sensitive Lands (ESL) Regulations are intended to preserve and protect environmentally sensitive lands of San Diego. The regulations apply to land that contains any of the following: sensitive biological resources; steep hillsides; coastal beaches; sensitive coastal bluffs; and 100-year floodplains. The project site contains no sensitive resources; however the northern portion of the off-site traffic improvement is located within the MHPA of the City's MSCP Subarea Plan. Below are regulations that would apply to the project.

Sensitive biological resources are upland and/or wetland areas that meet any one of the following criteria:

- Lands that have been included in the City's MSCP Preserve;
- Wetlands;
- Lands outside the MHPA that contain Tier I, Tier II, Tier IIA, or Tier IIIB Habitats;
- Lands supporting species or subspecies listed as rare, endangered, or threatened under the California Code of Regulations or Federal Regulations;
- Lands containing habitats with Narrow Endemic Species as listed in the Biology Guidelines; or
- Lands containing habitats of covered species as listed in the Biology Guidelines.

Any development that requires encroachment into ESLs is required to obtain either a Neighborhood Development Permit or a Site Development Permit. In general, these permits can be approved only if the following findings can be made:

- The proposed development will not adversely affect the applicable land use plan;
- The proposed development will not be detrimental to the public health, safety and welfare; and
- The proposed development will comply with the applicable regulations of the Land Development Code (Chapter 14 § 126.0504 a).

In addition, where ESLs are affected, the following deviation findings must be made along with those listed above:

- The site is physically suitable for the design and siting of the proposed development and

the development will result in minimum disturbance to environmentally sensitive lands;

- The proposed development will minimize the alteration of natural landforms and will not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards;
- The proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands;
- The proposed development will be consistent with the City's MSCP Subarea Plan;
- The proposed development will not contribute to the erosion of public beaches or adversely impact local shoreline san supply; and
- The nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to, alleviate negative impacts created by the proposed development.

Lastly, when a project cannot meet the conditions set forth in the ESL Regulations and the project requires a deviation, the proposed project must also meet these additional findings:

- There are no feasible measures that can further minimize the potential adverse effects on sensitive biological resources.
- The proposed deviation is the minimum necessary to afford relief from special circumstances or conditions of the land not of the applicant's making.

4.1.2 IMPACT

Issue 1: Would the proposal result in land uses that are not compatible with existing or planned surrounding land uses?

According to the City's Significance Determination Thresholds (2007), land use compatibility impacts may be significant if the project would be inconsistent or conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur.

The proposed multifamily residential use would be compatible with the surrounding single-family, educational, park, and commercial uses adjacent to the project site. The project would constitute a transitional use between the single-family residential uses to the north and the commercial uses to the south. As shown in *Figures 3.2-1* and *3.2-6*, the proposed residential structures would be setback at least 85 feet from the existing single-family residents located to the north. The project is consistent with the existing general plan designation of residential use and the community plan designation of medium-high density residential use. The medium-high density designation allows 30 to 45 dwelling units per acre. The project proposes to provide 44.7

dwelling units per acre. Therefore, the project would be consistent with the land use designation and density of the project site and impacts would be less than significant.

4.1.3 SIGNIFICANCE OF IMPACT

As introduced in *Section 4.1.2* and detailed in *Section 4.1.3*, the project would be consistent with the existing General Plan, proposed Draft General Plan, and Mira Mesa Community Plan land use designation and associated density. Therefore, the project would be compatible with the existing land uses surrounding the project site, therefore no impact would result.

4.1.4 MITIGATION MONITORING AND REPORTING

No mitigation measures would be required.

4.1.5 IMPACT

Issue 2: Would the proposal result in a land use that is inconsistent with the adopted community plan land use designation for the site or conflict with the goals, objectives, and recommendations of the community plan in which it is located?

Issue 3: Would the proposal conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project?

According to the City's Significance Determination Thresholds (2007), land use impacts may be significant if the project would:

- Be inconsistent or conflict with the environmental goals, objectives, or guidelines of the City of San Diego General Plan, Community Plan, or any other applicable plans, policies, ordinances, guidelines, or regulations
- Be substantially inconsistent or conflict with adopted environmental plans for the area
- Be substantially incompatible with an adopted plan.

It should be noted that an inconsistency with a plan is not necessarily a significant environmental impact. The inconsistency would have to relate to an environmental issue to be considered for CEQA significance.

Consistency with Adopted Plans, Policies, and Zoning

The project's consistency with adopted and draft plan goals, policies, and recommendations are provided in *Table 4.1-1 Project's Conformance with the 1979 City of San Diego Progress Guide and General Plan*, *Table 4.1-2, Project's Conformance with City of San Diego's 2007 Draft General Plan*, and *Table 4.1-3, Project Conformance with the City of San Diego Mira Mesa Community Plan*. A request for a rezone does not in and of itself necessarily constitute an inconsistency with the plan. The land use consistency analysis takes several factors into consideration. Overall, as shown in the consistency tables, the project would implement many of the goals, policies, guidelines and recommendations contained within the existing General Plan, the Draft General Plan, and Mira Mesa Community Plan.

TABLE 4.1-1
Project's Conformance with the 1979 City of San Diego Progress Guide and General Plan

Policy/Goal Number	Policy/Goal	Proposed Project	Project Conformance/ Nonconformance
City of San Diego Progress Guide and General Plan			
Guidelines for Future Development			
Overall Goal 3	Reduce public capital and operational costs and effectively manage where future development will occur.	The project is an infill project that has been designated for multifamily development.	The proposed project would be consistent with this goal.
Overall Goal 4	Accommodate social and community needs in all areas by providing for balanced housing within all communities for all income levels; proximity of place of employment and residence; recognition of community economic, social, and physical values.	The project would provide the Mira Mesa Community with additional housing units for multiple income types. The project would be located adjacent to existing commercial areas and major transportation corridors.	The proposed project would be consistent with this goal.
Overall Goal 5	Preserve and enhance established neighborhoods by establishing performance standards to guide the conservation of valued existing neighborhood characteristics, encouraging private investment and financing for preservation of established neighborhoods, and encouraging infill within City neighborhoods where revitalization is desired and adequate public facilities exist.	The proposed project is an infill project, located in an area surrounded by major transportation, commercial and existing residential and educational facilities.	The proposed project would be consistent with this goal.
Objective 2	Protect single-family neighborhoods from incompatible development.	The proposed multifamily residential development would be consistent with the surrounding single-family residential and commercial uses.	The proposed project would be consistent with this objective.
Objective 3	Provide adequate public facilities and services at the time of need to serve new development.	The project has assessed the impact on existing public facilities from the proposed development. The applicant would be required to pay facility benefit assessment fees. No additional public facilities would be required due to the implementation of the proposed project.	The proposed project would be consistent with this objective.
Objective 4	Identify existing public facility deficiencies and establish financing techniques to achieve level of service standards.	The project has analyzed the existing public facilities and would provide facility benefit assessment fees where appropriate (refer to *Section 4.6, Public Facilities*).	The proposed project would be consistent with this objective.
Objective 7	Establish balanced communities by providing a range of housing for all economic levels and creating employment opportunities for the economic welfare of each community.	The project would include affordable housing units throughout the development.	The proposed project would be consistent with this objective.

TABLE 4.1-1 (Cont.)

Policy/Goal Number	Policy/Goal	Proposed Project	Project Conformance/ Nonconformance
City of San Diego Progress Guide and General Plan			
New Residential Growth Goal 1	Manage the growth of the region through the monitoring of development in the communities in terms of the adequacy and concurrency of public facilities to serve the additional residents.	The project has analyzed the existing public facilities and would provide facility benefit assessment fees where appropriate (refer to *Section 4.6, Public Facilities).*	The proposed project would be consistent with this goal.
New Residential Growth Goal 2	Establish an effective development management system which requires that public facilities reasonably attribute to new development will be provided by new development and not by existing residents.	The proposed project is subject to facility benefit assessment fees. The facility benefit assessment fees would be used for new facilities as deemed appropriate by the public facility provider.	The proposed project would be consistent with this goal.
Economic Growth Goal 1	Promote a jobs/housing balance through land use policies which reduce demands on the transportation system.	The project would construct residential units adjacent to existing commercial uses, a Caltrans park and ride, and major transportation corridors. In addition, the project would provide shuttle services to existing transit uses.	The proposed project would be consistent with this goal.
Preservation of Environmental Quality Goal 1	Preserve and protect environmentally sensitive lands which include but are not limited to shoreline, floodplains, hillsides, canyons, wetlands, riparian habitat, endangered species and habitats, and prehistoric and historic sites.	The project site is located on a disturbed vacant lot. The project site is not located on or adjacent to shorelines, floodplains, hillsides, canyons, wetlands, riparian habitat, endangered species and habitats, or prehistoric and historic sites.	The proposed project would be consistent with this goal.
Water Conservation and Supply Guidelines and Standards 2	Require analysis of high water-usage project (e.g., golf courses), and other large scale projects (e.g., industrial processing, major residential) to determine their impact on water supply.	A Water Supply Assessment has been prepared for the proposed project. This assessment provides an analysis on the availability of existing water resources to serve the proposed project.	The proposed project is consistent with this guideline and standard.
Housing Opportunities Goal 1	Maintain a steady level of housing starts to assure continuing availability of all types and prices of housing.	The project would provide market value and affordable multifamily residential units throughout the proposed development.	The proposed project would be consistent with this goal.
Housing Opportunities Goal 2	Encourage the production of housing opportunities for very-low and low-income persons, and first time home buyers.	The project would provide market value and affordable multifamily residential units throughout the proposed development.	The proposed project would be consistent with this goal.
Transportation Goal 2	Encourage transit and ridesharing, and maintain neighborhood character when planning community circulation systems.	The project would provide shuttle services for the future residents, to and from each residential building and existing transit sites. In addition, the project would be	The proposed project would be consistent with this goal.

TABLE 4.1-1 (Cont.)

Policy/Goal Number	Policy/Goal	Proposed Project	Project Conformance/ Nonconformance
City of San Diego Progress Guide and General Plan			
		located immediately adjacent to an existing Caltrans park and ride facility.	
Transportation Guideline and Standard 3	Implement alternative modes of transportation to prepare for the future.	The project would provide shuttle services for the future residents, to and from each residential building and existing transit sites. In addition, the project would be located immediately adjacent to an existing Caltrans park and ride facility.	The proposed project would be consistent with this guideline and standard.
Facilities Goal 3	Provide public facilities and services to assure that adequate level of service standards are attained concurrently with development.	The project would be adequately served by all City-required public facilities and services as analyzed in *Section 4.4*. Facility benefit assessment fees would be required by the applicant prior to the approval of grading permits. These fees would ensure that the project development pays it fair share in public service needs.	The proposed project would be consistent with this goal.
Housing Element			
Goal 1	Ensure the provisions of sufficient housing for all income groups to accommodate San Diego's anticipated share of regional growth over the next housing element cycle FY 2005-2010.	The project would include market value and affordable housing units throughout the development.	The proposed project would be consistent with this goal.
New Construction Policy – General 2	The City shall promote publicly and privately sponsored programs aimed at the development of affordable housing for low-income households. Such housing should offer a range of bedroom composition proportionate to the household sizes of low-income households.	The project would provide one, two, and three bedroom units for affordable housing.	The proposed project would be consistent with this policy.
Goal 2	Maintain a high level and upgrade, where necessary, the quality, safety, and livability of San Diego's housing stock with emphasis on preservation of affordable housing stock.	The project would provide one, two, and three bedroom units available for market value and for affordable housing.	The proposed project would be consistent with this goal.
Goal 4	Provide affordable housing opportunities both for low income renters, and low to moderate income homebuyers.	The project would provide multifamily residential units available for affordable housing.	The proposed project would be consistent with this goal.

TABLE 4.1-1 (Cont.)

Policy/Goal Number	Policy/Goal	Proposed Project	Project Conformance/ Nonconformance
City of San Diego Progress Guide and General Plan			
Policy 2	The City shall promote alternative forms of housing which offer opportunities for economies of scale and shared facilities and services. Such housing can be particularly appealing to single parents and families where both parents have full-time jobs. Both single parents and two-income parents are becoming increasingly dominant household types.	The project would provide residential units available for market value and as affordable housing.	The proposed project would be consistent with this policy.
Policy 11	The City shall promote non-traditional development projects to the lending community. Examples of such projects may include mixed-use or mixed-income developments, housing with reduced parking requirements, higher-density developments, live-work housing and transit-oriented developments and those with enhanced accessibility beyond that which is required.	The project is a medium- to high-density multifamily residential development with supporting recreational and parking facilities. The project would be located adjacent to an existing Caltrans park and ride facility and would provide on-site shuttle service to existing transit uses.	The proposed project would be consistent with this policy.
Policy 2	An inclusionary housing requirement shall be in effect throughout the City to help ensure that affordable housing opportunities are spread throughout the City.	The project would provide residential units available for affordable housing.	The proposed project would be consistent with this policy.
Policy 5	The City shall seek to locate higher-density housing principally along transit corridors, near employment opportunities, and in proximity to village areas identified elsewhere in community plans.	The project would provide multifamily residential units adjacent to existing transportation corridors and would provide shuttle services to existing transit uses.	The proposed project would be consistent with this policy.
Policy 8	The City shall encourage location of affordable housing opportunities throughout all sections of the City by encouraging mixed-income developments through a variety of programs and by encouraging the dispersal of rental subsidies.	The project would provide affordable housing adjacent to single-family residential uses, commercial uses, and educational uses.	The proposed project would be consistent with this policy.
Public Facilities, Services, and Safety Element			
Police recommendation	Police personnel should be continually involved in the review of all new developments to encourage utilization of the defensible space concept.	The applicant has solicited comments from the police department in regard to potential impact to police services from the proposed project, as analyzed in *Section 4.4*.	The proposed project would be consistent with this recommendation.
Fire recommendation	Provide a continual review relationship with the fire department, for their examination of all land use developments.	The applicant has solicited comments from the fire department in regard to potential impact to fire services from the proposed project, as analyzed in *Section 4.4*.	The proposed project would be consistent with this recommendation.

TABLE 4.1-1 (Cont.)

Policy/Goal Number	Policy/Goal	Proposed Project	Project Conformance/ Nonconformance
	City of San Diego Progress Guide and General Plan		
Water Conservation Recommendation	Continuously monitor the growth pattern of the City of San Diego in order to ensure that water is and will be available on an equitable basis.	A Water Supply Assessment has been prepared for the proposed project to ensure that adequate resources are available to service the proposed project.	The proposed project would be consistent with this recommendation.
Conservation Element			
Goals	Wise management and utilization of the City's remaining land resources, and preservation of its unique landforms, and the character they impart to San Diego.	The project would be constructed on disturbed parcels located within an existing urban development. Therefore, the project would provide urban uses within an existing urban setting and preserve unique landforms. Off-site traffic improvements would partially occur within the MHPA of the City's MSCP Subarea Plan, and would consist of widening an existing roadway partially located within the MHPA. The area associated with the proposed improvements is currently disturbed and no direct impacts to sensitive biological resources would result. Potential indirect impacts related to noise, lighting dust, sedimentation, erosion, and pollutant runoff may occur. These potential impacts would be mitigated. Therefore the project would not conflict with the preservation of the City's unique landforms and the character of the City.	The proposed project would be consistent with this goal.
Land and Landforms Recommendation	Within the limits of other restraints, both other urbanized areas and those areas where urbanization has already begun should be filled in or built out before the City's remaining stock of large vacant and agricultural lands are developed.	The project would be constructed on disturbed parcels located within an existing urban area, with existing development surrounding the project site. Therefore, the project would not affect the stock of vacant (undisturbed) or agricultural lands.	The proposed project would be consistent with this recommendation.
Land and Landforms Recommendation	Only sites best suited to development should be used. Steeply sloping or highly erodable land or natural stream channels should be left as open space or agricultural land. Construction should be clustered to minimize its effects.	The proposed site is highly disturbed and surrounded by urban development and therefore is considered highly suitable for development.	The proposed project would be consistent with this recommendation.

TABLE 4.1-1 (Cont.)

Policy/Goal Number	Policy/Goal	Proposed Project	Project Conformance/ Nonconformance
City of San Diego Progress Guide and General Plan			
Land and Landforms Recommendation	Grading should be kept to a minimum. Canyons should not be filled. Existing trees and ground cover should be retained as much as possible. Natural drainage systems should be preserved.	The proposed highly-disturbed site would not result in exporting material into canyons. The project has been designed to have the least amount of grading necessary for the development of residential pads.	The proposed project would be consistent with this recommendation.
Erosion, Spoils Guidelines and Standards	Runoff, sedimentation, and erosion both during and after construction should be carefully studied and controlled.	The project would include BMPs to control construction and operational runoff, sedimentation, and erosion.	The proposed project would be consistent with this guideline and standard.
Vegetation, Wildlife, and Major Habitats Goal	Acceptance of a land ethic that involves the balanced coexistence of man, vegetation, and wildlife.	The project site has previously been disturbed and is void of any special-status vegetation. Mitigation has been provided to limit construction if migratory birds are identified during the breeding season, to avoid potential impacts to nesting raptors and migratory birds, and to reduce indirect impacts from off-site traffic improvements such as lighting, noise, dust, sedimentation, erosion, and pollution as identified in *Section 4.7*. The area proposed for off-site improvements is currently disturbed and would not result in direct impacts.	The proposed project would be consistent with this goal.
Vegetation, Wildlife, and Major Habitats Goal	Protection of all wildlife and vegetation that does not constitute a clear and direct danger to man.	The project site has previously been disturbed and is void of any special-status vegetation. Mitigation has been provided to limit construction if migratory birds are identified during the breeding season, to avoid potential impacts to nesting raptors and migratory birds and to reduce indirect impacts from off-site traffic improvements such as lighting, noise, dust, sedimentation, erosion, and pollution. The area proposed for off-site improvements is currently disturbed and would not result in direct impacts.	The proposed project would be consistent with this goal.

TABLE 4.1-1 (Cont.)

Policy/Goal Number	Policy/Goal	Proposed Project	Project Conformance/ Nonconformance
City of San Diego Progress Guide and General Plan			
Air Recommendations	Provide attractive less-polluting alternatives to the use of private autos: improve public transit, suburban park and ride facilities, separated bike lanes, and car and van pooling.	The project is proposed to be located adjacent to existing major transportation corridors and Caltrans park and ride facilities. In addition, shuttle services would be provided to encourage the use of existing transit uses.	The proposed project would be consistent with this recommendation.
Air Recommendations	Promote the development of relatively self-contained neighborhoods and communities which provide an appropriate balance of necessary land uses, facilities, and services thereby decreasing the number and length of passenger trips.	The proposed infill project is located adjacent to existing residential, educational, and commercial uses.	The proposed project would be consistent with this recommendation.
Air Recommendations	Encourage fill-in and vertical growth of the City, rather than a pattern of horizontal development.	The proposed project is an infill project. In addition, the project proposes to develop three five-story residential buildings and parking structures.	The proposed project would be consistent with this recommendation.
Energy Conservation			
Energy Recommendations	Guide development into land-use patterns that make the best use of available energy, both by minimizing transportation and by making use of existing capital improvements.	The proposed infill development project would be located adjacent to existing major transportation corridors and would provide shuttle services to existing transit uses, thereby reducing vehicle trips.	The proposed project would be consistent with this recommendation.
Energy Recommendations	In reviewing development proposals, evaluate probable travel requirements and mass transit use from the proposed project.	The proposed infill development project would be located adjacent to existing major transportation corridors and would provide shuttle services to existing transit uses, thereby reducing vehicle trips.	The proposed project would be consistent with this recommendation.
Energy Recommendations	Use housing distribution in relation to other land uses as a tool to minimize energy consumption.	The proposed infill project is located adjacent to existing residential, educational, commercial, and transportation uses.	The proposed project would be consistent with this recommendation.
Seismic Safety Element			
Goal	Guidance of future development which may be inappropriate land use based on identified seismic risk.	The project site is located in southern California, a known seismically active area; however, there are no known faults located on or immediately adjacent to, the project site. Therefore, seismic risk is the same as the	The proposed project would be consistent with this goal.

TABLE 4.1-1 (Cont.)

Policy/Goal Number	Policy/Goal	Proposed Project	Project Conformance/ Nonconformance
City of San Diego Progress Guide and General Plan			
		rest of southern California. With adherence to the UBC, risks from seismic events would be minimal.	
Recommendation	Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be processed in the Environmental Impact Reports which are a part of every plan.	A Geotechnical Investigation was prepared for the proposed project and incorporated into *Section 4.10 Geologic Conditions*. Geologic hazards have been analyzed and mitigation has been provided to reduce potential geologic hazards.	The proposed project would be consistent with this recommendation.
Recommendation	Continue to require submission to geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever geologic problems are suspected.	A Geotechnical Investigation was prepared for the proposed project and incorporated into *Section 4.10 Geologic Conditions*. Geologic hazards have been analyzed and mitigation has been provided to reduce potential geologic hazards.	The proposed project would be consistent with this recommendation.
Urban Design Element			
Guidelines and Standards	Recognize the relationship of land to structure and the nature and importance of the natural landforms and the natural environment.	The proposed project consists of an infill project with no open space or significant natural landforms within its vicinity.	The proposed project would be consistent with this guideline and standard.
Guidelines and Standards	Recognize that buildings, when seen together, produce a total effect that characterize the City and its communities.	The project proposes the integration of four different architectural designs which would help blend the proposed development with the character of the surroundings.	The proposed project would be consistent with this guideline and standard.
Guidelines and Standards	Emphasize the unique character of each community.	The character of the proposed project would incorporate four different architectural designs, providing a unique character within each residential building area and the surrounding communities.	The proposed project would be consistent with this guideline and standard.
Redirection of Suburban Growth Goal	Improvement of the neighborhood environment to increase personal safety, comfort, pride, and opportunity.	The development of a disturbed vacant lot into a residential community would reduce transient use on the site and provide the existing neighborhood with an unusually high-amenity development.	The proposed project would be consistent with this goal.

TABLE 4.1-1 (Cont.)

Policy/Goal Number	Policy/Goal	Proposed Project	Project Conformance/ Nonconformance
City of San Diego Progress Guide and General Plan			
Redirection of Suburban Growth Guidelines and Standards	Avoid radical and intrusive changes to existing residential character.	The development on existing disturbed vacant parcels would result in a change in the existing character; however, this change would not be intrusive or radical.	The proposed project would be consistent with this guideline and standard.
Redirection of Suburban Growth Guidelines and Standards	Use appropriate plant materials and give careful consideration to environmental factors in the design of landscaping and open space to contribute to the environmental quality of the community.	The proposed project is not located adjacent to any open space areas and therefore, the proposed landscaping scheme would not affect the environmental quality of the community.	The proposed project would be consistent with this guideline and standard.
New Communities Goal	Encouraging smaller, less homogeneous development.	The project would develop 1,848 multifamily dwelling units with three five-story residential buildings and four architectural themes, consistent with the general plan land use designation.	The proposed project is consistent with this goal.
Redirection of Growth Goal	Densification should be balanced with City and regional needs.	The City is in need of residential units; in particular those with affordable housing needs.	The proposed project would be consistent with this goal.
Redirection of Growth Goal	The rate and character of densification should not destroy existing community character.	The proposed infill project would provide a transitional use between the existing single-family residential uses and the commercial uses. The proposed densification in the area would not destroy the existing community character.	The proposed project would be consistent with this goal.
Height, Bulk,and Density Goal	Promote development which is sensitive to the particular needs of individual areas.	The community of Mira Mesa is in need of residential dwelling units in addition to affordable housing units which are being provided by the proposed project. No significant aesthetic or height impacts were identified in the aesthetics analysis in *Section 4.8*.	The proposed project would be consistent with this goal.
Height, Bulk, and Density Goal	Promote harmony in the visual relationships and transition between new and older buildings.	The proposed project would incorporate four architectural design styles, which would help harmonize the proposed development with the existing development in the project vicinity.	The proposed project would be consistent with this goal.

TABLE 4.1-1 (Cont.)

Policy/Goal Number	Policy/Goal	Proposed Project	Project Conformance/ Nonconformance
City of San Diego Progress Guide and General Plan			
Height, Bulk, and Density Goal	Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.	The proposed project would be located adjacent to an existing commercial center. The high quality design of the proposed development would be compatible at this location.	The proposed project would be consistent with this goal.
Height,Bulk, and Density Goal	Promote building forms that will respect and improve the integrity of open spaces and other public areas.	The project proposes to provide four architectural designs, all of which are anticipated to improve the character of the project site and would not impact the integrity of the adjacent park. No other open space systems are located within the project vicinity.	The proposed project would be consistent with this goal.
Height, Bulk, and Density Goal	Relate the height of buildings to important attributes of the City pattern and to the height and character of existing development.	The proposed five-story buildings would be significantly taller than other buildings in the project area. However, they would be located in an area that contains tall and bulky structures to the south of the project site.	The proposed project would be consistent with this goal.
Height, Bulk, and Density Goal	Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.	The project is located adjacent to existing big box commercial uses and would provide a transition between existing single-family residential and commercial uses, consistent with the general plan.	The proposed project would be consistent with this goal.
Pedestrian Policy	Ensure convenient and safe pedestrian crossings.	The majority of the site plan tailors to pedestrians and bicyclists. Safe crossings are provided throughout the project.	The proposed project would be consistent with this policy.
PedestrianPolicy	Provide adequate light in public areas.	A lighting plan has been prepared for the project and provides a detailed layout of the type and quantity of lighting proposed throughout the proposed project site, including public areas. The proposed lighting would meet City lighting requirements.	The proposed project would be consistent with this policy.
Pedestrian Policy	Design walkways and parking facilities to minimize danger to pedestrians.	The proposed walkways and parking facilities would contain proper security lighting and would be designed to minimize danger to pedestrians.	The proposed project would be consistent with this policy.

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TABLE 4.1-2
Project's Conformance with City of San Diego's 2007 Draft General Plan

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
Land Use Element			
General Plan Land Use Category Goal	Land use categories and designations that remain consistent with the General Plan Land Use Categories as community plans are updated and/or amended.	The proposed project is consistent with the General Plan Land Use category.	The proposed project is consistent with this goal.
Policy LU.C.1b	*Rely on community plans for site-specific land use density designations* and recommendations.	*The proposed project is consistent with the Mira Mesa* Community Plan land use density designation and recommendations.	*The proposed project is* consistent with this policy.
Policy LU.F.2	Review public and private projects to ensure that they do not adversely affect the General Plan and community plans. Evaluate whether proposed projects implement specified land use, density/ intensity, design guidelines, and other General Plan and community plan policies including open space preservation, community identity, mobility, and the timing, phasing, and provision of public facilities.	The proposed project implements the required land use, design guideline, and other policies related to the General Plan and Mira Mesa Community Plan.	The proposed project is consistent with this policy.
Policy LU.H.1.e	Provide affordable housing opportunities within the community to help offset the displacement of the existing population.	The project proposes to provide affordable housing units within the proposed development.	The proposed project is consistent with this policy.
Policy LU.H.3	Provide a variety of housing types and sizes with varying levels of affordability in residential and village developments.	The proposed multifamily residential development would provide one, two, and three bedroom units for at market and affordable housing prices.	The proposed project would be consistent with this policy.
Policy LU.H.6	Provide linkages among employment sites, housing, and villages via integrated transit system and a well-defined pedestrian and bicycle network.	The project would provide shuttle services to transit services and be located adjacent to major transportation linkages.	The proposed project would be consistent with this policy.
Environmental Justice Goal I	Improve mobility options and accessibility in every community.	The project would be accessible via a proposed shuttle and also is located adjacent to a Caltrans park and ride.	The proposed project would be consistent with this goal.
Policy LU-I.1	Ensure environmental justice in the planning process through meaningful public involvement. a. Assure potentially affected community residents that they have opportunities to participate in decisions that affect their environment and health and that the concerns of all participants involved will be considered in the decision-making process.	Community residents of the Mira Mesa Community Planning Group, and the Native American Heritage Commission have been included in the public review process and solicited for review and comments on the EIR for this project.	The proposed project would be consistent with this policy.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
	b. Increase public outreach to all segments of the community so that it is informative and detailed in terms of process and options available to the community. c. Consult with California Native American tribes to provide them with an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to cultural places.		
Policy LU-I.10	Improve mobility options and accessibility for the non-driving elderly, disabled, low-income, and other members of the population (see also Mobility Element, Section B). a.) Work with regional transit planners to implement small neighborhood shuttles and local connectors in addition to other services. b.) Increase the supply of housing units that are in close physical proximity to transit and to everyday goods and services, such as grocery stores, medical offices, post offices, and drug stores.	a) The project proposes to provide shuttle services to and from the three residential buildings and existing transit uses. b) The proposed infill project is located adjacent to existing educational facility and a major commercial area.	The proposed project would be consistent with this policy.
Policy LU-I.11	Implement the City of Villages concept for mixed-use, transit-oriented development as a way to minimize the need to drive by increasing opportunities for individuals to live near where they work, offering a convenient mix of local goods and services, and providing access to high-quality transit services.	The project would provide shuttle services to existing transit uses. In addition, the project site is an infill project located adjacent to an existing educational facility and major commercial uses.	The proposed project would be consistent with this policy.
Mobility Element			
A) Walkable Community Goals	Create a safe and comfortable pedestrian environment.	The project would provide security lighting around the perimeter of the proposed buildings, and includes on-site pedestrian paseos.	The proposed project would be consistent with this goal.
A) Walkable Community Goals	Provide a complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities.	The project proposes to provide pedestrian paseos throughout the proposed complex to promote walkability..	The proposed project would be consistent with this goal.
A) Walkable Community Goals	Achieve greater walkability through pedestrian-friendly street, site, and building design.	The project proposes to provide pedestrian paseos throughout the proposed complex to promote walkability.	The proposed project would be consistent with this goal.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
Policy ME-A.2 g.	Provide adequate levels of lighting for pedestrian safety and comfort.	The project would provide security lighting around the perimeter of the proposed buildings.	The proposed project would be consistent with this policy.
Policy ME-A.4	Make sidewalks and street crossings accessible to pedestrians of all abilities. a. Meet or exceed all federal and state requirements. b. Provide special attention to the needs of children, the elderly, and people with disabilities. c. Maintain pedestrian facilities to be free of damage or trip hazards.	All proposed sidewalks and street crossings would be constructed in accordance with all federal, state, and local safety requirements.	The proposed project would be consistent with this policy.
Policy ME-A.6a	Work toward achieving a complete, functional and interconnected pedestrian network. a. Ensure that pedestrian facilities such as sidewalks, trails, bridges, pedestrian-oriented features and street lighting, ramps, stairways, and other facilities are implemented as needed to support pedestrian circulation. Additional examples of pedestrian facilities are provided in the Pedestrian Improvements Toolbox, Table ME-1. 1. Close gaps in the sidewalk network. 2. Provide convenient pedestrian connections between land uses, including shortcuts where possible. 3. Design grading plans to provide convenient and accessible pedestrian connections from new development to adjacent uses and streets.	a) Sidewalks, pedestrian-oriented features and street lighting, ramps, stairways, and other facilities have been implemented as needed to support pedestrian circulation.	The proposed project would be consistent with this policy.
Policy ME-A.6.e	Routinely accommodate pedestrian facilities and amenities into private and public plans and projects.	The project proposes to provide pedestrian paseos throughout the proposed complex to promote walkability.	The proposed project would be consistent with this policy.
Policy ME-A.7	Improve walkability through the pedestrian-oriented design of public and private projects in areas where higher levels of pedestrian activity are present or desired. a. Enhance streets and other public rights-of-way with amenities such as street trees, benches, plazas, public art or other measures including, but not limited to those described in the Pedestrian Improvement Toolbox, Table ME-1 (see also Urban Design Element, Policy UD-A.10).	a) the project would provide several mini-parks, pools, recreational areas, outdoor living rooms, public art, landscaping, etc. b) The project would include a pedestrian paseo and landscaping and lighting to encourage walkability throughout the proposed development.	The proposed project would be consistent with this policy.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
	b. Design site plans and structures with pedestrian-oriented features (see also Urban Design, Policies UD-A.6, UD-B.4, and UD-C.6). e. Implement traffic calming measures to improve walkability in accordance with Policy ME-C.5.	e) Vehicles entering the project site would immediately be directed to the proposed parking structures thereby reducing vehicle use within the complex.	
Goal B	Increase transit ridership.	The project proposes to provide shuttle services to existing transit uses.	The proposed project would be consistent with this goal.
Policy ME-B.1.	Work closely with regional agencies and others to increase transit ridership and mode share through increased transit service accessibility, frequency, connectivity, and availability.	The proposed project would provide shuttle services from each residential structure.	The proposed project would be consistent with this policy.
Policy ME-B.7.	Support efforts to develop additional transportation options for non-driving older adults and persons with disabilities.	The proposed project would provide shuttle services from each residential structure to existing transit services. In addition the project site is located adjacent to an existing Caltrans park and ride facility.	The proposed project would be consistent with this policy.
Policy ME-B.9.	Make transit planning an integral component of long range planning documents and the development review process. b. Plan for transit-supportive villages, transit corridors, and other higher-intensity uses in areas that are served by existing or planned higher-quality transit services, in accordance with Land Use and Community Planning Element, Sections A and C.	The proposed multifamily residential project would provide shuttle services from each residential structure.	The proposed project would be consistent with this policy.
E. Transportation Demand Management Goals	Expanded travel options and improved personal mobility.	The proposed project would provide shuttle services from each residential structure to existing transit services. In addition the project site is located adjacent to an existing Caltrans park and ride facility.	The proposed project would be consistent with this goal.
Policy ME-E.3.	Emphasize the movement of people rather than vehicles.	Vehicles entering the project site would immediately be directed to the proposed parking structures thereby reducing vehicle use within the complex. In addition, a paseo plan has been incorporated into the project design.	The proposed project would be consistent with this policy.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
Policy ME-E.6.	Require new development to have site designs and on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, and provision of amenities that are supportive and conducive to implementing TDM strategies such as car sharing vehicles and parking spaces, bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.	The proposed project would provide shuttle services to and from existing transit uses, pedestrian paseos, and bicycle route. In addition, the project site is located adjacent to an existing Caltrans park and ride facility and major transportation corridors.	The proposed project would be consistent with this policy.
Policy ME-F.4.	Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses.	The project proposes to provide a total of 875 bicycle parking spaces, 30 percent of which are accommodated within the proposed parking structures and the balance of spaces are provided within the individual units' storage facilities.	The proposed project would be consistent with this policy.
G. Parking Management Goal	New development with adequate parking through the application of innovative citywide parking regulations.	The project would provide three parking structures to meet and exceed the parking requirements of the City.	The proposed project would be consistent with this goal.
Policy ME-G.2	Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development. b. Strive to reduce the amount of land devoted to parking through measures such as parking structures, shared parking, mixed-use developments, and managed public parking (see also Policy ME-G.3), while still providing appropriate levels of parking.	The project would provide three parking structures to meet and exceed the parking requirements of the City.	The proposed project would be consistent with this policy.
Urban Design Element			
A. General Urban Design Goal	A pattern and scale of development that provides visual diversity, choice of lifestyle, and opportunities for social interaction.	The proposed multifamily residential development would provide visual diversity and opportunities for social interaction through the many recreational amenities.	The proposed project would be consistent with this goal.
A. General Urban Design Goal	Utilization of landscape as an important aesthetic and unifying element throughout the City.	The project has incorporated a landscape plan into the project design.	The proposed project would be consistent with this goal.
Policy UD-A.5.	Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.	a) The project's four proposed architectural themes would relate to San Diego's unique topography by	The proposed project would be consistent with this policy.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
	a. Relate architecture to San Diego's unique climate and topography. b. Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials proximate to commercial areas and residential neighborhoods that have a well established, distinctive character. c. Provide architectural features that establish and define a building's appeal and enhance the neighborhood character. d. Encourage the use of materials and finishes that reinforce a sense of quality and permanence. e. Provide architectural interest to discourage the appearance of blank walls for development. This would include not only building walls, but fencing bordering the pedestrian network, where some form of architectural variation should be provided to add interest to the streetscape and enhance the pedestrian experience. For example, walls could protrude, recess, or change in color, height or texture to provide visual interest. f. Design building wall planes to have shadow relief, where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the pedestrian level. g. Design rear elevations of buildings to be as well-detailed and visually interesting as the front elevation, if they will be visible from a public right-of-way or accessible public place or street. h. Acknowledge the positive aspects of nearby existing buildings by incorporating compatible features in new developments. i. Maximize natural ventilation, sunlight, and views. j. Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances.	maintaining vicinity views and not blocking sensitive viewsheds. b–h) The project's scale, form, rhythm, and overall architectural design would provide a transition between existing commercial and single-family uses and would provide visual interest and differentiation with regard to the residential structures and amenities, including landscaping, walls, and fencing. i) The design of the project layout maximizes sunlight within the designated outdoor amenities such as mini-parks. j) The project includes on-site pedestrian paseos to link off-site walkways.	
Policy UD-A.6.	Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience. a. Locate buildings on the site so that they reinforce street frontages. b. Relate buildings to existing and planned adjacent uses. c. Ensure that building entries are prominent, visible, and well-located.	a) The proposed development and landscaping would abut the roadway, which would reinforce street frontages. b) The proposed multifamily residential buildings would relate to the large scale commercial uses adjacent to the project site.	The proposed project would be consistent with this policy.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
	e. Minimize the visual impact of garages, parking, and parking portals to the pedestrian and street façades.	c) The building entries would be clearly visible and well defined through architectural design, landscaping and signage. e) The proposed residential buildings would wrap around the parking structures. Therefore, the parking structures would not be visible from pedestrian and street frontage.	
Policy UD-A.8.	Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits. a. Maximize the planting of new trees, street trees, and other plants for their shading, air quality, and livability benefits (See also Urban Forestry section of Conservation Element, Policies CE-A.11, CEA. 12, and Section J). b. Encourage water conservation through the use of drought tolerant landscape. c. Use landscape to support storm water management goals for filtration, percolation, and erosion control. d. Use landscape to provide unique identities within neighborhoods, villages, and other developed areas. e. Landscape materials and design should complement and build upon the existing character of the neighborhood (See also Conservation Element, Section J). f. Design landscape bordering the pedestrian network with new elements, such as a new plant form or material, at a scale and intervals appropriate to the site. This is not intended to discourage a uniform street tree or landscape theme, but to add interest to the streetscape and enhance the pedestrian experience. g. Establish or maintain tree-lined residential and commercial streets. Neighborhoods and commercial corridors in the City that contain tree-lined streets present a streetscape that creates a distinctive character. 1. Identify and plant trees that complement and expand on the surrounding street tree fabric.	a) The proposed landscape plan would enhance the proposed development and define public and private spaces within the proposed complex. Street trees and shade trees would be incorporated throughout the project site. b) Drought tolerant species would be included in the landscape plan. c) The proposed landscaped areas would provide some infiltration and reduce runoff. d) The proposed landscape plan would be unique to the project site. e) The landscape design would be unique to the project site and would complement the proposed character of the project site. f) Landscape bordering the pedestrian paseo would include Date Palms, Queen Palms, and Mexican Fan Palms. Street trees would include London Plane Trees incorporated into the landscape theme. g) 1. The proposed trees would complement the surrounding street tree fabric. 2. As shown on *Figure 3.2-5a Landscape Plan*, the project proposes to provide several trees between the proposed development and the existing single-family residential units to the north. 3. The proposed landscape plan identifies street trees and shade trees. The trees would be located	The proposed project would be consistent with this policy.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
	2. Unify communities by using street trees to link residential areas. 3. Locate street trees in a manner that does not obstruct ground illumination from streetlights. h. Shade paved areas, especially parking lots. i. Demarcate public, semi-public/private, and private spaces clearly through the use of landscape, walls, fences, gates, pavement treatment, signs, and other methods to denote boundaries and/or buffers. j. Use landscaped walkways to direct people to proper entrances and away from private areas.	above the street grade and would therefore not obstruct ground illumination from streetlights. h) The proposed parking structures would be shaded through the implementation of carport structures. i) The project proposes to use landscape, walls, and signs to clearly denote private, semi-public/private, and public uses. j) As shown in the proposed landscape plan, the project would be landscaped to enhance proper entrances and would direct pedestrians throughout the project site.	
Policy UD-A.11.	Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking. (See also Mobility Element, Section G.) b. Design safe, functional, and aesthetically pleasing parking structures. c. Design structures to be of a height and mass that are compatible with the surrounding area. d. Use building materials, detailing, and landscape that compliment the surrounding neighborhood. e. Provide well-defined, dedicated pedestrian entrances. f. Use appropriate screening mechanisms to screen views of parked vehicles from pedestrian areas, and headlights from adjacent buildings. g. Pursue development of parking structures that are wrapped on their exterior with other uses to conceal the parking structure and create an active streetscape. h. Encourage the use of attendants, gates, natural lighting, or surveillance equipment in parking structures to promote safety and security.	The project proposes to provide three above-ground parking structures for residential parking. Surface parking would be provided for mail pickup, loading, and guest parking. b) The residential structures would wrap around each of the proposed parking structures and therefore the parking structures would not be visible to pedestrians and adjacent land uses. The parking structures would be safe and functional providing access to each residential building level. c) The proposed parking structures would be constructed at a height of approximately 5 to 7 feet below the maximum building height. Therefore, the proposed parking structures would not be visible from adjacent uses. d) The proposed building materials and landscaping have been included to compliment the surrounding neighborhood. e) Well-defined pedestrian entrances would be provided within each parking structure. f & g) The residential structures would wrap around each of the proposed parking structures and	The proposed project would be consistent with this policy.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
		therefore the parking structures would not be visible to pedestrians and adjacent land uses.	
Policy UD-A.13.	Provide lighting from a variety of sources at appropriate intensities and qualities for safety. a. Provide pedestrian-scaled lighting for pedestrian circulation and visibility. b. Use effective lighting for vehicular traffic while not overwhelming the quality of pedestrian lighting. c. Use lighting to convey a sense of safety while minimizing glare and contrast. d. Use vandal-resistant light fixtures that compliment the neighborhood and character. e. Focus lighting to eliminate spill-over so that lighting is directed, and only the intended use is illuminated.	a) A lighting plan has been prepared for the proposed project. b) The proposed vehicular lighting would not overwhelm the quality of pedestrian lighting. c) Security lighting would be provided along the perimeter of the residential buildings and within the parking structures. In addition, lighting would be provided throughout the project especially along the pedestrian paseos and recreational amenities. Outdoor lighting would be shielded to prevent spill over and glare into adjacent areas. d) All outdoor light fixtures would be shielded and consist of vandal-resistant features. e) All outdoor lighting would be shielded to prevent spill-over and glare to adjacent land uses.	The proposed project would be consistent with this policy.
Policy UD-A.14.	*Provide comprehensive project sign plans to effectively utilize sign area.* a. Design signs as a means to communicate a unified theme and identity for the project. b. Include pedestrian-oriented signs to acquaint users to various aspects of a development. Place signs to direct vehicular and pedestrian circulation. c. Post signs to provide directions and rules of conduct where appropriate behavior control is necessary. d. Design signs to minimize negative visual impacts.	*a) The signs would be designed to be harmonious with* the project design. b) Signs would be incorporated throughout the project site to provide clear direction and rules. c) The proposed signs would also direct pedestrian and vehicular circulation. d) The signs would be designed to beharmonious with the project design.	*The proposed project* would be consistent with this policy.
Policy UD-A.17.	Incorporate Crime Prevention through Environmental Design measures, as necessary, to reduce incidences of fear and crime, and design safer environments. a. Design projects to encourage visible space and "eyes on the street" security that will serve as a means to discourage and deter crime through the location of physical features, activities, and people to maximize visibility.	a) The proposed residential structures would include windows and doors along the street frontages that provide a sense of visibility on the streets and deter crime. b) The boundary of the proposed project would be clearly defined through project design features.	The proposed project would be consistent with this policy.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
	b. Define clear boundaries between public, semi-public/private, and private spaces.		
B. Distinctive Neighborhoods and Residential Design Goals	-A city of distinctive neighborhoods. -Development that protects and improves upon the desirable features of San Diego's neighborhoods. -Architectural design that contributes to the creation and preservation of neighborhood character and vitality. -Infill housing, roadways, and new construction that are sensitive to the character and quality of existing neighborhoods.	-The project would construct a distinctive community within the neighborhood. -The proposed multifamily residential development would be equipped with several recreational amenities which are desirable features of San Diego neighborhoods. -The proposed architectural design would contribute to the neighborhood character and viability. -The proposed project would be sensitive to the character and quality of the existing neighborhoods. The project consists of an infill project, as it is one of very few vacant lots left in the Mira Mesa Community. The project would be designed to provide different architectural themes with different roof lines and color palettes which break down the scale of each building providing comparison and contrast, creates variety at a distance on the upper skyline and enhances variety at the pedestrian scale, respectively.	The proposed project would be consistent with this goal.
Policy UD-B.1.	Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility. a. Integrate new construction with the existing fabric and scale of development in surrounding neighborhoods. Taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods but must be designed with sensitivity to existing development. For example, new development should not cast shadows or create wind tunnels that will significantly impact existing development and should not restrict vehicular or pedestrian movements from existing development.	a) The proposed project would not create shadows that would significantly impact the existing surrounding development. It should also be noted that due to the proposed design, the project would not create wind tunnels that would significantly impact existing development, nor would the project restrict vehicular or pedestrian movement from existing development. b) The proposed project would not impact the existing pedestrian orientation of the neighborhood.	The proposed project would be consistent with this policy.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
	b. Design new construction to respect the pedestrian orientation of *neighborhoods.*		
Policy UD-B.2.	Achieve a mix of housing types within single developments (see also Land Use and Community Planning Element, Section H, and Housing Element). a. Incorporate a variety of unit types in multifamily projects. c. Provide transitions of scale between higher-density development and lower-density neighborhoods.	The proposed multifamily residential project would provide one, two, and three-bed units throughout the project site. The proposed infill project would transition the existing single-family residential uses to the north to the commercial uses to the south.	The proposed project would be consistent with this policy.
Policy UD-B.4.	Create street frontages with architectural and landscape interest for both pedestrians and neighboring residents. a. Locate buildings on the site so that they reinforce street frontages. b. Relate buildings to existing and planned adjacent uses. c. Provide ground level entries and ensure that building entries are prominent and visible. e. Locate transparent features such as porches, stoops, balconies, and windows facing the street to promote a sense of community. f. Encourage side- and rear-loaded garages. Where not possible, reduce the prominence of the garage through architectural features and varying planes. g. Minimize the number of curb-cuts along residential streets.	The proposed residential buildings would be located along the existing street which would enforce street frontages. Building entrances would be provided along the ground level and would be prominent and visible. The project design includes features such as balconies and windows facing the street.	The proposed project would be consistent with this policy.
Policy UD-B.8.	Provide useable open space for play, recreation, and social or cultural activities in multifamily as well as single-family projects. a. Design attractive recreational facilities, common facilities, and open space that can be easily accessed by everyone in the development it serves. b. Design outdoor space as "outdoor rooms" and avoid undifferentiated, empty spaces. c. Locate small parks and play areas in central accessible locations.	The proposed multifamily residential development includes several recreational amenities: a) attractive recreational facilities, common facilities, and open space areas. b) The project proposes to provide outdoor living room areas. c) The project proposes to provide several mini-parks throughout the project site accessible to residents throughout the site.	The proposed project would be consistent with this policy.
E. Public Spaces and Civic Architecture Goal	Significant public gathering spaces in every community.	The project would develop several mini-parks, outdoor living room, club houses, recreational areas, and other amenities that promote gatherings spaces for residents.	The proposed project would be consistent with this goal.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
Policy UD-E.1.	Include public plazas, squares, or other gathering spaces in each neighborhood and village center (see also the Public Spaces policies in the Public Art and Cultural Amenities section of this element and UD-C.1d and UD-C.5 for additional public space requirements in village centers, and UD-F.3 for policy direction on public art and cultural activities in public spaces). a. Locate public spaces in prominent, recognizable, and accessible locations. b. Design outdoor open areas as "outdoor rooms," developing a hierarchy of usable spaces that create a sense of enclosure using landscape, paving, walls, lighting, and structures. c. Develop each public space with a unique character, specific to its site and use. d. Design public spaces to accommodate a variety of artistic, social, cultural, and recreational opportunities including civic gatherings such as festivals, markets, performances, and exhibits. e. Consider artistic, cultural, and social activities unique to the neighborhood and designed for varying age groups that can be incorporated into the space. f. Use landscape, hardscape, and public art to improve the quality of public spaces. h. Design outdoor spaces to allow for both shade and the penetration of sunlight. j. Address maintenance and programming.	a) The project would provide spaces throughout the project that would be recognizable and accessible to its residents. b) The project would provide outdoor living rooms throughout the project site as part of the many outdoor amenities. c, d) Public spaces provided throughout the project site include mini-parks for use by residents. e) The open space and recreational amenities of the proposed project would meet the needs of several age groups. f) Public art would be provided throughout the project site within select open space areas. h) Outdoor open space areas would provide natural light and shaded areas. No areas are anticipated to be shaded all year round. j) Maintenance of the open space and recreational areas would be provided on a regular basis.	The proposed project would be consistent with this policy.
F. Public Art and Cultural Amenities Goal	A City enhanced with distinctive public art and cultural amenities.	Public art would be provided throughout the project site within select open space areas.	The proposed project would be consistent with this goal.
Community Identity Policy UD-F.1	Incorporate public art and cultural amenities that correspond, in complimentary or contrasting ways, to their surroundings. Consider the unique nature of the community and character of the area in the development of artworks.	Public art would be provided throughout the project site within select open space areas.	The proposed project would be consistent with this policy.

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TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
Public Spaces Policy UD-F.4	Improve the quality of new development through public art and spaces for cultural use. a. Provide a humanizing element to public and private developments through the installation of public artworks and spaces for cultural use.	Public art would be provided throughout the project site within select open space areas.	The proposed project would be consistent with this policy.
Public Facilities, Services and Safety Element			
Policy PF-C.1.	Require development proposals to fully address impacts to public facilities and services: a. Identify the demand for public facilities and services resulting from discretionary projects. b. Identify specific improvements and financing which would be provided by the project, including but not limited to sewer, water, storm drain, solid waste, fire, police, libraries, parks, open space, and transportation projects. c. Subject projects, as a condition of approval, to exactions that are reasonably related and in rough proportionality to the impacts resulting from the proposed development. d. Provide public facilities and services to assure that current levels of service are maintained or improved by new development within a reasonable time period.	a) The applicant has coordinated with public facility providers to identify the project's demand on services and their potential impacts. b) The proposed project would be subject to pay facility benefit assessment fees to reduce impacts to existing public services. In addition to the payment of public facility assessment fees, the applicant would pay an additional fee to address police staffing needs. c) The payment of facility benefit assessment fees shall be made conditions of approval prior to the issuance of building permits. d) Through coordination with existing public facility service providers no new facilities are required through the implementation of the proposed project.	The proposed project would be consistent with this policy.
F. Wastewater Goal	Implement environmentally sound collection, treatment, re-use, disposal, and monitoring of wastewater.	The applicant has coordinated with water and wastewater providers to ensure that adequate service levels would be available with the implementation of the proposed project.	The proposed project would be consistent with this goal.
Policy PF-F.6	Coordinate land use planning and wastewater infrastructure planning to provide for future development and maintain adequate service levels.	The applicant has coordinated with water and wastewater providers to ensure that adequate service levels would be available with the implementation of the proposed project.	The proposed project would be consistent with this policy.
G. Storm Water Infrastructure Goals	Protect beneficial water resources through pollution prevention and interception efforts.	The proposed project would implement BMPs to ensure the protection of beneficial water resources.	The proposed project would be consistent with this goal.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
Policy PF-G.2.	Install infrastructure that, where feasible, includes components to capture, minimize, and prevent pollutants in urban runoff from reaching receiving waters and our potable water supplies.	The proposed project would implement BMPs to ensure the protection of beneficial water resources.	The proposed project would be consistent with this policy.
Policy PF-G.5.	Identify and implement BMPs for projects that repair, replace, extend or otherwise affect the storm water conveyance system. These projects should also include design considerations for maintenance, inspection, and, as applicable, water quality monitoring.	The proposed project would implement BMPs to ensure the protection of beneficial water resources.	The proposed project would be consistent with this policy.
H. Water Infrastructure Goal	Ensure a safe, reliable, and cost-effective water supply for San Diego.	The applicant has coordinated with the City Water Department to ensure that adequate water supplies are available with the implementation of the proposed project.	The proposed project would be consistent with this goal.
Policy PF-H.3.	Coordinate land use planning and water infrastructure planning with local, state, and regional agencies to provide for future development, maintain adequate service levels, and ensure adequate water supply during emergency situations.	The applicant has coordinated with the City Water Department to ensure that adequate water supplies are available with the implementation of the proposed project.	The proposed project would be consistent with this policy.
I. Waste Management Goals	Maximize diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.	The proposed project would comply with all state and local laws regarding solid waste and recycling.	The proposed project would be consistent with this goal.
Policy PF-I.2.	Maximize waste reduction and diversion (see also Conservation Element, Policy CE.A.9).	The proposed project would comply with all state and local laws regarding solid waste and recycling.	The proposed project would be consistent with this policy.
Policy PF-I.2.b.	Operate public and private facilities that collect and transport waste and recyclable materials in accordance with the highest environmental standards.	The transport of waste and recycled material would be conducted in accordance with federal, state and local laws and regulations.	The proposed project would be consistent with this policy.
Policy PF-I.2.f.	Reduce and recycle Construction and Demolition (C&D) debris to the extent feasible. Strive for recycling of 100 percent of inert C&D materials and a minimum of 50 percent of all other material by weight.	The proposed project would comply with all state and local laws regarding solid waste and recycling.	The proposed project would be consistent with this policy.
Q. Seismic Safety Goals	-Protection of public health and safety through abated structural hazards and mitigated risks posed by seismic conditions. -Development that avoids inappropriate land uses in identified seismic risk areas.	The project site is not located on or immediately adjacent to an existing fault. In addition, the proposed development would be constructed in accordance with the UBC.	The proposed project would be consistent with this goal.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
Policy PF-Q.1.	Protect public health and safety through the application of effective seismic, geologic, and structural considerations. a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the California Environmental Quality Act document accompanying a discretionary action. c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.	a–c) The Geotechnical Investigation prepared for the proposed project provides geologic recommendations to be incorporated into the project. This report considered seismic and other geologic hazards. The findings of this report have been summarized in *Section 4.10 Geologic Conditions* of this EIR.	The proposed project would be consistent with this policy.
Policy PF-Q.2.	Maintain or improve integrity of structures to protect residents and preserve communities. b. Continue to consult with qualified geologists and seismologists to review geologic and seismic studies submitted to the City as project requirements.	The City has reviewed the Geotechnical Investigation report prepared for the proposed project.	The proposed project would be consistent with this policy.
Recreation Element			
A. Recreational Opportunities Goals	Create a City with a diverse range of active and passive recreational opportunities that meet the needs of each neighborhood/community and reinforce the City's natural beauty and resources.	The project proposes to provide a diverse range of recreational opportunities to meet the needs of this residential community.	The proposed project would be consistent with this goal.
Policy RE-A.1.	Provide access to a diversity of recreation facilities and programs that meet the demographically changing needs of the community.	The project proposes to provide several recreational facilities throughout the project site including mini-parks, cabanas, pools, outdoor living room areas, clubhouses, and recreational areas that provide tennis and or basketball courts (see *Figure 3.2-1, Site Plan*).	The proposed project would be consistent with this policy.
Policy RE-F.10.	Encourage private development to include recreation facilities, such as children's play areas, rooftop parks and courts, useable public plazas, and mini-parks to supplement population-based parks. (See also Urban Design Policies UD-B.8 and UD-C.5)	The project proposed to provide several mini-parks throughout the site in addition to the club house facilities, and planned recreational areas that include tennis and basket ball courts, pools, etc. for future residents.	The proposed project would be consistent with this policy.

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TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
Conservation Element			
A. Climate Change & Sustainable Development Goal	♦ To reduce the City's overall carbon dioxide footprint by improving energy efficiency, increasing use of alternative modes of transportation, employing sustainable planning and design techniques, and providing environmentally sound waste management. ♦ To be prepared for, and able to adapt to adverse climate change impacts. ♦ To become a city that is an international model of sustainable development and conservation.	The project would provide shuttle services to existing transit uses; is located adjacent to an existing Caltrans park and ride facility, provides high-density residential uses adjacent to an existing educational facility, major transportation corridors and existing commercial uses, which all strive to reduce independent vehicle usage.	The proposed project would be consistent with this goal.
Policy CE-A.8.	Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I-2, or by renovating or adding on to existing buildings, rather than constructing new buildings where feasible.	The proposed infill project would comply with the applicable regulations in regards to construction and demolition waste.	The proposed project would be consistent with this policy.
Policy CE-A.10.	Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas. a. Provide permanent, adequate, and convenient space for individual building occupants to collect refuse and recyclable material. b. Provide a recyclables collection area that serves the entire building or project. The space should allow for the separation, collection, and storage of paper, glass, plastic, metals, yard waste and other materials as needed.	Refuse and recycled waste areas would be provided and clearly identified within each residential building and recreational area.	The proposed project would be consistent with this policy.
Policy CE-A.11.	Implement sustainable landscape design and maintenance, where feasible. c. Decrease the amount of impervious surfaces in developments, especially where public places, plazas, and amenities are proposed to serve as recreation opportunities (see also Recreation Element, Policy RE-F.6 and F.7). d. Strategically plant deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate, to contribute to sustainable development goals. e. Reduce use of lawn types that require high levels of irrigation. f. Strive to incorporate existing mature trees and vegetation into site designs.	The proposed multifamily residential development proposes to construct parking and residential structures that are five stories in height. This would reduce the amount of land that would be converted to an impervious surface. The proposed conceptual landscape plan includes the use of shade trees. The use of lawn would be limited.	The proposed project would be consistent with this policy.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
Policy CE-A.12.	Develop and adopt an Urban Heat Island Mitigation policy. Reduce the San Diego Urban Heat Island, through actions such as: -Planting trees and develop other measures to increase vegetation, particularly shade trees, to provide shade and cool air temperatures. In particular, properly position trees to shade buildings, air conditioning units, and parking lots. • Reducing heat build up in parking lots through increased shading or use of cool paving materials as feasible. -Minimize the development of, and where possible retrofit, large surface parking lots (see also Urban Design Element, Policy UD-A.12).	The conceptual landscape plan includes the provision of vegetation that shades project features. In particular, shade trees would be provided and carports would be provided on the top of each parking structure to provide shading.	The proposed project would be consistent with this policy.
Policy CE-D.4.	Coordinate local land use planning with state and regional water resource planning to help ensure that the citizens of San Diego have a safe and adequate water supply that meets existing needs and accommodates future needs (see also the Public Facilities Element, Section H).	The applicant has coordinated with the City of San Diego Water Department to assess that with the implementation of the proposed project, safe and adequate water supply would exist.	The proposed project would be consistent with this policy.
E. Urban Runoff Management Goals	-Protection and restoration of water bodies, including reservoirs, coastal waters, creeks, bays, and wetlands. -Preservation of natural attributes of both the floodplain and floodway without endangering life and property.	The project would include standard BMPs to ensure that impacts to water bodies would be reduced. In addition, the project would not be located within a floodway or floodplain.	The proposed project would be consistent with these goals.
Noise Element (NE)			
A. Noise and Land Use Compatibility Goal	♦ Consider existing and future noise levels when making land use planning decisions to minimize people's exposure to excessive noise.	A Noise Impact Analysis was prepared for the proposed project and addressed existing and potential future noise levels generated by the proposed project.	The proposed project is consistent with this goal.
Policy NE-A.1.	Separate excessive noise-generating uses from residential and other noise-sensitive land uses with sufficient spatial buffer of less sensitive uses.	The project is proposed adjacent to I-15, an excessive noise-generating use. With project design features and proposed mitigation measures, exterior noise levels at the proposed recreational use adjacent to the freeway would be reduced to below a level of significance.	The proposed project is in conformance with this policy.
Policy NE-A.2.	Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown on Table NE-3) to minimize the effects on noise-sensitive land uses.	The proposed multifamily residential project provides a transition of uses from the existing single-family residential uses and an educational facility to the existing commercial and transportation corridors. The project is an appropriate development to be located	The proposed project is in conformance with this policy.

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TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
		adjacent to the existing land uses within the project area. In addition, it should be noted that the project is consistent with the general plan land uses designation for the project site.	
Policy NE-A.3.	Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.	The existing ambient noise levels along the portions of the project site bordering I-15 range from 66.1 to 66.6 dB(A) Leq. This is 1.1 to 1.5 dB(A) over the exterior noise level threshold of 65 dB(A). However, with the *implementation of the proposed noise walls and* proposed mitigation measures, the project would reduce the exterior noise levels at the project site to below 60 dB(A).	The proposed project is in conformance with this policy.
Policy NE-A.4.	Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use–Noise Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the project design to meet the noise guidelines.	A Noise Impact Analysis for the project that was prepared by Terry A. Hayes Associates, LLC in November 2007 and provided the noise mitigation measures that are provided in *Section 4.5.4* of this EIR.	The proposed project is in conformance with this policy.
B. Motor Vehicle Traffic Noise Goal	Create minimal excessive motor vehicle traffic noise on residential and other noise-sensitive land uses.	The project is located adjacent to an existing interstate system and major roadways. Existing ambient noise levels along surface streets located to the west and north of the project site were monitored and range from 57.3 to 63.6 dB(A) Leq. The existing ambient noise levels along the portions of the project site bordering I-15 range from 66.1 to 66.6 dB(A) Leq. The exterior noise level threshold for residential uses is 65 dB(A). Therefore, the project would result in the placement of residential uses in an area that currently exceeds the City's exterior noise threshold by 1.1 to 1.5 dB(A). However, with the implementation of the proposed noise walls and proposed mitigation measures the project would reduce the exterior noise levels at the project site to below 60 dB(A). The project would not	The proposed project is in conformance with this goal.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
		result in noise impact to adjacent noise-sensitive land uses.	
Policy NE-B.1.	Encourage noise-compatible land uses and site planning adjoining existing and future highways and freeways.	The project is located adjacent to an existing interstate system. The project is consistent with the City's General Plan land use designation and provides project features and mitigation measures to reduce potential impact to sensitive noise receptors and would comply with the City's Noise Ordinance.	The proposed project is in conformance with this policy.
Policy NE-B.3.	Require noise reducing site design and/or traffic control measures for new development in areas of high noise to ensure that the mitigated levels meet acceptable decibel limits.	High density uses such as multifamily residential developments are commonly planned to be located adjacent to areas of high noise uses such as freeways. The project has been designed to include setbacks, noise walls, and mitigation measures to ensure that the mitigated noise levels meet acceptable decibel limits.	The proposed project is in conformance with this policy.
Policy NE-B.4.	Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic.	The project proposes to provide shuttle services at each of the proposed residential buildings to and from existing transit uses. In addition, the project is located adjacent to existing transportation corridors and a Caltrans park and ride facility.	The proposed project is in conformance with this policy.
Policy NE-B.7.	Promote the use of berms, landscaping, setbacks, and architectural design where appropriate and effective, rather than conventional wall barriers to enhance aesthetics.	In addition to the proposed noise barriers, the project incorporated the use of setbacks as well as architectural design to reduce noise impacts to sensitive land uses such as residential uses.	The proposed project is in conformance with this policy.
NE-D. Aircraft Noise Goal	Strvie for minimal excessive aircraft-related noise on residential and other noise-sensitive land uses.	The project is located outside of the Miramar Airport Influence Area. The proposed project site is not located within or adjacent to the noise contours generated by MCAS Miramar.	The proposed project is in conformance with this goal.
E. Commercial and Mixed-Use Activity Noise Goal	Minimal exposure of residential and other noise-sensitive land uses to excessive commercial and mixed-use related noise.	The proposed project would not expose existing noise-sensitive land uses to excessive noise associated with commercial and/or mixed-uses. Noise generated from adjacent commercial uses would result in less than significant noise impact to the proposed residential	The proposed project is in conformance with this goal.

TABLE 4.1-2 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
		uses.	
Policy NE-G.1.	Implement limits on the hours of operation for non-emergency construction and refuse vehicle and parking lot sweeper activity in residential areas and areas abutting residential areas.	The project would comply with the hours of operation that are set forth in the City's Noise Ordinance.	The proposed project is in conformance with this policy.
Policy NE-G.2.	Implement limits on excessive public noises that a person could reasonably consider disturbing and/or annoying, in residential areas and areas abutting residential areas.	The project would comply with the requirements set forth in the City's Noise Ordinance. In addition, the project has incorporated mitigation measures to reduce noise impacts to residential uses.	The proposed project is in conformance with this policy.
I. Typical Noise Attenuation Methods Goal	Attenuate the effect of noise on future residential and other noise-sensitive land uses by applying feasible noise mitigation measures.	The project would construct noise walls to reduce noise impacts to future residents. In addition, several mitigation measures have been provided to attenuate the effect of noise on future residents and adjacent noise-sensitive uses.	The proposed project is in conformance with this goal.
Policy NE-I.1.	Require noise attenuation measures to reduce the noise to an acceptable noise level for proposed developments to ensure an acceptable interior noise level, as appropriate, in accordance with California's noise insulation standards (CCR Title 24) and Airport Land Use Compatibly Plans.	The proposed noise attenuation measures and mitigation measures have been provided to reduce project-related noise impacts. With incorporation of the proposed measures the project would be consistent with California's noise insulation standards (CCR Title 24). The project site is located immediately outside of the Miramar Airport Influence area and is consistent with the Airport Land Use Compatibility Plan.	The proposed project is in conformance with this policy.
Policy NE-I.2.	Apply CCR Title 24 noise attenuation measures requirements to reduce the noise to an acceptable noise level for proposed single-family, mobile homes, senior housing, and all other types of residential uses not addressed by CCR Title 24 to ensure an acceptable interior noise level, as appropriate.	The noise attenuation measures proposed by project and provided as mitigation measures are in conformance with the requirements of CCR Title 24.	The proposed project is in conformance with this policy.
Policy NE-I.3.	Consider noise attenuation measures and techniques addressed by the Noise Element, as well as other feasible attenuation measures not addressed as potential mitigation measures, to reduce the effect of noise on future residential and other noise-sensitive land uses to an acceptable noise level.	Noise attenuation measures, such as noise walls, have been incorporated into the project design. In addition, mitigation measures have been provided in *Section 4.4, Noise,* to reduce noise levels to sensitive receptors to acceptable noise levels.	The proposed project is in conformance with this policy.

TABLE 4.1-3
Project's Conformance with the Mira Mesa Community Plan

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
Sensitive Resources and Open Space System			
Resource Management Goal	Exotic or invasive plant species shall not be planted within or adjacent to existing sensitive habitats.	There are no special-status habitats located in the vicinity of the project site. Off-site traffic improvements would occur within the MHPA; however, no landscape materials are proposed within this area.	The proposed project would be consistent with this goal.
Transportation System			
Policy 2	New development should be based on a pattern of through streets. Multiple, direct routes allow traffic to be dispersed along many parallel routes, so a single street is not overburdened by excessive traffic.	The proposed project is an infill project located adjacent to Mira Mesa Boulevard and Westview Parkway, both of which are through streets. The project is proposing to provide two separate access points (not including the emergency only access point) and would immediately direct vehicles to the proposed parking areas.	The project would be consistent with this policy.
Policy 3	New development along transit routes shall be required to provide turnouts for buses and passenger waiting areas in accordance with MTDB and City policies.	The project would provide shuttle services for the future residents of the complex. A designated shuttle waiting area would be provided within each residential building area.	The proposed project would be consistent with this Policy.
Policy 5	Street widths should be the minimum necessary to provide safe travel.	The proposed streets within the project site would be constructed in accordance with City standards.	The proposed project would be consistent with this Policy.
Policy 10	Bikeways, pedestrian paths, and pedestrian facilities should be provided with all new development projects and street improvement projects.	The project proposes to provide a bicycle path and pedestrian paseos.	The proposed project would be consistent with this Policy.
Community Facilities			
Policy 5	The City shall require that subdivisions in the vicinity of elementary schools be designed to incorporate pedestrian access that avoids crossing major streets and eliminates circuitous routes to school.	The project site borders the intersection of Westview Parkway and Capricorn Drive. This intersection is signalized and contains crosswalk signalization.	The proposed project would be consistent with this policy.

TABLE 4.1-3 (Cont.)

Goal/Recommendation Number	Goal/Recommendation	Proposed Project	Project Conformance/ Nonconformance
Proposal 2	Monitor the capacities and enrollment of schools to ensure that any additional facilities can be constructed in time to prevent overcrowding.	The City has designated the project site for multifamily residential uses and therefore this project is consistent with the General Plan and has been planned for by the City. In addition, the applicant has coordinated with vicinity schools to address potential concerns with enrollment and capacity. Refer to *Section 4.4.*	The proposed project would be consistent with this policy.
Residential Land Use			
Goal	Provide a range of housing opportunities for all economic levels.	The project would provide residential units, a portion of which would include low income affordable rental units.	The proposed project would be consistent with this goal.
Goal	Provide a high quality living environment in Mira Mesa's residential neighborhoods.	The proposed development would provide high quality living for residents through the diverse recreational/park amenities and cultural amenities throughout the project site.	The proposed project would be consistent with this goal.
Goal	Create residential subdivisions that are designed to preserve Mira Mesa's unique system of canyons, ridge tops, and mesas.	The project is proposed on a disturbed vacant lot, surrounded by existing development, and would not be developed adjacent to existing unique canyons, ridge tops, or mesas.	The proposed project would be consistent with this goal.
Goal	Compliance with the Comprehensive Land Use Plan for NAS Miramar.	The project is located immediately outside of NAS Miramar Airport Influence Area and is consistent with the ALUCP.	The proposed project would be consistent with this goal.
Policy 1	Determination of Permitted Density–In determining the permitted density and lot size for specific projects, within the density ranges provided under the Proposals, the City shall take into account the following factors: 1) Compatibility with the policies established in the Mira Mesa Community Plan; 2) Compatibility with the density and pattern of adjacent land uses; 3) Consideration of the topography of the project site and assurance that the site design minimizes impacts on areas with slopes in excess of 25 percent and sensitive biology.	1) The project is compatible with the policies established in the Mira Mesa Community Plan. 2) The multifamily residential project is compatible with and provides a transitional use from the single-family residential uses, educational facility, neighborhood park, and commercial uses adjacent to the project site. 3) There is no special-status biology within or adjacent to the project site due to the built up natural of the surrounding land.	The proposed project would be consistent with this policy.

A portion of the proposed off-site traffic improvements, associated with the widening of Black Mountain Road (north of Mercy Road) to provide six through lanes, are located adjacent to and within the MHPA of the City's MSCP Subarea Plan. Short-term indirect impacts, associated with this off-site traffic improvement, could occur to special-status wildlife species and vegetation communities within the sensitive habitat located within Los Peñasquitos Creek and the MHPA areas. As discussed in *Section 4.7.2*, development of the site would not result in direct impacts; however, construction activities would potentially result in indirect impacts from dust, noise, lighting, sedimentation, erosion, and pollutant run-off. If raptors nest in trees located within 500 feet of the construction area, short-term indirect impacts could occur if construction takes place during the breeding season. Short-term impacts resulting from increased noise or human activity could occur to special-status wildlife occurring within the MHPA within 500 feet of the construction area. These impacts would be significant within the MHPA and would require that project mitigation measures be implemented to ensure consistency with the MSCP and conformance to the City MHPA Land Use Adjacency Guidelines. The City's MSCP Subarea Plan Land Use Adjacency Guidelines provide direction for projects that are located adjacent to MHPA areas in order to reduce potential indirect effects of urban development. Impacts would be mitigated through implementation of Mitigation Measures LU-1, LU-2 and LU-3. Through the measures identified above and discussed in detail in *Section 4.7, Biological Resources*, the project would be consistent with the MSCP and MHPA.

The project site is zoned as RM-3-7, which allows for a maximum density of one dwelling unit for each 1,000 square feet of lot area. The project would require a zone change from its existing zoned use regulations RM-3-7 to RM-3-8 to make the density of the project consistent with the land use designation of the Mira Mesa Community Plan and the previously approved development agreement. The RM-3-8 designation allows one dwelling unit per 800 square feet of lot area. In addition, this zone change would allow the maximum building height to increase from 40 to 50 feet.

In order to make the site more level, as much as 20 feet of fill is required in some places. Consequently, to conform to the City's definition for building height, the maximum height of the buildings may be as much as 80 feet. This is approximately 30 feet above the maximum height allowed under the proposed zone change (RM-3-8). The developer has also applied for a Planned Development Permit (PDP), which would allow an exceedance of the City's height requirement. Additionally, a deviation would be required to address this overheight condition. It should be noted as stated in Policy B.1a of the Urban Design Element of the General Plan Update, that taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods but must be designed with sensitivity to existing development. For example, new development should not cast shadows or create wind tunnels that would significantly impact existing development and should not restrict vehicular or pedestrian movements from existing

development. As shown in *Section 4.8, Aesthetics*, the project would not create shadows that would significantly impact the existing surrounding development. It should also be noted the project would not create wind tunnels that would significantly impact existing development, nor would the project restrict vehicular or pedestrian movement from existing development. Therefore, through the approval of the zone change, PDP, and deviation, the project would substantially conform to the City's zoning.

4.1.6 SIGNIFICANCE OF IMPACT

Through the implementation of a zone change, planned development permit, and a deviation, the project would result in less than significant impacts associated with the project's consistency with the City's zoning. No significant land use compatibility impacts would result.

The construction of the off-site traffic improvement could result in a potential significant conflict with the MSCP Subarea Plan related to biological resources. Implementation of Mitigation Measures LU-1, LU-2 and LU-3 would reduce these potential indirect offsite impacts to below a level of significance.

4.1.7 MITIGATION MONITORING AND REPORTING

Implementation of Mitigation Measures LU-1, LU-2 and LU-3 would reduce potential secondary impacts to below a level of significance.

LU-1 Prior to the issuance of any grading permits and/or the first pre-construction meeting, the owner/permittee shall submit evidence to the ADD of the Entitlements Division verifying that a qualified biologist has been retained to implement the biological resources mitigation program as detailed below:

A. Prior to the first pre-construction meeting, the applicant shall provide a letter of verification to the ADD of the Entitlements Division stating that a qualified Biologist, as defined in the City of San Diego Biological Resource Guidelines (BRG), has been retained to implement the revegetation plan.

B. At least thirty days prior to the pre-construction meeting, a second letter shall be submitted to the MMC section, which includes the name and contact information of the Biologist and the names of all persons involved in the Biological Monitoring of the project.

C. At least thirty days prior to the pre-construction meeting, the qualified Biologist shall verify that any special reports, maps, plans and time lines, such as but not limited to, revegetation plans, plant relocation requirements and

timing, avian or other wildlife protocol surveys, impact avoidance areas or other such information has been completed and updated.

D. The qualified biologist (project biologist) shall attend the first preconstruction meeting.

LU-2 In addition the following mitigation measures related to the MHPA Land Use Adjacency Guidelines shall be implemented:

A. Prior to initiation of any construction-related grading, the construction foreman shall discuss the sensitive nature of the adjacent habitat with the crew and subcontractor.

B. The limits of grading shall be clearly delineated by a survey crew prior to brushing, clearing or grading. The project biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance within and surrounding sensitive habitats as shown on the approved Exhibit A. The limits of grading shall be defined with silt fencing or orange construction fencing and checked by the biological monitor before initiation of construction grading.

C. No invasive non-native plant species shall be introduced into areas adjacent to the MHPA. Landscape plans shall not contain invasive, non-native species.

D. All lighting adjacent to the MHPA shall be shielded, unidirectional, low pressure sodium illumination (or similar) and directed away from preserve areas using appropriate placement and shields.

E. All construction activities (including staging areas and/or storage areas) shall be restricted to the development area as shown on the approved Exhibit A. No equipment maintenance shall be conducted within or near the adjacent open space and/or sensitive areas and shall be restricted to the development area as shown on the approved Exhibit A. The project biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas beyond the limits of disturbance as shown on the approved Exhibit A.

F. Natural drainage patterns shall be maintained as much as possible during construction. Erosion control techniques, including the use of sandbags, hay bales, and/or the installation of sediment traps, shall be used to control erosion and deter drainage during construction activities into the adjacent open space.

Drainage from all development areas adjacent to the MHPA shall be directed away from the MHPA, or if not possible, must not drain directly into the MHPA, but instead into sedimentation basins, grassy swales, and/or mechanical trapping devices as specified by the City Engineer.

G. No trash, oil, parking or other construction related activities shall be allowed outside the established limits of grading. All construction related debris shall be removed off-site to an approved disposal facility.

LU-3 Should construction occur during the breeding season of the coastal California gnatcatcher (March 1 through August 15), and least Bell's vireo (March 15 and ~~August~~ September 15), the following mitigation measures shall be required and implemented:

A. COASTAL CALIFORNIA GNATCATCHER (Federally Threatened)- Prior to the issuance of any grading permit the City Manager (or appointed designee) shall verify that the Multi-Habitat Planning Area (MHPA) boundaries and the following project requirements regarding the coastal California gnatcatcher are shown on the construction plans:

No clearing, grubbing, grading, or other construction activities shall occur between March 1 and August 15, the breeding season of the coastal California gnatcatcher, until the following requirements have been met to the satisfaction of the City Manager:

1. A Qualified Biologist (possessing a valid Endangered Species Act Section 10(a)(1)(a) Recovery Permit) shall survey those habitat areas within the MHPA that would be subject to construction noise levels exceeding 60 decibels [db(a)] hourly average for the presence of the coastal California gnatcatcher. Surveys for the coastal California gnatcatcher shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife Service within the breeding season prior to the commencement of any construction. If coastal California gnatcatchers are present, then the following conditions must be met:

   a. Between March 1 and August 15, no clearing, grubbing, or grading of occupied coastal California gnatcatcher habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a Qualified Biologist; and

b. Between March 1 and August 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of occupied coastal California gnatcatcher habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a Qualified Acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the City Manager at least two weeks prior to the commencement of construction activities. Prior to the commencement of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a Qualified Biologist; or

c. At least two weeks prior to the commencement of construction activities, under the direction of a Qualified Acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by the coastal California gnatcatcher. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring* shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average. if the noise attenuation techniques implemented are determined to be inadequate by the Qualified Acoustician or Biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (August 16).

*Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. If not, other measures shall be implemented in consultation with the biologist and the City Manager, as necessary, to reduce noise levels to below 60 dB(A)

hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.

2. If coastal California gnatcatchers are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the city manager and applicable resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 1 and August 15 as follows:

   a. If this evidence indicates the potential is high for coastal California gnatcatcher to be present based on historical records or site conditions, then condition A.III shall be adhered to as specified above.

   b. If this evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.

B. LEAST BELL'S VIREO (State Endangered/Federally Endangered) - Prior to the issuance of any grading permit, the City Manager (or appointed designee) shall verify that the following project requirements regarding the least Bell's vireo are shown on the construction plans:

No clearing, grubbing, grading, or other construction activities shall occur between March 15 and ~~August~~ September 15, the breeding season of the least Bell's vireo, until the following requirements have been met to the satisfaction of the City Manager:

1. A Qualified Biologist (possessing a valid Endangered Species Act Section subject to construction noise levels exceeding 60 decibels [db(a)] hourly average for the presence of the least Bell's vireo. Surveys for the least Bell's vireo shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife Service within the breeding season prior to the commencement of any construction. If the least Bell's vireo are present, then the following conditions must be met:

   a. Between March 15 and September 15, no clearing, grubbing, or grading of occupied least Bell's vireo habitat shall be permitted.

Areas restricted from such activities shall be staked or fenced under the supervision of a Qualified Biologist; and

b. Between March 15 and September 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of occupied least Bell's vireo habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a Qualified Acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the City Manager at least two weeks prior to the commencement of construction activities. Prior to the commencement of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a Qualified Biologist; or

c. At least two weeks prior to the commencement of construction activities, under the direction of a Qualified Acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by the least Bell's vireo. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring* shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the Qualified Acoustician or Biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (September 15).

* Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. If not, other measures shall be

implemented in consultation with the biologist and the City Manager, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.

2. If least Bell's vireo are not detected during the protocol survey, the Qualified Biologist shall submit substantial evidence to the City Manager and applicable resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 15~~7~~ and September 15 as follows:

   a. If this evidence indicates the potential is high for least Bell's vireo to be present based on historical records or site conditions, then condition A.III shall be adhered to as specified above.

   b. If this evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.

4.1.8 IMPACT

Issue 4: Would the proposal result in land uses that are not compatible with the aircraft accident potential or land uses as defined in the Airport Land Use Compatibility Plan (ALUCP) for the Marine Corps Air Station Miramar?

According to the City's Significance Determination Thresholds (2007), land use impacts may be significant if the project would result in incompatible uses as defined in an airport land use plan or be inconsistent with any airport's ALUCP.

The project is located immediately outside of the airport influence area (AIA) for MCAS Miramar (refer to *Figure 4.1-6, MCAS Miramar Airport Influence Area*). It should further be noted that the site is located outside of the Accident Potential Zones (APZs) and the 60 CNEL noise contour (SDCRAA 2004). The San Diego County Regional Airport Authority prepared a Draft MCAS Miramar ALUCP Update in April 2008. According to the proposed draft update, the project site is located within the AIA but outside of the 60 CNEL noise contour and APZs (SDCRAA 2008). Therefore, the project would be compatible with the adopted MCAS Miramar ALUCP and the draft MCAS Miramar ALUCP update.

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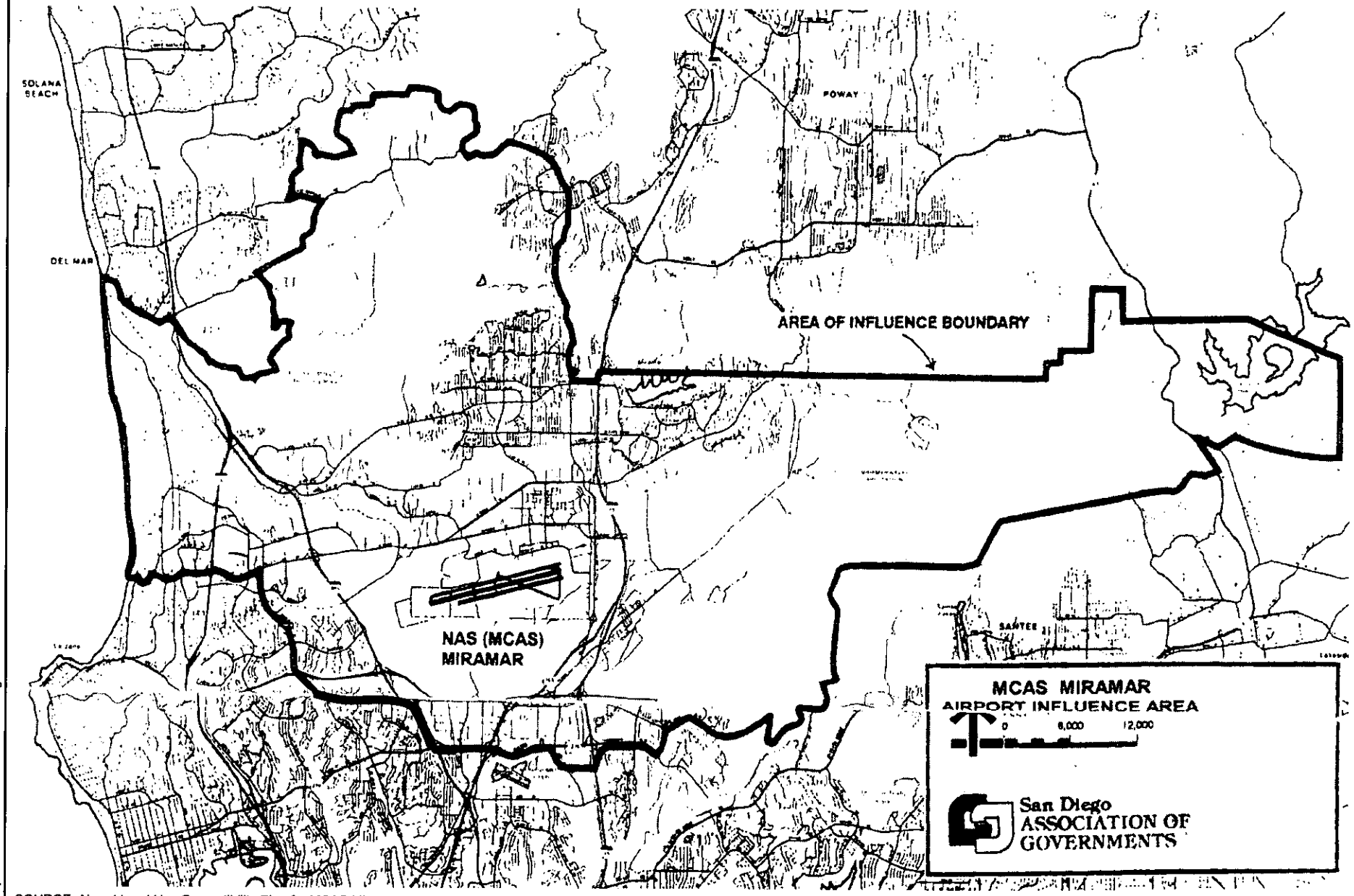

SOURCE: Airport Land Use Compatibility Plan for MCAS Miramar

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MCAS Miramar Airport Influence Area

FIGURE 4.1-6

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4.1.9 SIGNIFICANCE OF IMPACT

The project would not conflict with the Miramar ALUCP. Therefore, no impacts would result.

4.1.10 MITIGATION MONITORING AND REPORTING

No mitigation measures would be required.

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4.2 TRAFFIC AND CIRCULATION

4.2.1 INTRODUCTION AND METHODOLOGY

This section consists of a summary of existing traffic and transportation facility conditions, anticipated traffic impacts, and applicable mitigation measures to reduce impacts to a level below significance.

Preparation of this section involved summarizing information contained in May 2008 Traffic Impact Analysis for Casa Mira View prepared by Urban Systems Associates (USA 2008). Existing conditions information is presented, including a list of cumulatively considerable projects for incorporation into the cumulative analysis, followed by a description of the City of San Diego Traffic and Transportation Thresholds, which are used to determine the significance of traffic impacts under CEQA. Mitigation measures were developed in part by recommendations in the USA report. For reference purposes, the USA Traffic Impact Analysis is included as *Appendix B* to this EIR. Methods used in the preparation of the traffic report are contained therein.

4.2.2 EXISTING CONDITIONS

This section describes key vicinity roadway segments, existing street system segments, area transit, and pedestrian and biking systems.

Roadway Segments

The existing roadway system in the project vicinity consists of the following streets.

Mira Mesa Boulevard

Mira Mesa Boulevard currently exists as a six- to eight-lane prime arterial primarily serving a commercial area. From Interstate 15 (I-15) southbound (SB), ramps to Westview Parkway, Mira Mesa Boulevard function as a 9-lane prime arterial with a raised median and posted speed limit of 45 mph. From Westview Parkway to Black Mountain Road, Mira Mesa Boulevard functions as a 7-lane prime arterial with a raised median and posted speed limit of 45 mph. From Black Mountain Road to Westonhill Drive, Mira Mesa Boulevard functions as a 6-lane prime arterial with additional turn lanes at each intersection, a raised median, and posted speed limit of 45 mph. Bus stops are provided along this segment of Mira Mesa Boulevard. Land uses in the vicinity of this segment of Mira Mesa Boulevard include a mix of residential and commercial uses.

Black Mountain Road

Black Mountain Road is a north-south roadway that primarily serves a residential community. From the segment north of Mira Mesa Boulevard to Gemini Avenue, Black Mountain Road functions as a 5-lane prime arterial with a raised median and posted speed limit of 35 mph. From Galvin Avenue to Capricorn Way, Black Mountain Road functions as a 6-lane prime arterial with a raised median and a posted speed limit of 50 mph. From south of Mira Mesa Boulevard to Hillery Drive, Black Mountain Road functions as a 4-lane prime arterial with a raised median and posted speed limit of 40 mph. Black Mountain Road has a raised median and is widened for turn lanes at intersections. Bus stops are provided along Black Mountain Road south of Mira Mesa Boulevard. Land uses in the vicinity of this segment of Black Mountain Road include a mix of commercial and residential.

Westview Parkway

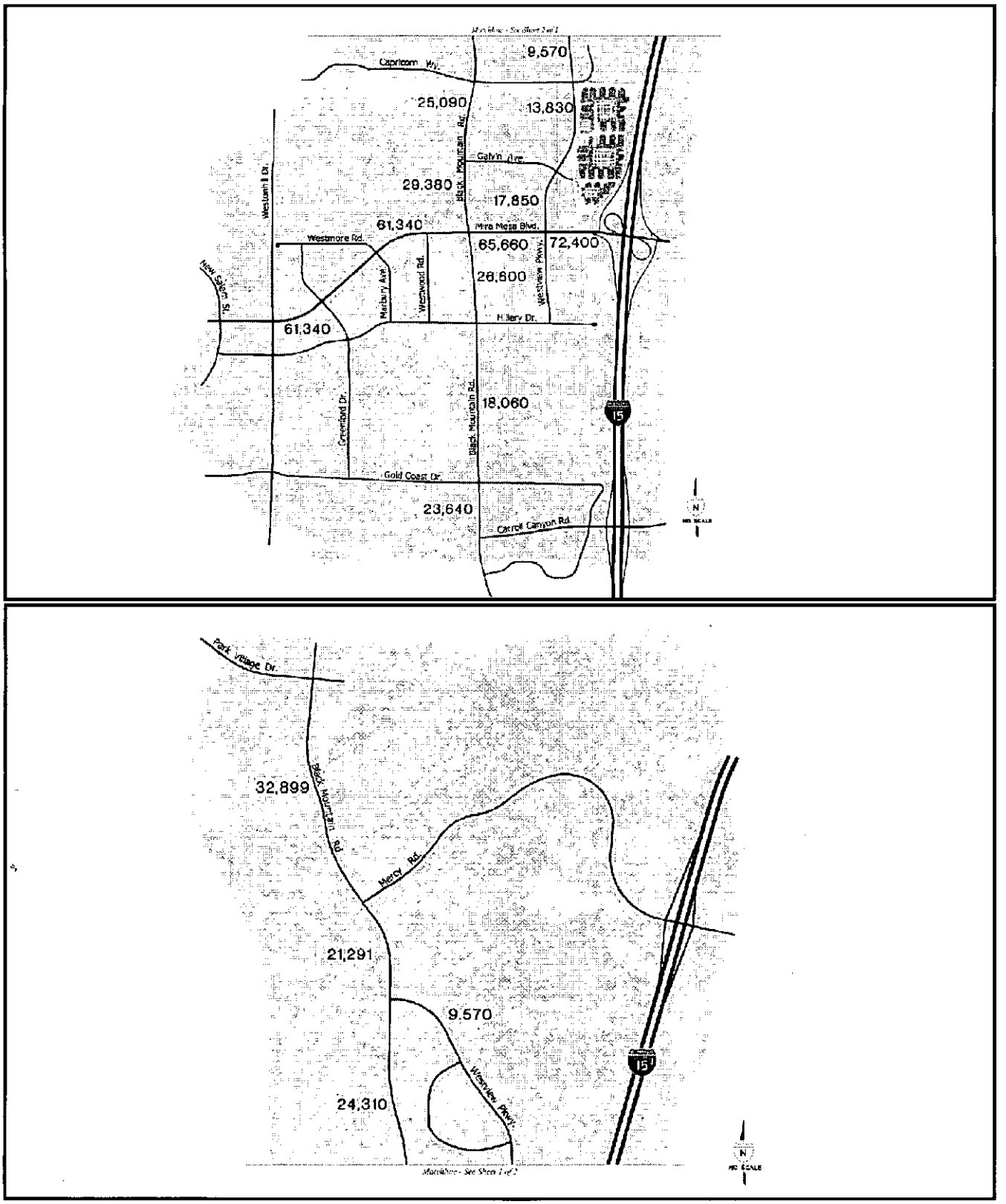
Westview Parkway is a north-south roadway that primarily serves a residential community and would be a primary access to the project site. From the segment north of Capricorn Way to Galvin Avenue, Westview Parkway functions as a 4-lane collector with a raised median and posted speed limit of 40 mph. Then from Galvin Avenue to Mira Mesa Boulevard, Westview Parkway functions as a 4-lane major arterial with a raised median and posted speed limit of 45 mph. Bus stops are not provided along Westview Parkway but routes routinely stop at the intersection of Mira Mesa Boulevard and Black Mountain Road, approximately 0.4 miles, or 2 blocks, from the project site. Land uses in the vicinity of this segment of Westview Parkway include a mix or commercial, residential, and educational uses.

Existing Street Segments

Existing street segment analyses were conducted for the roadways in the study (see *Figure 4.2-1, Existing Average Daily Traffic*). *Table 4.2-1* reports existing street segment operations on a daily basis. The majority of street segments operate below capacity for existing conditions. Four segments of Mira Mesa Boulevard (Westview Parkway to Black Mountain Road, Black Mountain Road to Westmore Road, Westmore Road to Westonhill Drive, and Westview to I-15) currently operate worse than the City's Level of Service (LOS) D capacity.

Intersections

Intersection levels of service for both AM and PM peak hour traffic volumes were calculated using Highway Capacity Manual procedures. *Table 4.2-2*, below, summarizes the results of the intersection LOS evaluation for existing conditions.



SOURCE: Urban Systems Associates Inc.

Casa Mira View EIR

Existing Average Daily Traffic

FIGURE 4.2-1

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TABLE 4.2-1
Existing Street Segment Levels of Service

Road	Segment	Classification	Capacity	Volume	V/C	LOS
Mira Mesa Blvd.	I-15 SB Ramps / Westview Pkwy.	9-lane Arterial	75,000[a]	72,400	0.97	E~~F~~
	Westview Pkwy. / Black Mountain Rd.	7-lane Arterial	65,000[b]	65,660	1.01	F
	Black Mountain Rd. / Westmore Road	6-lane Arterial	60,000[c]	61,340	1.02	D
	Westmore Rd. / Westonhill Dr.	6-lane Arterial	60,000	54,589	0.91	
Black Mountain Road	Mercy Rd. / Village Dr.	4-lane Major	40,000	32,899	0.82	D
	Westview Pkwy. / Mercy Rd.	6-lane Arterial	60,000	31,291	0.52	B
	Capricorn Way/ Westview Pkwy.	6-lane Arterial	60,000	24,310	0.41	A
	Capricorn Way / Galvin Ave.	6-lane Arterial	60,000	25,090	0.42	B
	Galvin Ave. / Mira Mesa Blvd.	4-lane Major	40,000	29,380	0.73	C
	Mira Mesa Blvd. / Hillery Dr.	4-lane Major	40,000	23,640	0.59	C
	Hillery Dr. / Gold Coast Dr.	4-lane Major	40,000	20,775	0.52	B
Westview Parkway	North of Capricorn Way	4-lane Collector	30,000	9,570	0.32	A
	Capricorn Way / Galvin Ave.	4-lane Collector	30,000	13,830	0.46	B
	Galvin Ave. / Mira Mesa Blvd.	4-lane Major	40,000	17,850	0.45	B

[a] Capacity of 75,000 = 9-lane Prime Arterial
[b] Capacity of 65,000 = 7-lane Prime Arterial
[c] Capacity of 60,000 = 6-lane Prime Arterial

TABLE 4.2-2
Existing Intersection Levels of Service

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
Park Village Dr./ Black Mountain Road	Signalized	43.8	D	31.6	C
Mercy Rd./ Black Mountain Road	Signalized	19.2	B	39.1	D
Westview Pkwy./ Black Mountain Road	Signalized	16.3	B	18.2	B
Capricorn Way /Black Mountain Road	Signalized	36.7	D	35.7	D
Galvin Avenue / Black Mountain Road	Signalized	25.6	C	20.5	C
Hillery Drive / Black Mountain Road	Signalized	77.5	E	100.6	F
Gold Coast Drive / Black Mountain Road	Signalized	80.5	F	126.1	F
Carroll Canyon Road / Black Mountain Road	Signalized	38.0	D	48.3	D
New Salem Street / Mira Mesa Blvd.	Signalized	36.0	D	24.8	C
Westonhill Dr. / Mira Mesa Blvd.	Signalized	32.1	C	83.0	F
Westmore Road / Mira Mesa Blvd.	Signalized	26.0	C	36.8	D
Mira Mesa Blvd. Black Mountain Road	Signalized	58.3	E	46.2	D
Westview Parkway / Mira Mesa Blvd.	Signalized	33.9	C	35.8	D
I-15 SB Ramps / Mira Mesa Blvd.	Signalized	25.6	C	29.0	C
I-15 NB Ramps / Mira Mesa Blvd.	Signalized	18.0	B	33.1	C
Capricorn Way / Westview Parkway	Signalized	40.5	D	38.4	D
Galvin Avenue / Westview Parkway	Signalized	28.2	C	23.1	C

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As shown above in *Table 4.2-2*, all intersections currently operate at an acceptable LOS with the following exceptions:

- Hillery Drive/Black Mountain Road (AM LOS E, PM LOS F)
- Gold Coast Drive/Black Mountain Road (AM / PM LOS F)
- Westonhill Drive/Mira Mesa Boulevard (PM LOS F)
- Mira Mesa Boulevard/Black Mountain Road (AM LOS E)

Existing Freeway Segments

There are several freeway segments which were included in the study area for the project. These segments are along I-15 and State Route 163 (SR-163). As shown in *Table 4.2-3 Existing Freeway Segment LOS*, all freeway segments currently operate at an acceptable LOS with the following exceptions: I-15 from SR-56 to Carmel Mountain Road and along I-15 from Carmel Mountain Road to Camino Del Norte.

TABLE 4.2-3
Existing Freeway Segment Levels of Service

Segment	Direction	Capacity	ADT	V/C	LOS
I/15					
SR-52/SR-163	NB	9,400	195,000	0.858	D
SR-52/SR-163	SB	9,400	195,000	0.880	D
SR-163/Miramar Way	NB	17,460	295,000	0.699	C
SR-163/Miramar Way	SB	17,460	295,000	0.717	C
Miramar Way/Miramar Rd	NB	17,460	291,000	0.690	C
Miramar Way/Miramar Rd	SB	17,460	291,000	0.707	C
Miramar Rd/ Carroll Canyon Rd	NB	17,460	278,000	0.545	B
Miramar Rd/ Carroll Canyon Rd	SB	17,460	278,000	0.684	C
Carroll Canyon Road/ Mira Mesa Blvd.	NB	15,110	268,000	0.607	B
Carroll Canyon Rd/Mira Mesa Blvd.	SB	15,110	268,000	0.762	C
Mira Mesa Blvd./ Scripps Poway Pkwy.	NB	15,110	262,000	0.593	B
Mira Mesa Blvd./ Scripps Poway Pkwy.	SB	15,110	262,000	0.745	C
Scripps Poway Pkwy./Poway Rd	NB	15,110	250,000	0.791	D
Scripps Poway Pkwy./Poway Rd	SB	15,110	250,000	0.733	C
Poway Road/ SR-56	NB	11,750	223,000	0.908	D
Poway Road/ SR-56	SB	11,750	223,000	0.841	D
SR-56/ Carmel Mountain Rd	NB	11,750	240,000	0.977	E
SR-56/ Carmel Mountain Rd	SB	11,750	240,000	0.905	D
Carmel Mountain Rd/ Camino Del Norte	NB	9,400	231,000	1.175	F0
Carmel Mountain Rd/ Camino Del Norte	SB	11,750	231,000	0.871	D

TABLE 4.2-3 (Continued)

Segment	Direction	Capacity	ADT	V/C	LOS
SR-163					
I-15/SR-52	NB	9,400	136,000	0.681	C
I-15/SR-52	SB	9,400	136,000	0.843	D

ADT = Average Daily Traffic
V/C = Volume to Capacity Ratio
LOS = Level of Service

Existing Ramp Meters

Meters were evaluated at Mira Mesa Boulevard on the I-15 ramps. The existing ramp meters have been analyzed and are shown in *Table 4.2-4 Existing Ramp Meter*. As shown in Table 4.2-4, all ramp meters currently operate below the restrictive meter rate except for Mira Mesa Boulevard/I-15 southbound on-ramp (westbound).

TABLE 4.2-4
Existing Ramp Meter Analysis

Location	Demand (Veh/Hr)	Meter Rate (Veh/Hr)	Excess Demand (Veh/Hr)	Delay (Min)	Queue (Ft)
Mira Mesa Blvd/I-15 SB on-ramp (WB)	541 (AM)	1052	0	0	0
	344 (PM)	1052	0	0	0
Mira Mesa Blvd/I-15 SB on-ramp (WB)	Ramp meter is not turned on in this Peak				
	495	1,052	0	0	0
Mira Mesa Blvd/I-15 SB on-ramp (WB)	1,504	1,326	178	8.05	5,162
	1,050	1,326	0	0	0
Mira Mesa Blvd/I-15 SB on-ramp (WB)	Ramp meter is not turned on in this Peak				
	1,139	1,776	0	0	0

Notes: Meter rate is based on the most restrictive meter rate provided by Caltrans
Delay = (Demand – Meter Rate) / Meter Rate * 60 minutes/hour
Queue = Excess Demand * 29 feet/vehicle

Area Transit

The project site is well served by public transit. The project site is within two blocks of the intersection of Mira Mesa Boulevard and Black Mountain Road, a bus stop on many San Diego Metropolitan Transit Service (MTS) routes. Routes that have a stop at the Mira Mesa Blvd./Black Mountain Rd. intersection are Routes 20 (traveling north to Escondido, south to Downtown), 210 (traveling south to Downtown), 921 (traveling west to La Jolla and UCSD), 31 (traveling west through Miramar to UTC), and 964 (traveling north to Camino Village in Mira Mesa and south to Alliant International

University). A Caltrans-operated park and ride facility is located at the northwest corner of I-15 and Mira Mesa Boulevard, which offers commuter parking for Route 20.

Pedestrian Systems

All of the roadways in the project vicinity have sidewalk facilities on both sides of the roadway. Crosswalk striping is located at the intersections of Mira Mesa Boulevard and Westview Parkway and Mira Mesa Boulevard and Black Mountain Road. Crosswalks are also provided at some of the smaller intersections on project area roadways.

In addition, two pedestrian bridges are proposed separately from the Casa Mira View project. These would provide access over Black Mountain Road. According to the Mira Mesa Community Plan (Transportation System), one of these is proposed near Capricorn Way or Galvin Avenue to facilitate access to Hage Elementary School and Park. The other would be located near Gold Coast Drive and Hillery Drive, providing access between Hourglass Field Community Park and Walker Elementary and Wangenheim Junior High Schools.

Cumulative Projects

A cumulative impact analysis including approved or pending projects was conducted by USA. The City of San Diego was consulted to identify approved or pending projects that might affect traffic levels of service at nearby study area intersections. *Table 4.2-5* includes a list of cumulative projects that have been included in the traffic analysis. The cumulative projects' ADT are shown in *Figure 4.2-2*.

4.2.3 IMPACT

Issue 1: Would the project result in an increase of projected traffic which is substantial to the existing traffic load and capacity of the street system?

Significance Criteria

A project is considered to have caused a significant impact if the resulting new project traffic has decreased the operations on the surrounding roadways by City defined thresholds. These thresholds are outlined in the City's CEQA Significance Thresholds (2007) and are as follows:

1. If any intersection, roadway segment, or freeway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, the impact would be significant if the project exceeds the thresholds shown in *Table 4.2-6*.

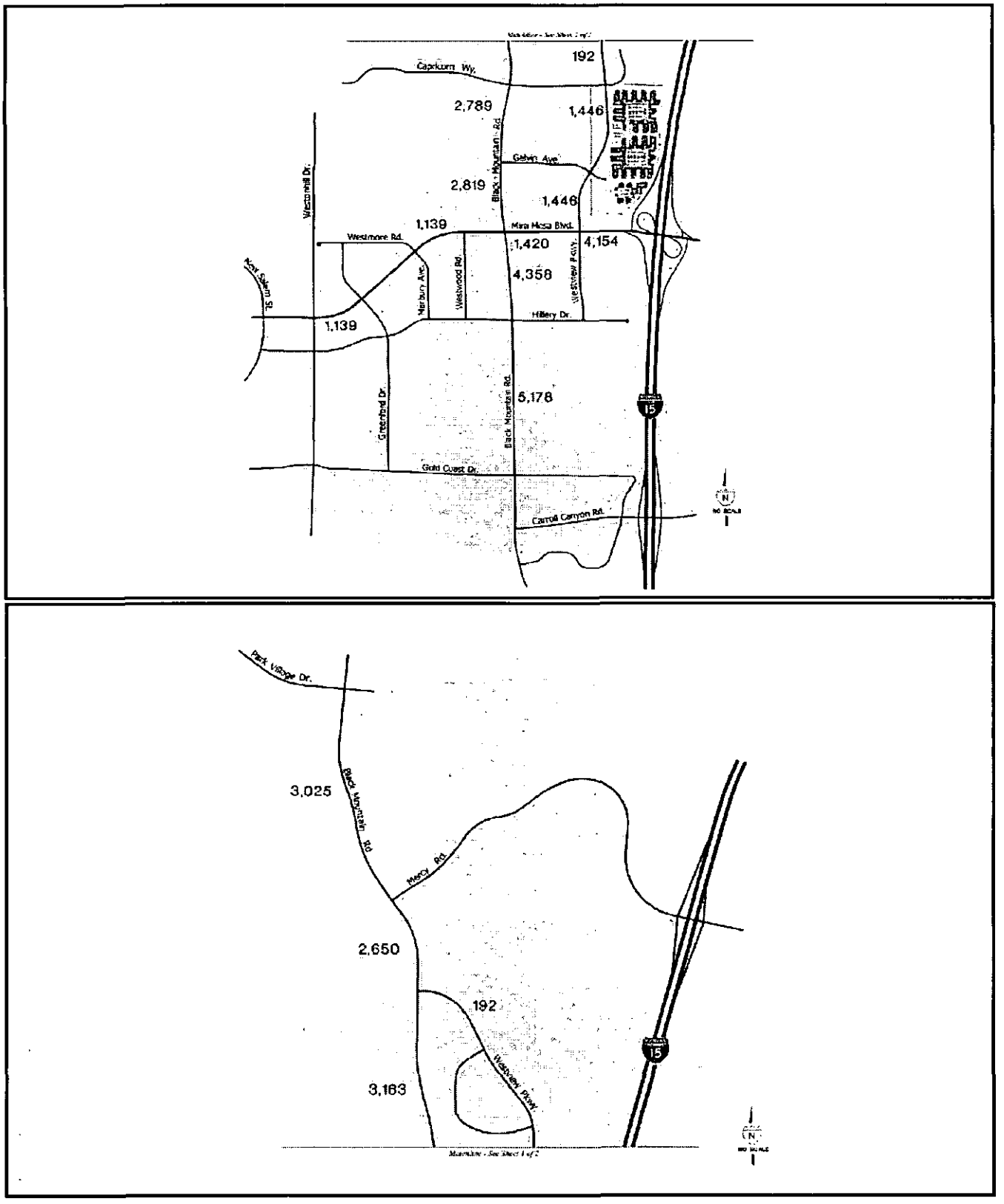
2. If a project would increase traffic hazards to motor vehicles, bicyclists, or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway), the impact would be significant.

3. If a project would result in the construction of a roadway that is consistent with the General Plan and/or Community Plan, the impact would be significant if the proposed roadway would not properly align with other existing or planned roadways.

4. If a project would result in a substantial restriction in access to publicly or privately owned land, the impact would be significant.

TABLE 4.2-5
Approved/Pending Projects

Project	Location	Projected ADT	Status
Erma Rd Project	South side of Erma Rd., just east of I-15	1,452	Pending
Westview	North of Mira Mesa Blvd., just west of I-15	1,600	Pending
Miramar College Expansion	South of Mira Mesa Blvd., west of I-15	7,792	Pending
Stone Creek	On Carroll Canyon Rd., west of I-15	>35,000	Pending
Petco Headquarters	Northeast corner of Carroll Rd. and Recho Rd.	2,740	Pending
Qualcomm Bldg. "W"	North of Mira Mesa Blvd., just east of I-805	2,802	Approved
Carroll Canyon Business Park	Southwest corner of Pacific Heights Blvd./Pacific Center Blvd.	5,800	Planning (being prepared)
Qualcomm Bldg. "N"	North of Mira Mesa Blvd., just east of I-805	Unknown	Built
Scripps Gateway	Southeast corner of I-15/Scripps Poway Parkway Interchange	18,721	Pending
Scripps Ranch High School Expansion	10410 Treena Street (East of I-15, located at the south end of Treena St.)	Unknown	Completed in 2002
Miramar Water Treatment Plant Upgrade and Expansion	10710 Scripps Lake Drive (south shore of Miramar Reservoir)	Unknown	Under construction
Marine Housing Proposal	East Miramar, east of I-15, south of Pomerado Road, north of SR-52	Unknown	Approved
Scripps Ranch Business Park	East of I-15, north of Scripps Ranch Blvd., southwest Scripps Miramar Ranch	10,595	Approved
San Diego County Water Authority Projects	East of Highway 67, from Vigilante Road to the end of Moreno Avenue	Unknown	Under construction
Los Penasquitos Canyon CAC	Intersection of Black Mountain Road and Mercy Road	Unknown	Approved. Postponed until 2009
Scripps Cypress Pointe	To the east of Cypress Canyon Park and west of the Angelique/Cypress Canyon Road intersection	830	EIR completed and under review
Mira Mesa Bus Rapid Transit Station	Off of Hillery Drive	Unknown	Approved and under construction
T-Mobile Angelique Street	Angelique Street	Unknown	Approved
DAR i-15 (Galvin DAR and Hillery DAR)	I-15 and Galvin Avenue and/or I-15 and Hillery Drive	Unknown	Planning (EIR being prepared)
I-15 Managed Lanes Project	I-15 from 1.5 miles south of SR-163 to 0.3 miles north of SR-78	Unknown	Approve and under construction
Scripps Gateway South	Southwest corner of I-15 interchange and Scripps Poway Parkway	18,721	



SOURCE: Urban Systems Associates Inc.

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Casa Mira View EIR

Approved/Pending Projects Average Daily Traffic

FIGURE 4.2-2

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TABLE 4.2-6
City of San Diego Traffic Impact Significance Thresholds

	Allowable Increases due to Project Impacts*			
	Intersections		Roadway Segments	
Level of Service with Project	Delay (sec.)	ICU (V/C)	V/C	Speed (mph)
E** and F**	2	0.02	0.02	1

Notes:

* If a proposed project's traffic impacts exceed the values shown in the table, then the impacts are deemed "significant." The project applicant shall identify "feasible mitigations" to achieve LOS D or better.

** The acceptable level of service standard for roadways and intersections in San Diego is LOS D. However, for undeveloped locations, the goal is to achieve LOS C.

As discussed in Section 2.4.5, SANDAG's CMP guidelines are also applicable to the proposed project. According to the CMP guidelines, an allowable increase in volume to capacity ratio of 0.02 at street segments which are projected to operate at LOS "E" or "F", which is identified to the City of San Diego segment threshold shown in *Table 4.2-6*. This 0.02 increase in ratio is the difference between a significant project impact and one which is not significant.

Impact

The project generation was calculated using City of San Diego traffic generation rates for multifamily residential uses. The project is expected to generate approximately 11,088 vehicle trips (entering and exiting) on a typical day. During the AM peak hours, the project is expected to generate 887 vehicle trips (177 entering and 710 exiting). During the PM peak hours, a total of approximately 998 vehicle trips (699 entering, 299 exiting) would occur. The project trip generation for the Casa Mira View project is shown below in *Table 4.2-7*.

TABLE 4.2-7
Project Trip Generation

				AM						PM					
Use	Intensity	Rate	ADT	Peak %	Vol.	In %	Out %	In	Out	Peak %	Vol.	In %	Out %	In	Out
Multifamily Residential	1,848	6/DU	11,088	8%	887	20%	80%	177	710	9%	998	70%	30%	699	299
Total			11,088		887			177	710		998			699	299

Source: Rates taken from the City of San Diego Trip Generation Manual, May 2003

As discussed previously, a Select Zone forecast was used to determine trip distribution and the project only Average Daily Traffic (ADT). *Figure 4.2-3* shows the project only ADT.

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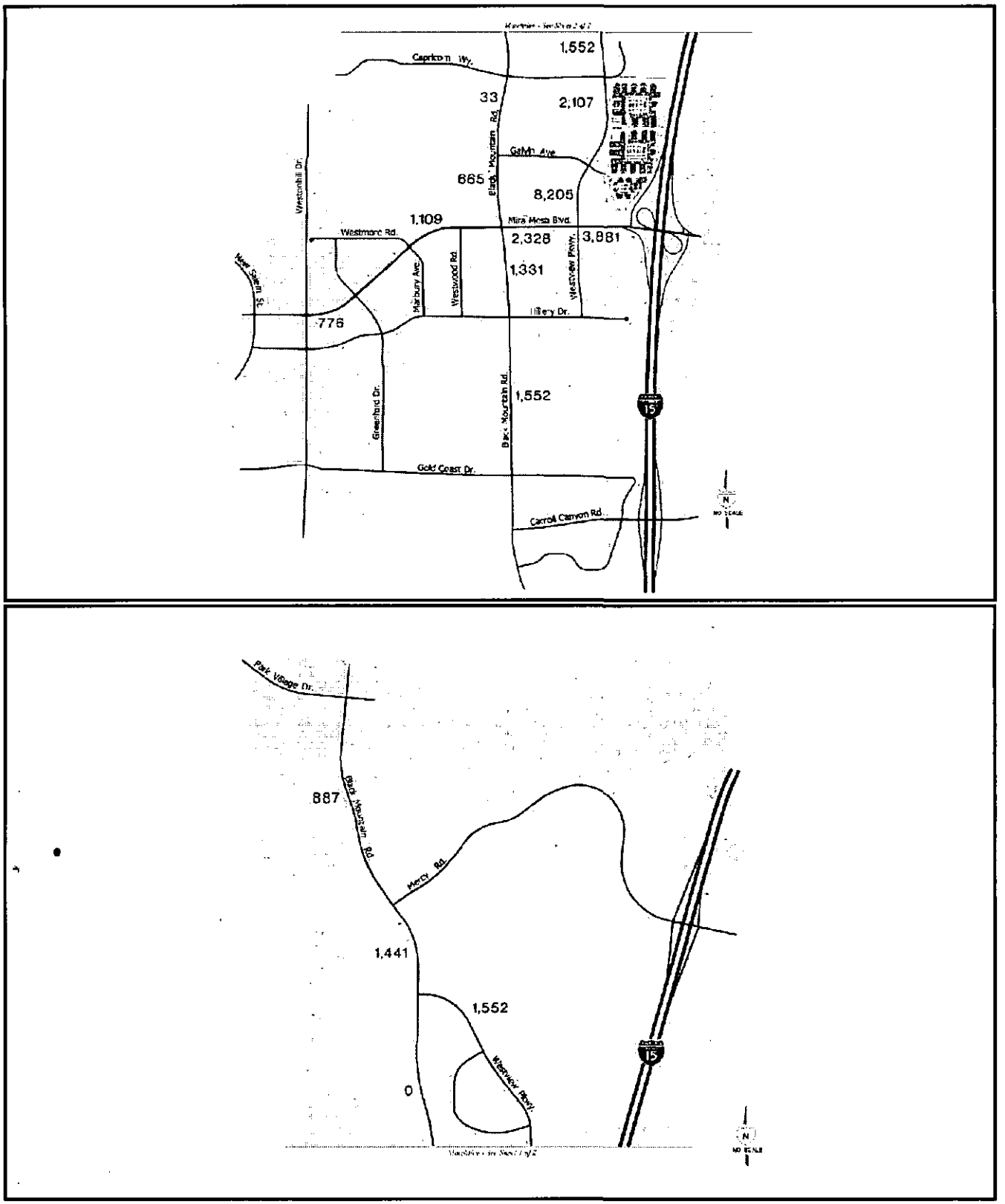

SOURCE: Urban Systems Associates Inc.

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Casa Mira View EIR

Project Only Average Daily Traffic

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Four distinct analyses were conducted, which included a street segment analysis (and arterial analysis where appropriate), an intersection analysis, a freeway segment analysis, and a ramp meter analysis. Each type of analysis was conducted by using the near term conditions for street segments, intersections and freeway segments and the Year 2030 model scenario. The near term or "existing plus other projects" analysis adds the projected traffic for projects that are approved ending approval, or planned in the Casa Mira View project area to the existing traffic. It also documents the operations of the surrounding roadways under this condition. The analysis includes a near-term with and near-term-without project scenario. The year 2030 analysis evaluates road network and freeway segment conditions in the future both with and without the project.

It is noted that the project would incorporate the following traffic improvements: construction of a traffic signal at the intersection of Westview Parkway and the project's main access relocation of Westview Park driveway to be located at the signalized location, restriping of Westview Parkway to accommodate the signal, and a signal interconnect between the existing signals on Westview Parkway at Galvin Avenue, Westview Parkway at Capricorn Way and the new signalized project access on Westview Parkway. In addition, the project would provide improvements for a connection to the existing public road and signal at Galvin Avenue and Westview Parkway to provide a second signalized access to the project site.

Near Term Without Project

In order to determine near term traffic, the methodology outlined in the City of San Diego Traffic Impact Study Manual was followed. As stated previously, an examination of the immediate area surrounding the Casa Mira View project to include projects that were approved, pending approval, or planned in the area was evaluated. The project-only traffic for these projects was added to the existing traffic to reflect an existing-plus-other projects or near-term scenario.

Street Segments

Table 4.2-8 shows the street segment levels of service in the near term without project scenario.

TABLE 4.2-8
Near Term without Project Street Segment Levels of Service

Road	Segment	Standard	Class.	Cap.	Volume	V/C	LOS
Mira Mesa Blvd	I-15 SB Ramps / Westview Pkwy	SD	PA	75,000	76,554	1.02	F
	Westview Pkwy. / Black Mountain Rd.	SD	PA	65,000	67,080	1.03	F
	Black Mountain Rd. / Westmore Rd.	SD	PA	60,000	62,479	1.04	F
	Westmore Rd. / Westonhill Dr.	SD	PA	60,000	55,728	0.93	E
Black Mountain Rd.	Mercy Rd. / Park Village Dr.	SD	4-M	40,000	35,924	0.90	E
	Westview Pkwy. / Mercy Rd.	SD	PA	60,000	33,941	0.57	B
	Capricorn Way / Westview Pkwy.	SD	PA	60,000	27,473	0.46	B
	Capricorn Way / Galvin Ave.	SD	PA	60,000	27,879	0.46	B
	Galvin Ave. / Mira Mesa Blvd.	SD	4-M	40,000	32,199	0.80	D
	Mira Mesa Blvd. / Hillery Dr.	SD	4-M	40,000	27,998	0.70	C
	Hillery Dr. / Gold Coast Dr.	SD	4-M	40,000	25,953	0.65	C
Westview Pkwy.	North of Capricorn Way	SD	4-C	30,000	9,762	0.33	A
	Capricorn Way / Galvin Ave.	SD	4-C	30,000	15,276	0.51	C
	Galvin Ave. / Mira Mesa Blvd.	SD	4-M	40,000	19,296	0.48	B

Notes:
SD = City of San Diego Standards
Class. = Functional Classification
Cap. = Capacity
LOS = Level of Service
PA = Prime Arterial
Capacity of 75,000 = 9 lane Prime Arterial
Capacity of 65,000 = 7 lane Prime Arterial
Capacity of 60,000 = 6 lane Prime Arterial
4-M = 4 Lane Major Arterial
4-C = 4 Lane Collector

Without the Casa Mira View project, the following street segments are projected to operate at an unacceptable LOS in the near term scenario:

- Mira Mesa Boulevard (Westview Parkway to I-15) (LOS F)
- Mira Mesa Boulevard (Westview Parkway to Black Mountain Road) (LOS F)
- Mira Mesa Boulevard (Black Mountain Road to Westmore Road) (LOS F)
- Mira Mesa Boulevard (Westmore Road to Westonhill Drive) (LOS E)
- Black Mountain Road (Mercy Road to Park Village Drive) (LOS E)

Figure 4.2-4 shows ADT volumes from the approved/pending projects added to existing ADT volumes.

Intersections

Table 4.2-9 shows the intersections' LOS in the near term without project scenario.

TABLE 4.2-9
Near Term without Project Intersection Levels of Service

Number	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Park Village Dr. / Black Mountain Rd.	Signalized	48.9	D	34.1	C
2	Mercy Rd. / Black Mountain Rd.	Signalized	20.5	C	52.3	D
3	Westview Pkwy. / Black Mountain Rd.	Signalized	17.1	B	18.4	B
4	Capricorn Way / Black Mountain Rd.	Signalized	39.8	D	37.9	D
5	Galvin Ave. / Black Mountain Rd.	Signalized	27.8	C	21.7	C
6	Hillery Dr. / Black Mountain Rd.	Signalized	91.5	F	119.7	F
7	Gold Coast Dr. / Black Mountain Rd.	Signalized	91.2	F	151.2	F
8	Carroll Canyon Rd. / Black Mountain Rd.	Signalized	46.1	D	51.3	D
9	New Salem St. / Mira Mesa Blvd.	Signalized	38.2	D	25.8	C
10	Westonhill Dr. / Mira Mesa Blvd.	Signalized	35.8	D	91.4	F
11	Westmore Rd. / Mira Mesa Blvd.	Signalized	26.2	C	37.0	D
12	Mira Mesa Blvd. / Black Mountain Rd.	Signalized	58.3	E	48.8	D
13	Westview Pkwy. / Mira Mesa Blvd.	Signalized	36.8	D	36.8	D
14	I-15 SB Ramps/ Mira Mesa Blvd.	Signalized	30.3	C	32.6	C
15	I-15 NB Ramps / Mira Mesa Blvd.	Signalized	18.5	B	33.2	C
16	Capricorn Way / Westview Pkwy.	Signalized	40.5	D	38.4	D

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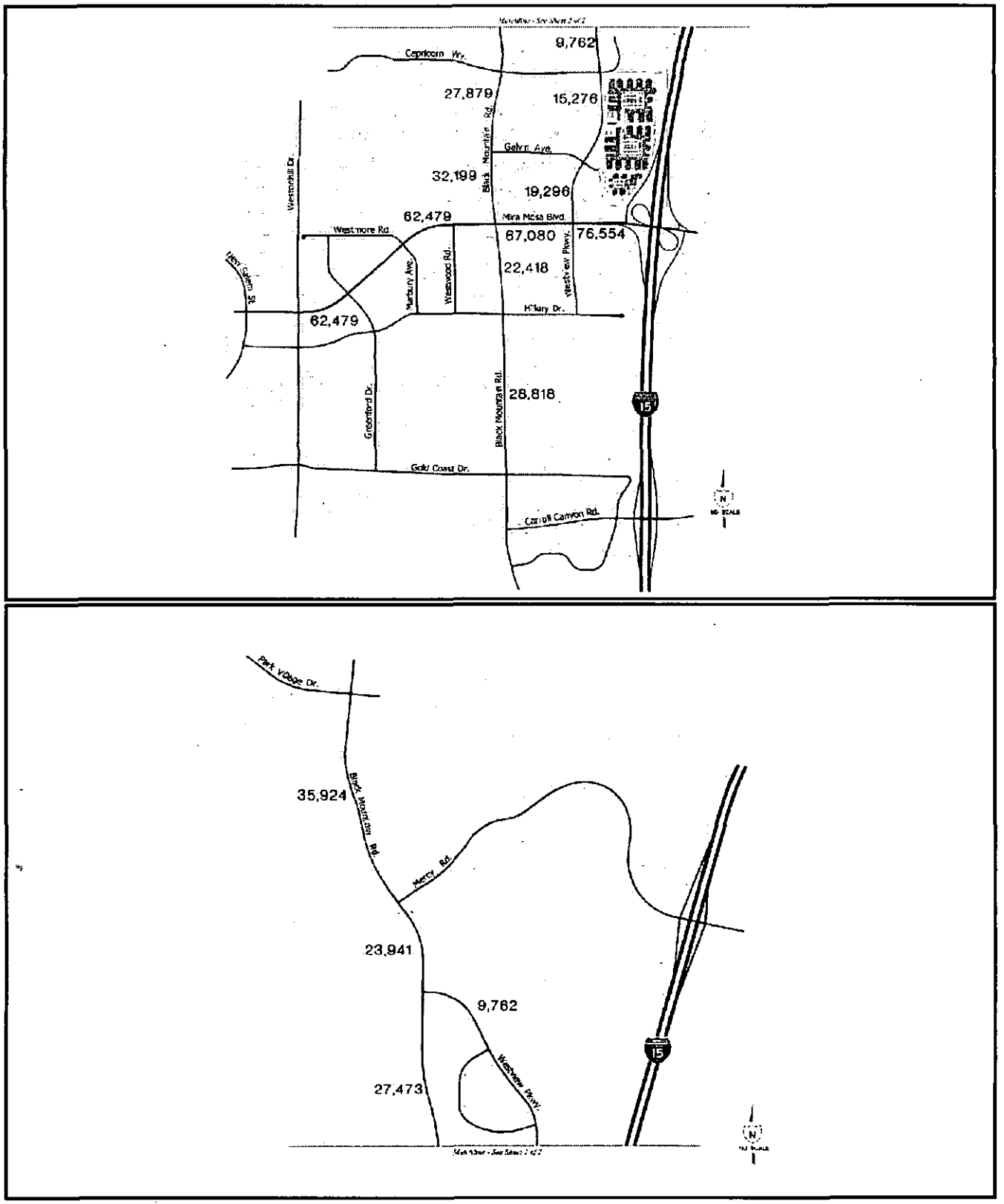

SOURCE: Urban Systems Associates Inc.

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Casa Mira View EIR

Near Term Average Daily Traffic

FIGURE 4.2-4

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As shown in the table, there are four intersections that are projected to operate at LOS E or F in the near term without project scenario. The following intersections are projected to operate at unacceptable levels of service when approved/pending project traffic is added to existing traffic

- Hillery Drive/Black Mountain Road (AM/PM LOS F)
- Gold Coast Drive/Black Mountain Road (AM/PM LOS F)
- Westonhill Drive/Mira Mesa Boulevard (PM LOS F)
- Mira Mesa Boulevard/Black Mountain Road (AM LOS E)

Near Term With Project

This section evaluates the near term with project traffic conditions by adding the approved/pending projects plus the Casa Mira View project traffic to existing traffic volumes on project area roadways.

Street Segments

Table 4.2-10 shows the street segments' LOS in the near term without and with project scenarios. *Figure 4.2-5* displays the ADT in the near term with project scenario.

TABLE 4.2-10
Near Term with Project Street Segment Levels of Service

Road	Segment	Near Term w/o Project		Near Term w/ Project	
		ADT	LOS	ADT	LOS
Mira Mesa Blvd.	I-15 SB Ramps / Westview Pkwy	76,554	F	80,435	F
	Westview Pkwy. / Black Mountain Rd.	67,080	F	69,408	F
	Black Mountain Rd. / Westmore Rd.	62,479	F	63,588	F
	Westmore Rd. / Westonhill Dr.	55,728	F	56,504	E
Black Mountain Rd.	Mercy Rd. / Park Village Dr.	35,924	E	36,811	E
	Westview Pkwy. / Mercy Rd.	33,941	B	35,382	C
	Capricorn Way / Westview Pkwy.	27,473	B	27,473	B
	Capricorn Way / Galvin Ave.	27,879	B	27,912	B
	Galvin Ave. / Mira Mesa Blvd.	32,199	D	32,864	D
	Mira Mesa Blvd. / Hillery Dr.	27,098	C	29,329	C
	Hillery Dr. / Gold Coast Dr.	25,953	C	27,505	C
Westview Pkwy.	North of Capricorn Way	9,762	A	11,314	B
	Capricorn Way / Galvin Ave.	15,276	C	17,383	C
	Galvin Ave. / Mira Mesa Blvd.	19,296	B	27,501	C

Road	Segment	Near Term w/o Project			Near Term w/ Project					Sig?
		ADT	V/C	LOS	ADT	△ ADT	V/C	△ V/C	LOS	
Mira Mesa Blvd.	I I-15 SB Ramps / Westview Pkwy	76,554	1.02	F	80,435	3,881	1.07	0.05	F	YES
	Westview Pkwy. / Black Mountain Rd.	67,080	1.03	F	69,408	2,328	1.07	0.04	F	YES
	Black Mountain Rd. / Westmore Rd.	62,479	1.04	F	63,588	1,109	1.06	0.02	F	NO
	Westmore Rd. / Westonhill Dr.	55,728	0.93	F	56,504	776	0.94	0.01	E	NO
Black Mountain Rd.	Mercy Rd. / Park Village Dr.	35,924	0.90	E	36,811	887	0.92	0.02	E	YES
	Westview Pkwy. / Mercy Rd.	33,941	0.57	B	35,382	1,441	0.59	0.02	C	NO
	Capricorn Way / Westview Pkwy.	27,473	0.46	B	27,473	0	0.46	0.00	B	NO
	Capricorn Way / Galvin Ave.	27,879	0.46	B	27,912	33	0.47	0.01	B	NO
	Galvin Ave. / Mira Mesa Blvd.	32,199	0.80	D	32,864	665	0.82	0.02	D	NO
	Mira Mesa Blvd. / Hillery Dr.	27,998	0.70	C	29,329	1,331	0.73	0.03	C	NO
	Hillery Dr. / Gold Coast Dr.	25,953	0.65	C	27,505	1,552	0.69	0.04	C	NO
Westview Pkwy.	North of Capricorn Way	9,762	0.33	A	11,314	1,552	0.38	0.05	B	NO
	Capricorn Way / Galvin Ave.	15,276	0.51	C	17,383	2,107	0.58	0.07	C	NO
	Galvin Ave. / Mira Mesa Blvd.	19,296	0.48	B	27,501	8,205	0.69	0.21	C	NO

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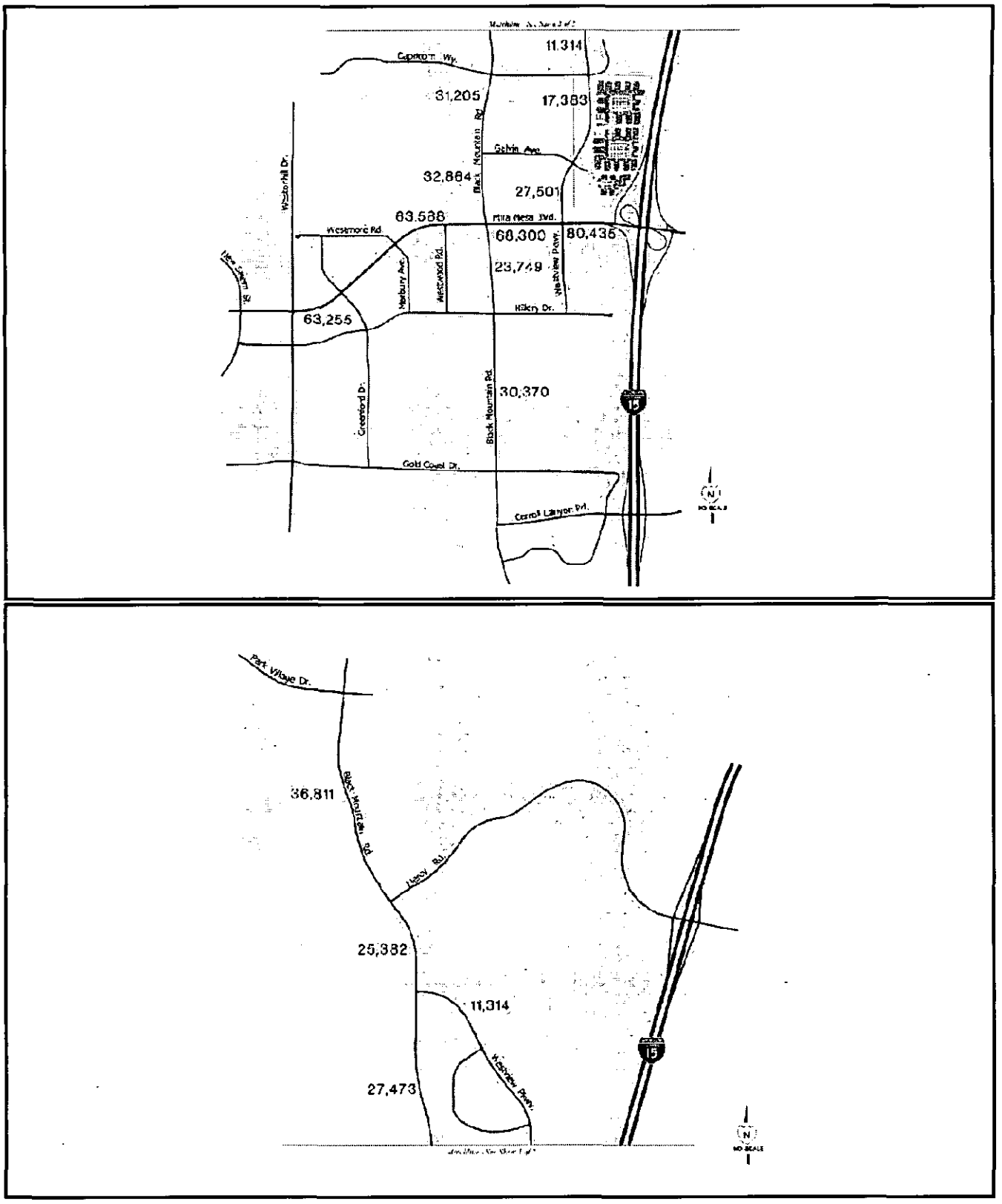

SOURCE: Urban Systems Associates Inc.

Projects\568501A\cmap\GIS_Rmaps\Traffic Figs\Fig4-1.mxd 1/22/2008

Casa Mira View EIR

Near Term with Project Average Daily Traffic

FIGURE 4.2-5

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With the Casa Mira View project, the following four street segments are projected to operate at an unacceptable LOS in the near term with project scenario:

- Mira Mesa Boulevard (Westview Parkway to I-15) (LOS F)
- Mira Mesa Boulevard (Westview Parkway to Black Mountain Road) (LOS F)
- Mira Mesa Boulevard (Black Mountain Road to Westmore Road) (LOS F)
- Mira Mesa Boulevard (Westmore Road to Westonhill Drive) (LOS E)
- Black Mountain Road (Mercy Road to Park Village Drive) (LOS E)

Intersections

Table 4.2-11 shows the intersections' LOS in the near term without and with project scenarios.

TABLE 4.2-11
Near Term without and Near Term with Project Intersection Levels of Service

Number	Intersection	Peak Hour	Near Term w/o Project		Near Term w/ Project	
			Avg. Delay	LOS	Avg. Delay	LOS
1	Park Village Dr. / Black Mountain Rd.	AM	48.9	D	49.6	D
		PM	34.1	C	35.7	D
2	Mercy Rd. / Black Mountain Rd.	AM	20.5	C	20.6	C
		PM	52.3	D	52.9	D
3	Westview Pkwy. / Black Mountain Rd.	AM	17.1	B	19.5	B
		PM	18.4	B	32	C
4	Capricorn Way / Black Mountain Rd.	AM	39.8	D	40	D
		PM	37.9	D	39.5	D
5	Galvin Ave. / Black Mountain Rd.	AM	27.8	C	28	C
		PM	21.7	C	22.7	C
6	Hillery Dr. / Black Mountain Rd.	AM	91.5	F	94.1	F
		PM	119.7	F	121.4	F
7	Gold Coast Dr. / Black Mountain Rd.	AM	91.2	F	95.5	F
		PM	151.2	F	157.6	F
8	Carroll Canyon Rd. / Black Mountain Rd.	AM	46.1	D	46.3	D
		PM	51.3	D	53.6	D
9	New Salem St. / Mira Mesa Blvd.	AM	38.2	D	41.2	D
		PM	25.8	C	26.5	C
10	Westonhill Dr. / Mira Mesa Blvd.	AM	35.8	D	37.6	D
		PM	91.4	F	93.2	F
11	Westmore Rd. / Mira Mesa Blvd.	AM	26.2	C	29.1	C
		PM	37.0	D	40.4	D
12	Mira Mesa Blvd. / Black Mountain Rd.	AM	58.3	E	61.7	E
		PM	48.8	D	54.8	D
13	Westview Pkwy. / Mira Mesa Blvd.	AM	36.8	D	40.4	D
		PM	36.8	D	40.8	D
14	I-15 SB Ramps/ Mira Mesa Blvd.	AM	30.3	C	31.6	C
		PM	32.6	C	36.4	D
15	I-15 NB Ramps / Mira Mesa Blvd.	AM	18.5	B	20.3	C

TABLE 4.2-11 (Cont.)

~~Number~~	~~Intersection~~	~~Peak Hour~~	~~Near Term w/o Project~~		~~Near Term w/ Project~~	
			~~Avg. Delay~~	~~LOS~~	~~Avg. Delay~~	~~LOS~~
		~~PM~~	~~33.2~~	~~C~~	~~35.6~~	~~D~~
~~16~~	~~Capricorn Way / Westview Pkwy.~~	~~AM~~	~~40.5~~	~~D~~	~~41.7~~	~~D~~
		~~PM~~	~~38.4~~	~~D~~	~~40.5~~	~~D~~
~~17~~	~~Galvin Ave. / Westview Pkwy.~~	~~See Access Analysis~~				

No.	Intersection	Peak Hour	Near Term w/o Project		Near Term w/ Project			Sig?
			Ave. Delay	LOS	Ave. Delay	Δ Delay	LOS	
1	Park Village Dr. / Black Mountain Rd.	AM	48.9	D	49.6	0.7	D	NO
		PM	34.1	C	35.7	1.6	D	NO
2	Mercy Rd. / Black Mountain Rd.	AM	20.5	C	20.6	0.1	C	NO
		PM	52.3	D	52.9	0.6	D	NO
3	Westview Pkwy. / Black Mountain Rd.	AM	17.1	B	19.5	2.4	B	NO
		PM	18.4	B	32	13.6	C	NO
4	Capricorn Way / Black Mountain Rd.	AM	39.8	D	40	0.2	D	NO
		PM	37.9	D	39.5	1.6	D	NO
5	Galvin Ave. / Black Mountain Rd.	AM	27.8	C	28	0.2	C	NO
		PM	21.7	C	22.7	1.0	C	NO
6	Hillery Dr. / Black Mountain Rd.	AM	91.5	F	94.1	2.6	F	YES
		PM	119.7	F	121.4	1.7	F	NO
7	Gold Coast Dr. / Black Mountain Rd.	AM	91.2	F	95.5	4.3	F	YES
		PM	151.2	F	157.6	6.4	F	YES
8	Carroll Canyon Rd. / Black Mountain Rd.	AM	46.1	D	46.3	0.2	D	NO
		PM	51.3	D	53.6	2.3	D	NO
9	New Salem St. / Mira Mesa Blvd.	AM	38.2	D	41.2	3.0	D	NO
		PM	25.8	C	26.5	0.7	C	NO
10	Westonhill Dr. / Mira Mesa Blvd.	AM	35.8	D	37.6	1.8	D	NO
		PM	91.4	F	93.2	1.8	F	NO
11	Westmore Rd. / Mira Mesa Blvd.	AM	26.2	C	29.1	2.9	C	NO
		PM	37.0	D	40.4	3.4	D	NO
12	Mira Mesa Blvd. / Black Mountain Rd.	AM	58.3	E	61.7	3.4	E	YES
		PM	48.8	D	54.8	6.0	D	NO
13	Westview Pkwy. / Mira Mesa Blvd.	AM	36.8	D	40.4	3.6	D	NO
		PM	36.8	D	40.8	4.0	D	NO
14	I-15 SB Ramps/ Mira Mesa Blvd.	AM	30.3	C	31.6	1.3	C	NO
		PM	32.6	C	36.4	3.8	D	NO
15	I-15 NB Ramps / Mira Mesa Blvd.	AM	18.5	B	20.3	1.8	C	NO
		PM	33.2	C	35.6	2.4	D	NO
16	Capricorn Way / Westview Pkwy.	AM	40.5	D	41.7	1.2	D	NO
		PM	38.4	D	40.5	2.1	D	NO
17	Galvin Ave. / Westview Pkwy	See Access Analysis						

The table above includes study area intersections' LOS with the Casa Mira View project traffic added in the near term with project scenario. The following intersections are projected to operate

at an unacceptable LOS after approved/pending project traffic and project only traffic is added to existing traffic:

- Hillery Drive / Black Mountain Road (AM / PM LOS F)
- Gold Coast Drive / Black Mountain Road (AM / PM LOS F)
- Westonhill Drive / Mira Mesa Boulevard (PM LOS F)
- Mira Mesa Boulevard / Black Mountain Road (AM LOS E)

Year 2030 Without and With Project

The following section evaluates conditions in the Year 2030 without and with project traffic for street segments and intersections.

Street Segments

Table 4.2-12 shows street segment volumes and corresponding LOS for Year 2030 conditions both with and without the project. Street segment volumes for Year 2030 conditions both with and without the project are shown in *Figures 4.2-6* and *4.2-7*.

TABLE 4.2-12
Year 2030 without and with Project Street Segment Levels of Service

Road	Segment	Year 2030 without Project		Year 2030 with Project	
		ADT	LOS	ADT	LOS
Mira Mesa Blvd.	I-15 SB Ramps / Westview Pkwy	78,319	F	82,200	F
	Westview Pkwy. / Black Mountain Rd.	67,672	F	70,000	F
	Black Mountain Rd. / Westmore Rd.	62,891	F	64,000	F
	Westmore Rd. / Westonhill Dr.	56,224	E	57,000	E
Black Mountain Rd.	Mercy Rd. / Park Village Dr.	45,313	F	46,200	F
	Westview Pkwy. / Mercy Rd.	45,559	C	47,000	C
	Capricorn Way / Westview Pkwy.	41,300	C	41,300	C
	Capricorn Way / Galvin Ave.	35,567	C	35,600	C
	Galvin Ave. / Mira Mesa Blvd.	33,535	D	34,200	D
	Mira Mesa Blvd. / Hillery Dr.	28,169	C	29,500	C
	Hillery Dr. / Gold Coast Dr.	29,648	C	31,200	D
Westview Pkwy.	North of Capricorn Way	9,948	A	11,500	B
	Capricorn Way / Galvin Ave.	15,293	C	17,400	C
	Galvin Ave. / Mira Mesa Blvd.	19,395	B	27,600	C

Road	Segment	Near Term w/o Project			Near Term w/ Project					Sig?
		ADT	V/C	LOS	ADT	Δ ADT	V/C	Δ V/C	LOS	
Mira Mesa Blvd.	I-15 SB Ramps / Westview Pkwy	78,319	1.04	F	82,200	3,881	1.1	0.06	F	YES
	Westview Pkwy. / Black Mountain Rd.	67,672	1.04	F	70,000	2,328	1.08	0.04	F	YES
	Black Mountain Rd. / Westmore Rd.	62,891	1.05	F	64,000	1,109	1.07	0.02	F	NO
	Westmore Rd. / Westonhill Dr.	56,224	0.94	E	57,000	776	0.95	0.01	E	NO
Black Mountain Rd.	Mercy Rd. / Park Village Dr.	45,313	1.13	F	46,200	887	1.16	0.03	F	YES
	Westview Pkwy. / Mercy Rd.	45,559	0.76	C	47,000	1,441	0.78	0.02	C	NO
	Capricorn Way / Westview Pkwy.	41,300	0.69	C	41,300	0	0.69	0.00	C	NO
	Capricorn Way / Galvin Ave.	35,567	0.59	C	35,600	33	0.59	0.00	C	NO

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Road	Segment	Near Term w/o Project			Near Term w/ Project					Sig?
		ADT	V/C	LOS	ADT	△ ADT	V/C	△ V/C	LOS	
	Galvin Ave. / Mira Mesa Blvd	33,535	0.84	D	34,200	665	0.86	0.02	D	NO
	Mira Mesa Blvd. / Hillery Dr.	28,169	0.7	C	29,500	1,331	0.74	0.04	C	NO
	Hillery Dr. / Gold Coast Dr.	29,648	0.74	C	31,200	1,552	0.78	0.04	D	NO
Westview Pkwy.	North of Capricorn Way	9,948	0.33	A	11,500	1,552	0.38	0.05	B	NO
	Capricorn Way / Galvin Ave.	15,293	0.51	C	17,400	2,107	0.58	0.07	C	NO
	Galvin Ave. / Mira Mesa Blvd.	19,395	0.48	B	27,600	8,205	0.69	0.21	C	NO

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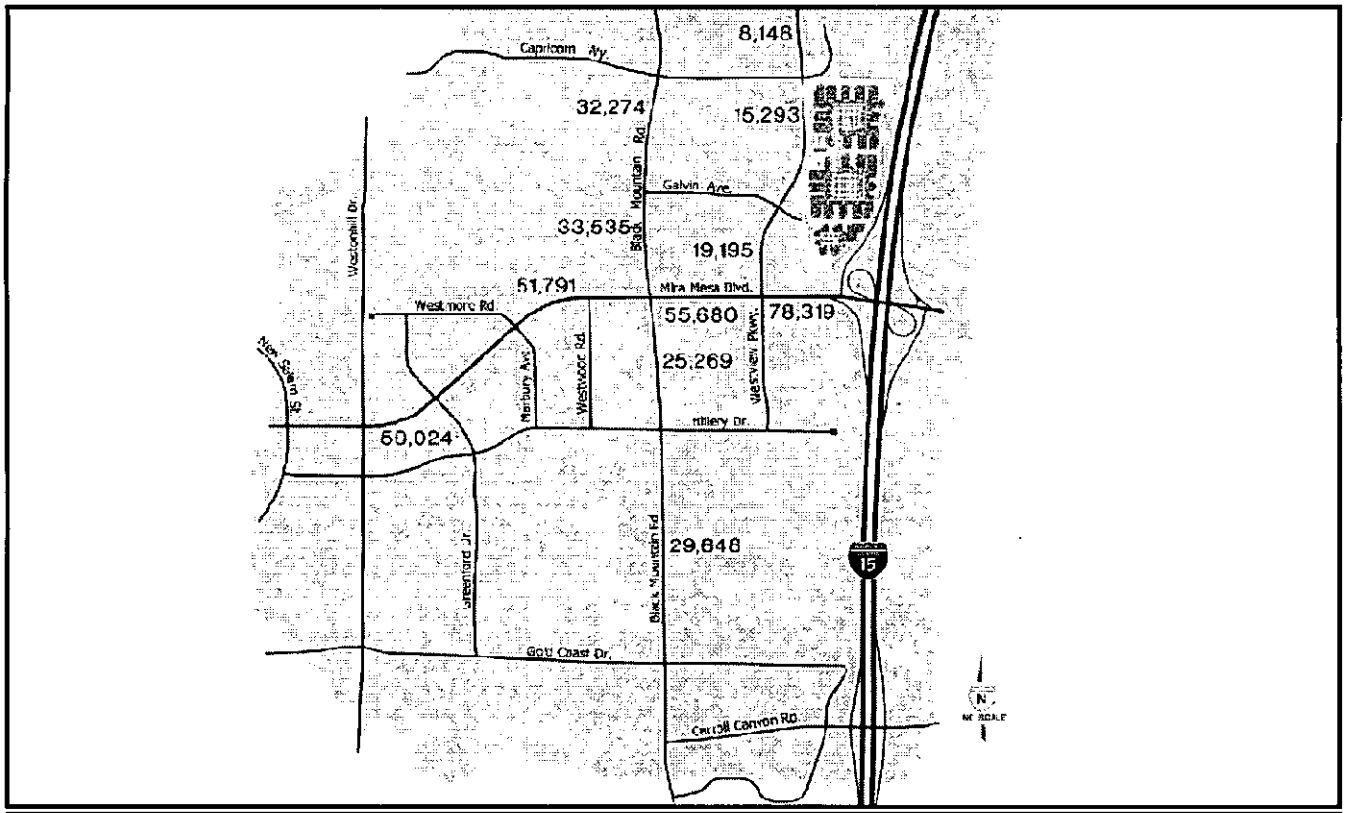

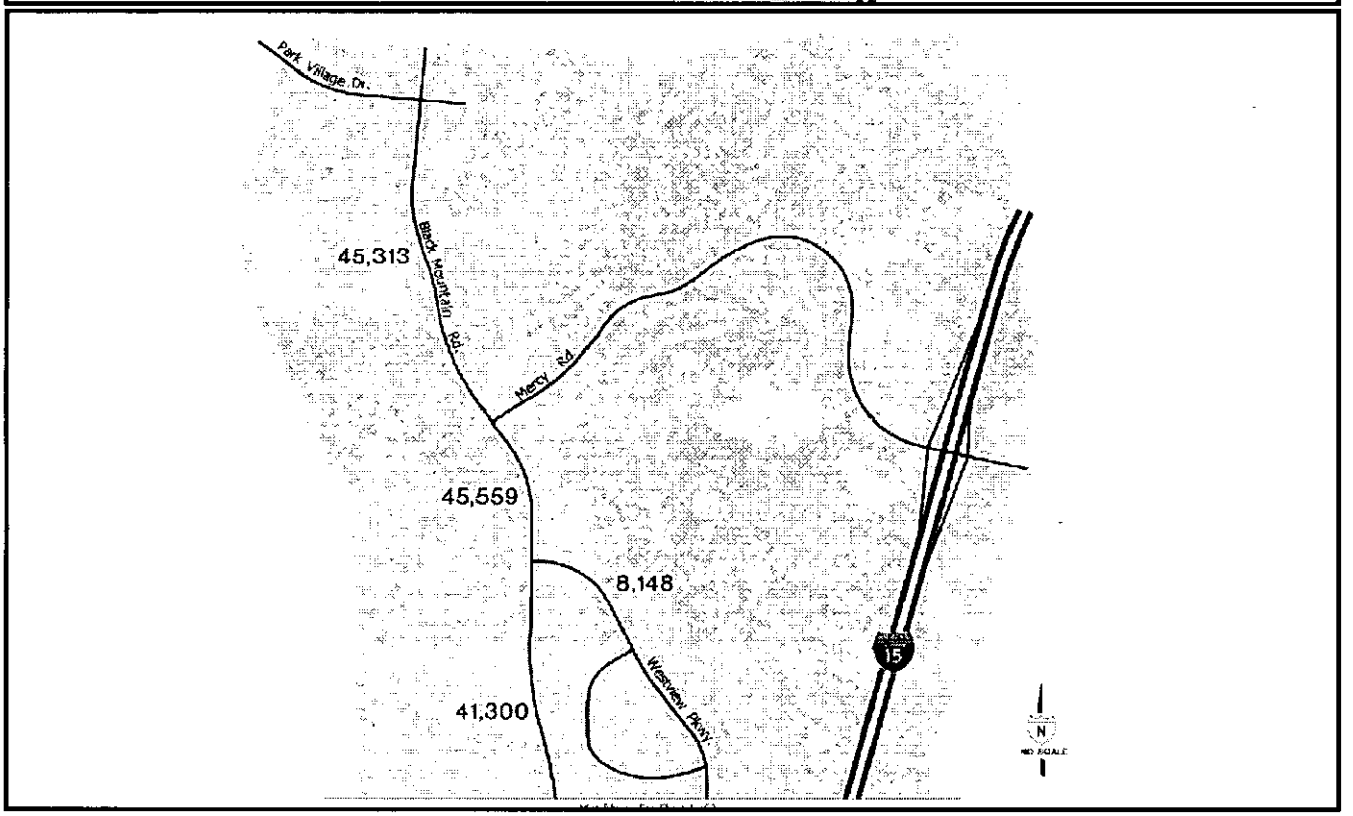

SOURCE: Urban Systems Associates Inc.

Casa Mira View EIR

Year 2030 without Project Average Daily Traffic

FIGURE 4.2-6

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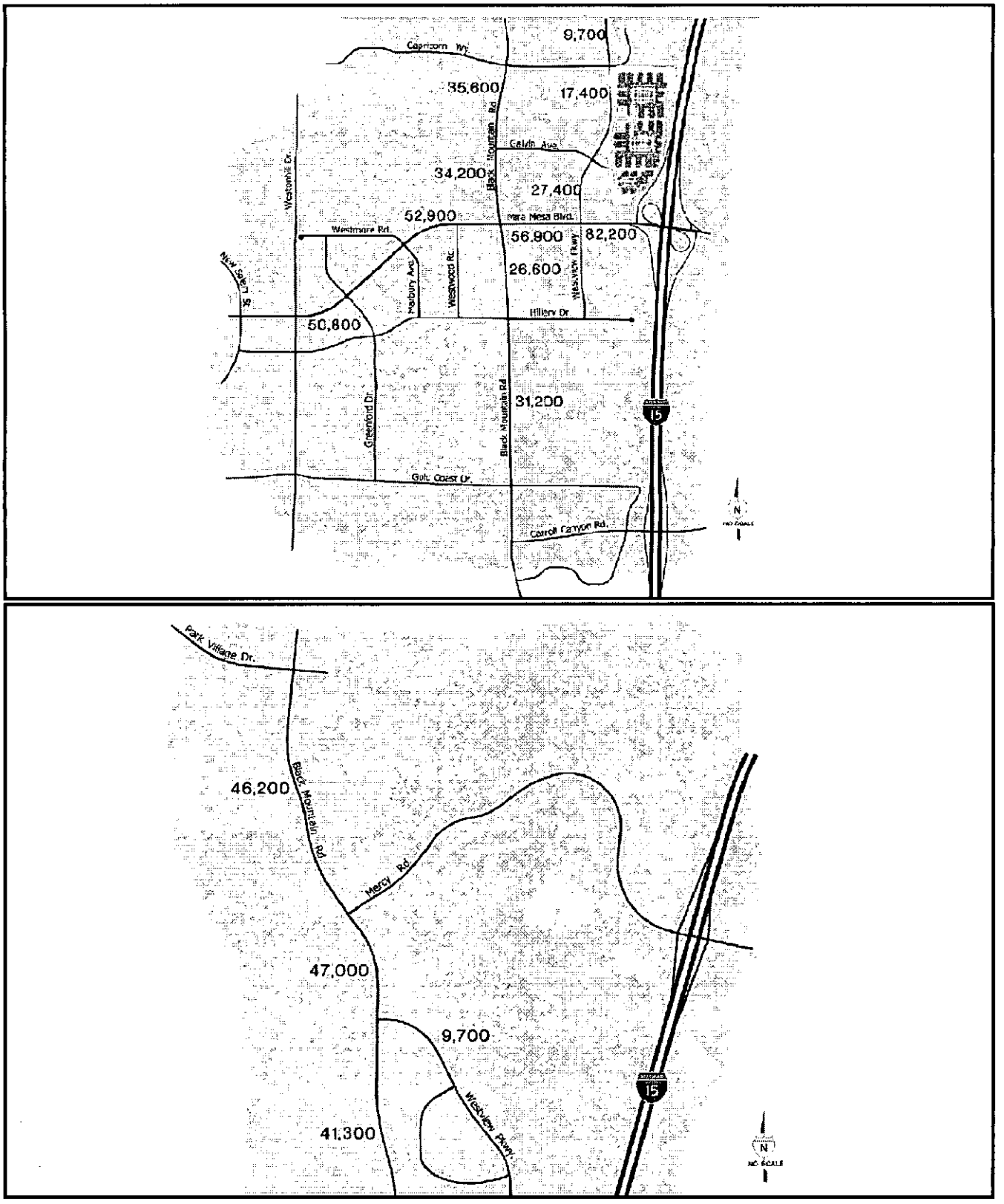

SOURCE: Urban Systems Associates Inc.

Casa Mira View EIR

Year 2030 with Project Average Daily Traffic

FIGURE 4.2-7

As shown in the table, the following street segments are projected to operate at an unacceptable LOS in the Year 2030 with and without project scenarios:

- Mira Mesa Boulevard (I-15 SB Ramps to Westview Parkway) (LOS F)
- Mira Mesa Boulevard (Westview Parkway to Black Mountain Road) (LOS F)
- Mira Mesa Boulevard (Black Mountain Road to Westmore Road) (LOS F)
- Mira Mesa Boulevard (Westmore Road to Westonhill Drive) (LOS E)
- Black Mountain Road (Mercy Road to Park Village Drive) (LOS F)

Intersections

Table 4.2-13, shows the intersection AM/PM peak hour average delays and LOS for Year 2030 conditions both with and without the project.

TABLE 4.2-13
Year 2030 without and with Project Intersection Levels of Service

Number	Intersection	Peak Hour	Year 2030 without Project		Year 2030 with Project	
			Avg. Delay	LOS	Avg. Delay	LOS
1	Park Village Dr. / Black Mountain Rd.	AM	74.7	E	75.8	E
		PM	62.4	E	63.3	E
2	Mercy Rd. / Black Mountain Rd.	AM	32.2	C	32.8	C
		PM	129.5	F	132.5	F
3	Westview Pkwy. / Black Mountain Rd.	AM	21.8	C	24.6	C
		PM	24.7	C	40.3	D
4	Capricorn Way / Black Mountain Rd.	AM	69	E	70.1	E
		PM	51.1	D	53.3	D
5	Galvin Ave. / Black Mountain Rd.	AM	30.8	C	31	C
		PM	42.7	D	49.1	D
6	Hillery Dr. / Black Mountain Rd.	AM	131.6	F	147.9	F
		PM	146.9	F	163.2	F
7	Gold Coast Dr. / Black Mountain Rd.	AM	81.2	F	90.9	F
		PM	193.4	F	208	F
8	Carroll Canyon Rd. / Black Mountain Rd.	AM	49.4	D	51.9	D
		PM	51	D	54.3	D
9	New Salem St. / Mira Mesa Blvd.	AM	48.9	D	52.9	D
		PM	39.7	D	42.3	D
10	Westonhill Dr. / Mira Mesa Blvd.	AM	49.7	D	53.4	D
		PM	93.2	F	94.6	F
11	Westmore Rd. / Mira Mesa Blvd.	AM	48.8	D	54.7	D
		PM	46	D	51.2	D
12	Mira Mesa Blvd. / Black Mountain Rd.	AM	62.2	E	65.9	E
		PM	61.9	E	74.8	E

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TABLE 4.2-13 (Cont.)

~~Number~~	~~Intersection~~	~~Peak Hour~~	~~Year 2030 without Project~~		~~Year 2030 with Project~~	
			~~Avg. Delay~~	~~LOS~~	~~Avg. Delay~~	~~LOS~~
~~13~~	~~Westview Pkwy. / Mira Mesa Blvd.~~	~~AM~~	~~38~~	~~D~~	~~49.5~~	~~D~~
		~~PM~~	~~37.2~~	~~D~~	~~50.6~~	~~D~~
~~14~~	~~I-15 SB Ramps/ Mira Mesa Blvd.~~	~~AM~~	~~32.4~~	~~C~~	~~33.7~~	~~C~~
		~~PM~~	~~36.2~~	~~D~~	~~52.8~~	~~D~~
~~15~~	~~I-15 NB Ramps / Mira Mesa Blvd.~~	~~AM~~	~~20.2~~	~~C~~	~~21~~	~~C~~
		~~PM~~	~~47.8~~	~~D~~	~~52.5~~	~~D~~
~~16~~	~~Capricorn Way / Westview Pkwy.~~	~~AM~~	~~43.2~~	~~D~~	~~44.7~~	~~D~~
		~~PM~~	~~40.2~~	~~D~~	~~43.1~~	~~D~~
~~17~~	~~Galvin Ave. / Westview Pkwy.~~	~~See Access Analysis~~				

No.	Intersection	Peak Hour	Near Term w/o Project		Near Term w/ Project			Sig?
			Avg. Delay	LOS	Avg. Delay	△ Delay	LOS	
1	Park Village Dr. / Black Mountain Rd.	AM	74.7	E	75.8	1.1	E	NO
		PM	62.4	E	63.3	0.9	E	NO
2	Mercy Rd. / Black Mountain Rd.	AM	32.2	C	32.8	0.6	C	NO
		PM	129.5	F	132.5	3	F	YES
3	Westview Pkwy. / Black Mountain Rd.	AM	21.8	C	24.6	2.8	C	NO
		PM	24.7	C	40.3	15.6	D	NO
4	Capricorn Way / Black Mountain Rd.	AM	69	E	70.1	1.1	E	NO
		PM	51.1	D	53.3	2.2	D	NO
5	Galvin Ave. / Black Mountain Rd.	AM	30.8	C	31	0.2	C	NO
		PM	42.7	D	49.1	6.4	D	NO
6	Hillery Dr. / Black Mountain Rd.	AM	131.6	F	147.9	16.3	F	YES
		PM	146.9	F	163.2	16.3	F	YES
7	Gold Coast Dr. / Black Mountain Rd.	AM	81.2	F	90.9	9.7	F	YES
		PM	193.4	F	208	14.6	F	YES
8	Carroll Canyon Rd. / Black Mountain Rd.	AM	49.4	D	51.9	2.5	D	NO
		PM	51	D	54.3	3.3	D	NO
9	New Salem St. / Mira Mesa Blvd.	AM	48.9	D	52.9	4	D	NO
		PM	39.7	D	42.3	2.6	D	NO
10	Westonhill Dr. / Mira Mesa Blvd.	AM	49.7	D	53.4	3.7	D	NO
		PM	93.2	F	94.6	1.4	F	NO
11	Westmore Rd. / Mira Mesa Blvd.	AM	48.8	D	54.7	5.9	D	NO
		PM	46	D	51.2	5.2	D	NO
12	Mira Mesa Blvd. / Black Mountain Rd.	AM	62.2	E	65.9	3.7	E	YES
		PM	61.9	E	74.8	12.9	E	YES
13	Westview Pkwy. / Mira Mesa Blvd.	AM	38	D	49.5	11.5	D	NO
		PM	37.2	D	50.6	13.4	D	NO
14	I-15 SB Ramps/ Mira Mesa Blvd.	AM	32.4	C	33.7	1.3	C	NO

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TABLE 4.2-13 (Cont.)

		PM	36.2	D	52.8	16.6	D	NO
15	I-15 NB Ramps / Mira Mesa Blvd.	AM	20.2	C	21	0.8	C	NO
		PM	47.8	D	52.5	4.7	D	NO
16	Capricorn Way / Westview Pkwy.	AM	43.2	D	44.7	1.5	D	NO
		PM	40.2	D	43.1	2.9	D	NO
17	Galvin Ave. / Westview Pkwy.	See Access Analysis						

According to the table, several intersections are projected to operate at an unacceptable LOS in Year 2030 conditions with and without the project. The intersections projected to operate at an unacceptable LOS are:

- Park Village Drive/Black Mountain Road (AM/PM LOS E)
- Mercy Road/Black Mountain Road (PM LOS F)
- Capricorn Way/Black Mountain Road (AM LOS E)
- Hillery Drive/Black Mountain Road (AM/PM LOS F)
- Gold Coast Drive/Black Mountain Road (AM/PM LOS F)
- Westonhill Drive/Mira Mesa Boulevard (PM LOS F)
- Mira Mesa Boulevard/Black Mountain Road (AM/PM LOS E)

Freeway and Ramp Meters

There are several freeway segments that were included in the study area for the Casa Mira View project. These segments are along I-15 and SR-163. The following section evaluates potential project impacts to these freeway segments. An evaluation of the ramp meters at Mira Mesa Boulevard/I-15 has also been conducted.

Freeway Analysis Methodology

Freeway LOS was determined on a peak hour basis and divided by the capacity of the segment to determine a volume to capacity (v/c) ratio for each particular freeway segment. Since peak hour data is available from Caltrans along with freeway ADT count data, this information was used as the basis for existing conditions with the other conditions built on the same methodology as the street segment operations analysis discussed earlier in this section. The ADT was multiplied by the peak hour percentages and directional splits provided by Caltrans to provide a realistic peak hour volume (PHV) by direction and peak hour for each freeway segment. Dividing by the

capacity and using the LOS definitions based on v/c ratio provided by Caltrans, the LOS for each freeway segment in the study area by direction was determined.

Freeway Analysis

Table 4.2-14 shows the freeway segment v/c and LOS calculations for all study conditions. According to the table, fourteen segments operate at unacceptable LOS, i.e., LOS E or F in the near term with and without project conditions. In Year 2030 with and without project conditions, there are four segments that operate at unacceptable LOS. In all cases, the change in v/c is less than 0.01.

TABLE 4.2-14
Near Term and Year 2030 With and Without Project Freeway LOS Summary

Segment	Dir.	Near Term		Near Term with Project		Δ	Sig.?	Year 2030		Year 2030 + Project		Δ	Sig.?
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
I-15													
SR-52/ SR-163	NB	0.98	E	0.99	E	0.006	NO	1.11	F0	1.12	F0	0.006	NO
SR-52/ SR-163	SB	1.01	F0	1.02	F0	0.006	NO	1.14	F0	1.15	F0	0.006	NO
SR-163/ Miramar Way	NB	0.90	D	0.91	D	0.005	NO	0.76	C	0.76	C	0.004	NO
SR-163/ Miramar Way	SB	0.92	E	0.93	E	0.005	NO	0.77	C	0.78	C	0.004	NO
Miramar Way/ Miramar Road	NB	0.88	D	0.89	D	0.005	NO	0.73	C	0.74	C	0.004	NO
Miramar Way/ Miramar Road	SB	0.90	D	0.91	D	0.005	NO	0.75	C	0.76	C	0.004	NO
Miramar Road/ Carroll Canyon Road	NB	0.70	C	0.70	C	0.004	NO	0.65	C	0.65	C	0.003	NO
Miramar Road/ Carroll Canyon Road	SB	0.88	D	0.88	D	0.005	NO	0.73	C	0.74	C	0.004	NO
Carroll Canyon Road/ Mira Mesa Blvd.	NB	0.78	C	0.79	C	0.005	NO	0.73	C	0.73	C	0.004	NO
Carroll Canyon Road/ Mira Mesa Blvd.	SB	0.98	E	0.99	E	0.006	NO	0.73	C	0.73	C	0.004	NO
Mira Mesa Blvd./ Scripps Poway Pkwy.	NB	0.79	C	0.79	C	0.002	NO	0.72	C	0.72	C	0.002	NO
Mira Mesa Blvd./ Scripps Poway Pkwy.	SB	0.99	E	0.99	E	0.002	NO	0.80	D	0.81	D	0.002	NO
Scripps Poway Pkwy./Poway Road	NB	1.04	F0	1.04	F0	0.002	NO	0.96	E	0.96	E	0.002	NO
Scripps Poway Pkwy./Poway Road	SB	0.96	E	0.96	E	0.002	NO	0.89	D	0.89	D	0.002	NO
Poway Road/ SR-56	NB	1.15	F0	1.16	F0	0.002	NO	0.97	E	0.97	E	0.002	NO
Poway Road/ SR-56	SB	1.07	F0	1.07	F0	0.002	NO	0.90	D	0.90	D	0.002	NO

TABLE 4.2-14 (Cont.)

Segment	Dir.	Near Term		Near Term with Project		Δ	Sig.?	Year 2030		Year 2030 + Project		Δ	Sig.?
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
SR-56/ Carmel Mountain Road	NB	1.24	F0	1.24	F0	0.002	NO	0.91	D	0.91	D	0.001	NO
SR-56/ Carmel Mountain Road	SB	1.15	F0	1.15	F0	0.002	NO	0.84	D	0.84	D	0.001	NO
Carmel Mountain Road/ Camino Del Norte	NB	1.47	F3	1.48	F3	0.002	NO	0.88	D	0.88	D	0.001	NO
Carmel Mountain Road/ Camino Del Norte	SB	1.09	F0	1.09	F0	0.002	NO	0.81	D	0.82	D	0.001	NO
SR-163													
I-15/ SR-52	NB	0.78	C	0.79	C	0.004	NO	0.85	D	0.86	D	0.004	NO
I-15/ SR-52	SB	0.97	E	0.97	E	0.005	NO	0.84	D	0.85	D	0.004	NO

Legend: Note:
Dir.= Direction
V/C= Volume to Capacity Ratio
LOS= Level of Service
Sig.?= Is this significant?

Ramp Meter Analysis

Meters were evaluated at Mira Mesa Boulevard on the I-15 ramps. The existing, near term, near term with project, Year 2030, and Year 2030 with project scenarios have been analyzed and are shown on Tables 10- to 10-11 in the Traffic Impact Analysis (*Appendix B*). In the existing condition, the meter rate is based on the most restrictive meter rate provided by Caltrans. For other conditions, the meter rate has been maintained utilizing the Caltrans most restrictive meter rate.

Table 4.2-15 shows the near term with and without project comparison. A significant impact occurs at the ramps if the change in delay between the two conditions is greater than 2 minutes and the delay exceeds 15 minutes. As shown in the comparison table, no ramps exceed the threshold.

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TABLE 4.2-15
Near Term without Project vs. Near Term with Project Ramp Meter Analysis

Location	Near Term Without Project		Near Term With Project		Change in Delay (minutes)	Significant?
	Delay (min)	Queue (Ft)	Delay (min)	Queue (Ft)		
Mira Mesa Blvd. /I-15 SB on Ramp (WB)	0.00 (AM)	0	0.00	0	0.00	No
	0.00 (PM)	0	0.00	0	0.00	No
Mira Mesa Blvd. /I-15 NB on Ramp (WB)	Ramp Meter is not turned on in this Peak					
	0.00	0	0.00	0	0.00	No
Mira Mesa Blvd. /I-15 SB on Ramp (EB)	8.05	5,162	13.96	8,949	5.91	No
	0.00	0	0.00	0	0.00	No
Mira Mesa Blvd. /I-15 NB on Ramp (EB)	Ramp Meter is not turned on in this Peak					
	0.00	0	0.00	0	0.00	No

Table 4.2-16 shows the year 2030 with and without project comparison. As shown in the comparison table, a significant impact would occur at the Mira Mesa Blvd./I-15 SB on Ramp (EB) in both the AM and PM peak hours.

TABLE 4.2-16
Year 2030 without Project vs. Year 2030 with Project Ramp Meter Analysis

Location	Year 2030 Without Project		Year 2030 With Project		Change in Delay (minutes)	Significant?
	Delay (min)	Queue (Ft)	Delay (min)	Queue (Ft)		
Mira Mesa Blvd./I-15 SB on Ramp (WB)	0.00 (AM)	0	0.00	0	0.00	No
	0.00 (PM)	0	0.00	0	0.00	No
Mira Mesa Blvd./I-15 NB on Ramp (WB)	Ramp Meter is not turned on in this Peak					
	0.00	0	0.00	0	0.00	No
Mira Mesa Blvd./I-15 SB on Ramp (EB)	17.71	11,351	23.62	15,138	5.91	Yes
	21.13	13,541	23.62	15,138	2.49	Yes
Mira Mesa Blvd./I-15 NB on Ramp (EB)	Ramp Meter is not turned on in this Peak					
	0.00	0	0.00	0	0.00	No

Construction Traffic

Estimating the amount, distribution and duration of construction traffic is difficult. The origin of delivery trucks and construction workers cannot be forecast with accuracy as it would depend largely on the contractor and the sources from which construction material would be delivered. However, the following assumptions have been made to evaluate potential construction traffic.

Construction of the project is expected to take approximately 5 years with buildings 1 and 2 taking two years each to construct; construction of Building 3 would extend for approximately one year. Mass grading activities are anticipated to commence in 2008 and last for one year. Assuming a total daily excavation of up to 1,522 cy a day and a truck capacity of 12 cy, the import of material could generate up to 127 truck round trips (559 ADT) per day. A passenger-car equivalent (PCE) factor of 2.2 was applied to the truck trips, which converted the truck traffic into automobile traffic. Also, 12 construction workers would be assumed for the excavation with each construction worker making up to 4 trips per day, resulting in 48 trips. The total traffic associated with the excavation phase would be approximately 607 ADT.

For traffic related to the construction phase, the applicant estimates that up to 110 construction workers may be present on a single day and each construction worker making up to 4 trips per day. Also, up to 3 deliveries, on average, could be made to the site each day. The total traffic associated with the construction phase would be approximately 443 ADT. The total traffic related to both the excavation and construction phase would be 1,050 ADT.

Construction traffic through the Mira Mesa Community Plan area would primarily travel Mira Mesa Boulevard taking access off I-15. The majority of the truck trips would occur between the hours of 8:30 am and 3:30 pm due to the fact that the City does not typically allow traffic control outside of these hours. However, on some days, specific construction activities may necessitate truck deliveries before 8:30 am. For example, concrete trucks would require longer hours of delivery during construction of the building foundations and parking structure. However, in general, construction truck trips would occur outside of peak commute hours.

While construction traffic would contribute to congestion, the impact would not be significant due to the temporary nature of the activity and relatively low percentage of construction traffic represented within the overall traffic volumes. In addition, standard requirements, from the City of San Diego Regional Standards Drawings, imposed by the City through construction traffic control plans include limiting traffic control to time periods which would not overlap with peak commuter traffic.

4.2.4 SIGNIFICANCE OF IMPACT

Implementation of the project would have direct and cumulative impacts on various street segments, intersections, and freeway and ramp meters.

Near Term with Project

Street Segments

In the near term with project scenario, the following street segments are projected to operate at an unacceptable LOS:

- Mira Mesa Boulevard (Westview to I-15)
- Mira Mesa Boulevard (Westview Parkway to Black Mountain Road)
- Mira Mesa Boulevard (Black Mountain Road to Westmore Road)
- Mira Mesa Boulevard (Westmore Road to Westonhill Drive)
- Black Mountain Road (Mercy Road to Park Village Drive)

A significant impact would occur at the following three segments:

- Mira Mesa Boulevard (Westview to I-15)
- Mira Mesa Boulevard (Westview Parkway to Black Mountain Road)
- Black Mountain Road (Mercy Road to Park Village Drive)

According to established City of San Diego criteria, the allowable increase in v/c ratio for project roadway segments currently operating at LOS E and F is 0.02. In the near term with project scenario, Mira Mesa Boulevard (Westview to I-15), Mira Mesa Boulevard (Westview Parkway to Black Mountain Road) and Black Mountain Road (Mercy Road to Park Village Drive) would result in a v/c ratio increase of 0.051, 0.033, and 0.022, respectively. As these segments are projected to operate at LOS E or worse, these v/c increases would exceed the City's criteria and would be significant. All other roadway segments would either experience minor v/c ratio increases or operate at LOS D and better conditions.

Intersections

In the near term with project scenario, the following intersections are projected to operate at unacceptable LOS:

- Hillery Drive/Black Mountain Road
- Gold Coast Drive/Black Mountain Road
- Westonhill Drive/Mira Mesa Boulevard
- Mira Mesa Boulevard/Black Mountain Road

A significant impact would occur at the following three intersections:

- Hillery Drive/Black Mountain Road
- Gold Coast Drive/Black Mountain Road
- Mira Mesa Boulevard/Black Mountain Road

According to established City of San Diego criteria, the allowable increase in intersection delay for intersections operating at LOS E and F is two seconds. Increases to delay in excess of two seconds are considered significant. In the near term with project scenario, the intersections at Hillery Drive/Black Mountain Road (2.6 seconds in the AM peak hour), Gold Coast Drive/Black Mountain Road (4.3 and 6.4 seconds in the AM and PM peak hours, respectively), and Mira Mesa Boulevard/Black Mountain Road (3.4 seconds in the AM peak hour) would experience delays in excess of the established threshold, and would therefore be significant. All other intersections would either experience minor delay increases or operate at LOS D and better, and would therefore be less than significant.

Year 2030 with Project

Street Segments

In the year 2030 with project scenario, the following street segments are projected to operate at unacceptable LOS:

- Mira Mesa Boulevard (I-15 SB on-ramps to Westview Parkway)
- Mira Mesa Boulevard (Westview Parkway to Black Mountain Road)
- Mira Mesa Boulevard (Black Mountain Road to Westmore Road)
- Mira Mesa Boulevard (Westmore Road to Westonhill Drive)
- Black Mountain Road (Mercy Road to Park Village Drive)

A significant impact would occur at the following three segments:

- Mira Mesa Boulevard (I-15 on-ramps to Westview Parkway)
- Mira Mesa Boulevard (Westview Parkway to Black Mountain Road)
- Black Mountain Road (Mercy Road to Park Village Drive)

According to established City of San Diego significance criteria thresholds, these impacts would be significant because these street segments are projected to operate at LOS E or worse in the year 2030 with project scenario and would experience v/c increases in excess of 0.02. As

discussed earlier, the allowable increase in v/c due to project impacts on segments operating at LOS E or worse is 0.02.

Intersections

In the year 2030 with project scenario, the following intersections are projected to operate at unacceptable LOS:

- Park Village Drive/Black Mountain Road
- Mercy Road/Black Mountain Road
- Capricorn Way/Black Mountain Road
- Hillery Drive/Black Mountain Road
- Gold Coast Drive/Black Mountain Road
- Westonhill Drive/Mira Mesa Boulevard
- Mira Mesa Boulevard/Black Mountain Road

A significant impact would occur at the following four intersections:

- Mercy Road/Black Mountain Road
- Hillery Drive/Black Mountain Road
- Gold Coast Drive/Black Mountain Road
- Mira Mesa Boulevard/Black Mountain Road

According to established City of San Diego significance criteria thresholds, these impacts would be significant because the identified intersections are projected to operate at LOS E or worse in the year 2030 with project scenario and these intersections would experience delay increases in excess of two seconds. As discussed earlier, the allowable increase in delay due to project impacts on intersections operating at LOS E or worse is two seconds.

Freeway and Ramp Meters

As shown in *Table 4.2-16,* in the 2030 with project scenario, a significant impact would occur at the Mira Mesa Blvd/I-15 SB on-ramp (EB) in both the AM and PM peak hours since the change in delay would greater than 2 minutes and would exceed the City's significance criteria.

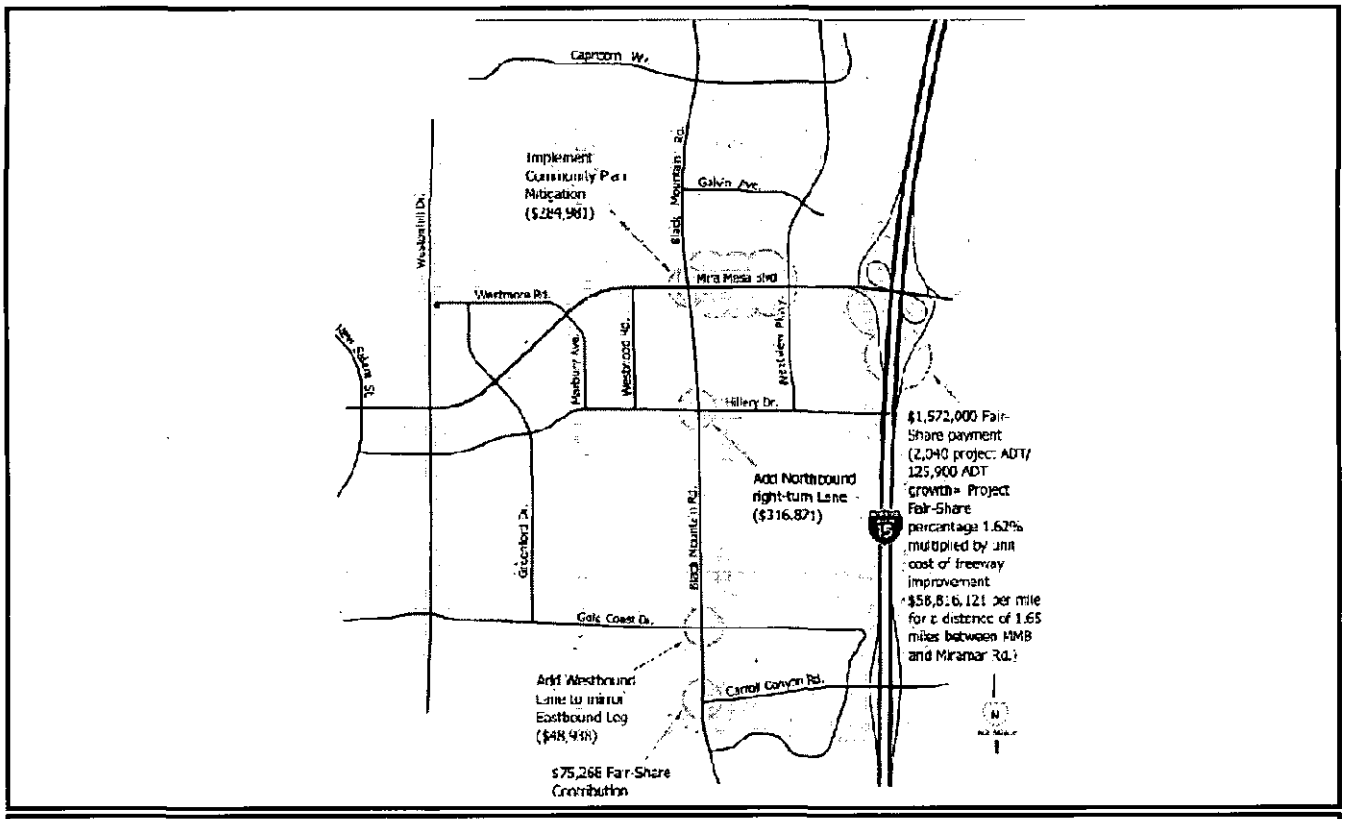
4.2.5 MITIGATION, MONITORING, AND REPORTING

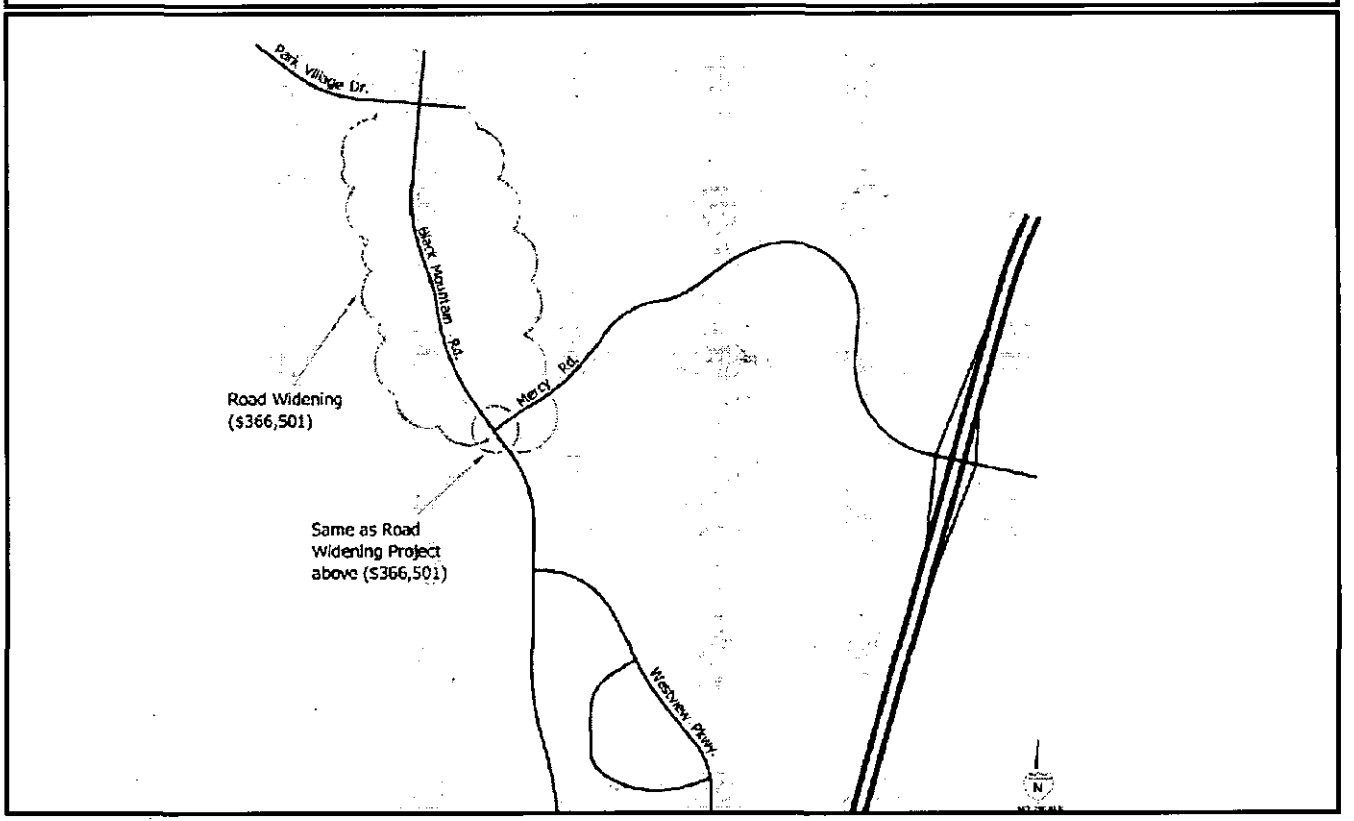
The Casa Mira View project would make a substantial contribution to the Mira Mesa Facilities Benefit Assessment (FBA), which is the mechanism to pay for the improvements discussed in the City's 2007 Public Facilities Financing Plan. The financing plan implements the improvement requirements set forth in the Mira Mesa Community Plan. Over half (57 percent) of the remaining multifamily residential units, which remain unbuilt according to the Community Plan, are located in the Casa Mira View development project. This makes Casa Mira View responsible for approximately one-third of the remaining FBA funds according to the Community Plan.

Additionally, the Casa Mira View project provided "extraordinary and significant transit, transportation, educational, recreational, cultural and regional benefits and facilities and other supplemental benefits" as part of the Development Agreement between the City of San Diego and Pardee Construction Company in 1988 (improvements are addressed in Appendix A to the TIA, refer to *Appendix B* of this EIR). The City found that many of the benefits "are of regional significance; relate to existing deficiencies in public facilities; require property owner to contribute a greater percentage of benefits than would otherwise be required; and represent benefits which would not otherwise be required as part of the development process." In 2002, the City provided Pardee Homes (formerly known as Pardee Construction Company) with a "Release of Obligations Under Development Agreements," which certified that the improvements called for in the Development Agreement were completed. Specific to transportation, the Development Agreement provided substantial improvements to Black Mountain Road and Westview Parkway. Specifically, this includes the widening of Black Mountain Road to six lanes between Galvin Drive and north of Capricorn Way.

Additionally, the Casa Mira View project shall provide improvements to intersections and street segments to mitigate direct or cumulative impacts to these locations. *Figure 4.2-8* shows the locations and description of the improvements to be provided by the project. The mitigation measures required by the project are discussed below.

TRAF-1 Prior to the issuance of a building permit for the first residential dwelling unit, the applicant shall assure, to the satisfaction of the City Engineer, construction of a northbound right-turn lane at the intersection of Mira Mesa Boulevard and Black Mountain Road. This mitigation would reduce impacts, to the intersection Mira Mesa Boulevard and Black Mountain Road, to below a level of significance and would partially mitigate the project's significant impacts to the Mira Mesa Boulevard street segment from Westview Parkway to Black Mountain Road.





SOURCE: Urban Systems Associates Inc.

Casa Mira View EIR

Project Mitigation Measures

FIGURE 4.2-8

For the direct and cumulatively significant impacts along the Mira Mesa Boulevard street segment, between Westview Parkway and Black Mountain Road, unmitigable impacts would result. To fully mitigate for the project's impact, the existing road would require widening to 8 lanes from its current configuration of 7 lanes. Further widening of this segment of Mira Mesa Boulevard would require eminent domain by the City to remove existing structures along this street segment, including private commercial businesses. As such it is considered infeasible and would remain unmitigated. Implementation of mitigation measures TRAF-1 would improve the traffic conditions for street segments on Mira Mesa Boulevard; however, not to a level below significance.

TRAF-2 Prior to the issuance of a building permit for the second building (811th residential dwelling unit), the applicant shall assure, to the satisfaction of the City Engineer, construction of a third northbound and a third southbound thru lanes and transitions on Black Mountain Road from Mercy Road transitioning to four lanes prior to the Penasquitos Canyon Creek Bridge. This mitigation would fully mitigate the project's impacts to the intersection of Mercy Road and Black Mountain Road and partially mitigate the project's significant impacts to the Black Mountain Road (Mercy Road to Park Village Drive) street segment.

To fully mitigate for the project's significant impact along this roadway segment, a full 6-lane widening of the entire segment from Mercy Road to Park Village Drive would be required. However, because full widening would require bridge widening, elimination of the existing planted median, and relocation of a major water line, the full widening is not feasible. Therefore, the applicant shall provide feasible mitigation, that is, 6-lane widening of Black Mountain Road, for approximately ~~960~~ 600 feet north of Mercy Road, until the existing Black Mountain Road bridge.

Approximately 290 feet of Black Mountain Road from the Penasquitos Canyon Creek Bridge to Park Village Drive would not be widened to 6-lanes and would remain unmitigated.

TRAF-3 Prior to the issuance of a building permit for the first residential dwelling unit, the applicant shall assure, to the satisfaction of the City Engineer, construction of a northbound right-turn lane at the intersection of Black Mountain Road and Hillery Drive. This mitigation would reduce impacts, to the Black Mountain Road and Hillery Drive intersection, to below a level of significance.

TRAF-4 Prior to the issuance of a building permit for the first residential dwelling unit, the applicant shall assure, to the satisfaction of the City Engineer, widening of eastbound and westbound approaches and assure an additional westbound right-turn lane at the intersection of Black Mountain Road and Gold Coast Drive. This mitigation would

reduce impacts, to the intersection of Gold Coast Drive and Black Mountain Road, to below a level of significance.

TRAF-5 Prior to the issuance of a building permit for the first residential dwelling unit, the project applicant shall either provide a fair-share contribution of $1,572,000 towards the construction of the I-15 'managed lanes south segment' project or provide a fair share contribution distributed by building and totaling $1,572,000 (in 2008 dollars) in the following manner: Prior to the issuance of a building permit for the first residential building permit, the applicant shall provide a fair-share contribution of $700,000 (in 2008 dollars). Prior to the issuance of a building permit for the second building (811th residential unit), the applicant shall provide a fair-share contribution of $700,000 (in 2008 dollars). Prior to the issuance of a building permit for the third building (1,621st residential unit), the applicant shall provide a fair-share contribution of $172,000 (in 2008 dollars) towards the construction of the I-15 'managed lanes south segment' project. This contribution is to be paid subject to the satisfaction of the City Engineer. The fair-share contribution would partially mitigate the Mira Mesa Boulevard/ I-15 SB ramp cumulative impact and the Mira Mesa Boulevard street segment from I-15 on-ramps to Westview Parkway; however, there is no certain method of determining whether or not the fair-share contribution to Caltrans would actually fully mitigate the project's cumulative contribution to significant impacts at this intersection, and if construction of the managed lanes south segment project is not completed by Caltrans, impacts would remain unmitigated.

TRAF-6 Prior to the issuance of a building permit for the first residential dwelling unit, the applicant shall assure, to the satisfaction of the City Engineer, an extension of the westbound dual-left turn lanes on Mira Mesa Boulevard as well as provide striping, signing, and modifications to increase the storage for the southbound left turn lanes on Westview Parkway in order to increase the capacity of this intersection and increase the capacity of street segments on Mira Mesa Boulevard. This mitigation measure would partially reduce impacts to the Mira Mesa Boulevard street segment from the I-15 on-ramps to Westview Parkway.

4.2.6 IMPACT

Issue 2: Would the project generate traffic in excess of specific community plan allocation?

Refer to the City's significance criteria provided above in *Section 4.2.3*.

The project is consistent with the community plan. In 1981, the Mira Mesa Community Plan initially planned the site as Medium Density (30-45) DU/AC. In the 1992 update to the Community Plan, the density planned for the site did not change. As proposed, the project includes 1,848 units across 41.31 acres for a density of 44.7 DU/AC. Therefore, the project density is within the density range specified in the Community Plan and would not generate traffic in excess of specific community plan allocation.

4.2.7 SIGNIFICANCE OF IMPACT

Impacts would be less than significant.

4.2.8 MITIGATION, MONITORING, AND REPORTING

As no significant impacts have been identified, no mitigation measures are required.

4.2.9 IMPACT

Issue 3: Would the proposal result in an increased demand for off-site parking?

Significance Criteria

Table 142-05F of the City of San Diego Municipal Code requires the following parking requirements for the land uses proposed:

- 1.5 spaces for each 1 bedroom or studio over 400 square feet unit
- 2.0 spaces for each 2 bedroom unit
- 2.25 spaces for each 3-4 bedroom unit.

Non-compliance with the City's parking ordinance does not necessarily constitute a significant environmental impact. However, it can lead to a decrease in the availability of existing public parking in the vicinity of the project. Generally, if a project is deficient by more than 10 percent of the required amount of parking and at least one of the following criteria apples, then a significant impact may result:

1. The project's parking shortfall or displacement of existing parking would substantially affect the availability of parking in an adjacent residential area, including the availability of public parking.

2. The parking deficiency would severely impede the accessibility of a public facility, such as a park or beach.

According to the City's Significance Determination Thresholds (2007), parking impacts may be significant if the proposed project would increase the demand for off-site parking.

Each of the three proposed residential buildings would "wrap" completely around a five-story above grade parking structure that would support the parking requirements for each respective residential building. A total of 3,456 automobile parking spaces (3,387 standard and 69 handicapped) would be provided within the three parking structures for the 1,848 residential units. The project would provide 1.87 spaces per unit. In addition, the parking structures would provide 187 motorcycle spaces and 872 bicycle spaces for the residents. According to the City of San Diego Municipal Code parking requirements, as outlined above in *Section 4.2.9*, the project is required to provide 3,385 parking spaces. Therefore the project would provide parking above the level required by the City of San Diego Municipal Code. No significant parking deficiencies would result.

4.2.10 SIGNIFICANCE OF IMPACT

The project provides adequate parking; therefore, no significant parking deficiencies would result.

4.2.11 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

4.2.12 IMPACT

Issue 4: Would the proposal conflict with adopted policies, plans or programs supporting alternative transportation models (e.g., bus turnouts, bicycle routes, transit support facilities, and pedestrian access)?

Refer to the City's significance criteria provided above in *Section 4.2.3*.

The location of the proposed project would present future residents with several transportation options for work, shopping, and other types of trips. The proposed project would be well served by transit. The project site is within two blocks of the intersection of Mira Mesa Boulevard and Black Mountain Road, a bus stop on many San Diego MTS bus routes including the 20, 921, 31, and 964. For residents wishing to carpool, a Caltrans park and ride facility is located within walking distance south of the project site. The project would provide a total of 872 bicycle parking spaces. In addition, the applicant would provide sidewalk improvements to the existing sidewalk along Westview Parkway, thereby enhancing and promoting pedestrian access to the project and nearby shopping centers.

4.2.13 SIGNIFICANCE OF IMPACT

The project provides bicycle parking spaces and ample pedestrian access, and would not interfere with other methods of alternative transportation. Therefore, no significant impacts to alternative transportation would occur.

4.2.14 MITIGATION MONITORING AND REPORTING

No mitigation measures would be required.

4.2.15 IMPACT

Issue 5: Would the proposal result in an increase on traffic hazards to motor vehicles, bicycles, or pedestrians?

Refer to the City's significance criteria provided above in *Section 4.2.3*.

As proposed, the project would construct 1,848 multifamily dwelling units located west of I-15, north of Mira Mesa Boulevard, and east of Westview Parkway. The project proposes to take access from a main access driveway located at Westview Parkway and an additional project driveway located at the intersection of Westview Parkway and Galvin Avenue. The project is to be constructed in two phases over time. The main access driveway would be accessible during Phase I and both driveways would be accessible during Phase II.

As identified in *Section 3.2.10*, a traffic control plan would be prepared as part of the project and made a standard condition of approval. The traffic control plan would include provisions for construction times, control plans for allowance of bicyclists, pedestrians and bus access during Westview Parkway throughout construction. This traffic control plan would also include provisions for allowance of emergency vehicle passage at all times.

As proposed, the project would not result in traffic hazards to motor vehicles, bicycles, or pedestrians. Project driveways would be constructed according to City of San Diego roadway standards and to the satisfaction of the City traffic engineer. Traffic signals would be provided at the main project driveway during Phase I and at the Westview Parkway/Galvin Avenue intersection during Phase II. Sidewalks are currently provided on both sides of Westview Parkway, north and south of the project site. The installation of traffic signals at the two project driveways would provide safe crossing for pedestrians.

4.2.16 SIGNIFICANCE OF IMPACT

Impacts related to traffic hazards are considered less than significant in that project driveways would be built to City of San Diego standards and the satisfaction of the City traffic engineer. Additionally, traffic signals would be provided at project access driveways in order to provide safe crossing for motorists, bicyclists, and pedestrians, and a traffic control plan would ensure that short-term construction vehicle traffic would remain below a level of significance.

4.2.17 MITIGATION MONITORING AND REPORT

No mitigation measures would be required.

4.2.18 IMPACT

Issue 6: Would the proposal result in alterations to present circulation movements including effects on existing public access to parks or other open space areas?

Refer to the City's significance criteria provided above in *Section 4.2.3*.

The project would not alter the present circulation movement and would not impact existing public access to parks or other open spaces. Construction of the proposed project is not anticipated to result in long-term obstructions to any nearby parks, trails, or open space areas. The traffic control plan would ensure that short-term construction vehicle traffic would remain below a level of significance.

4.2.19 SIGNIFICANCE OF IMPACT

The project would not have a significant impact on existing circulation movement and would not impact access to parks or other open space areas.

4.2.20 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

4.2.21 IMPACT

Issue 7: What direct and/or cumulative traffic impacts would the project have on existing and planned community and regional circulation networks?

Refer to the City's significance criteria provided above in *Section 4.2.3*. As indicated in Issue 1, the project would have direct and cumulative impacts on the local and regional circulation network.

4.2.22 SIGNIFICANCE OF IMPACT

As indicated in Issue 1, the project would have significant near term, direct and long term cumulative impacts on local intersections and metered freeway on-ramps.

4.2.23 MITIGATION, MONITORING, AND REPORTING

Refer to *Section 4.2.5*.

4.3 AIR QUALITY

The primary focus of this section is to outline existing air quality conditions, plans and guidelines regulating the quality of air, and how the proposed project may impact existing and future air quality conditions within San Diego County.

This section is based on the 2008 Air Quality Impact Report prepared for the project by Terry A. Hayes Associates, which is contained in *Appendix C* of this EIR. Methods used to generate specific impact calculations are contained in the technical report.

4.3.1 EXISTING CONDITIONS

Meteorological Setting

The climate of San Diego County is dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. The project site is located within the San Diego Air Basin. The basin is an area of high air pollution potential due to its climate. The general region possesses a mild climate tempered by cool sea breezes with light average wind speeds. This basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The San Diego Air Basin experiences frequent temperature inversions. Typically, temperature decreases with increased elevation. However, under an inversion condition, temperature increases as altitude increases, thereby preventing air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and nitrogen dioxide (NO_2) react under strong sunlight, creating smog. Light, daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland, towards the mountains. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and NO_2 emissions. CO concentrations are generally worse in the morning and late evening. In the morning, CO levels are relatively high due to cold temperatures and the large number of cars traveling. High CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the basin are associated with heavy traffic. NO_2 levels are also generally higher during fall and winter days.

Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to San Diego County. This often results in high ozone (O_3) concentrations being measured at air pollutant monitoring stations in the County. Transport of air pollutants from Los Angeles to San Diego has also been shown to occur within the stable layer of the elevated subsidence inversion. High levels of O_3 are transported to the County in this layer.

Regulatory Setting

Air quality is defined by ambient air concentrations of specific pollutants that are related to health and welfare of the general public as identified by the United States Environmental Protection Agency (USEPA). The USEPA is responsible for enforcing the Federal Clean Air Act (CAA) of 1970 and its 1977 and 1990 Amendments. The CAA required the USEPA to establish National Ambient Air Quality Standards (NAAQS), which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the USEPA established both primary and secondary standards for several pollutants (called "criteria" pollutants). Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and the public welfare from air pollutants in the atmosphere.

The CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. The California Air Resources Board (CARB) has established the more stringent California Ambient Air Quality Standards (CAAQS) for six criteria pollutants through the California Clean Air Act (CCAA) of 1988, and also has established CAAQS for additional pollutants, including sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Areas that do not meet the NAAQS or the CAAQS for a particular pollutant are considered to be "non-attainment areas" for that pollutant. *Table 4.3-1, Ambient Air Quality Standards,* presents a summary of the Ambient Air Quality Standards adopted by the federal and California Clean Air Acts. The San Diego Air Basin is currently classified as a non-attainment area under the CAAQS for O_3, particulate matter less than 2.5 microns in size ($PM_{2.5}$), and particulate matter less than or equal to 10 micrometers in size (PM_{10}).

TABLE 4.3-1
Ambient Air Quality Standards

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m³)	Non-Attainment	--	--
	8-hour	0.07 ppm (137 µg/m³)	Non-Attainment	0.08 ppm (157 µg/m³)	Non-Attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m³	Non-Attainment	(150 µg/m³	Attainment
	Annual Arithmetic Mean	20 µg/m³	Non-Attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	65 µg/m³	Attainment
	Annual Arithmetic Mean	12 µg/m³	Non-Attainment	15 µg/m³	Attainment
Carbon Monoxide (CO)	8-hour	9.0 ppm (10 mg/m³)	Attainment	9 ppm (10 mg/m³)	Attainment
	1-hour	20 ppm (23 mg/m³)	Attainment	35 ppm (40 mg/m³)	Attainment
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	--	--	0.053 ppm (100 µg/m³)	Attainment
	1-hour	0.18 ppm (338 µg/m³)	Attainment	--	--
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	--	--	0.03 ppm (80 µg/m³)	Attainment
	24-hour	0.04 ppm (105 µg/m³)	Attainment	0.14 ppm (365 µg/m³)	Attainment
	3-hour	--	--	--	--
	1-hour	0.25 ppm (655 µg/m³)	Attainment	--	--
Lead	30-day average	1.5 µg/m³	Attainment	--	--
	Calendar Quarter	--	--	1.5 µg/m³	Attainment

ppm= parts per million
µg/m³=micrograms per cubic meter
mg/m³= milligrams per cubic meter
Source: Terry A. Hayes Associates 2008a. Table 3-1 State and National Ambient Air Quality Standards.

The CCAA requires areas that have not attained State ambient air quality standards for O_3, CO, sulfur dioxide (SO_2), or NO_2 to prepare plans to attain the standards by the earliest practicable date. San Diego County has been designated by the CARB as a non-attainment area for O_3, $PM_{2.5}$, and PM_{10}. Because the region is a non-attainment area for ozone, the Air Pollution

Control District and San Diego Association of Governments (SANDAG) have jointly developed the San Diego Regional Air Quality Strategy (SDRAQS) to identify feasible emission control measures to achieve compliance with the State ozone standard. The SDRAQS addresses volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), which are the precursors to the photochemical formation of ozone. The last SDRAQS was completed in 2004. It identified all feasible control measures that can be implemented from 2004–2007. The local air district has the primary responsibility for the development and implementation of rules and regulations designed to attain the NAAQS and CAAQS, as well as the permitting of new or modified sources, development of air quality management plans, and adoption and enforcement of air pollution regulations. The San Diego Air Pollution Control District (SDAPCD) is the local agency responsible for the administration and enforcement of air quality regulations for San Diego County.

SDAPCD and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin. The SDRAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for O_3. The SDAPCD has also developed the air basin's input to the State Implementation Plan (SIP), which is required under the CAA for areas that are out of attainment of air quality standards. The SIP includes the SDAPCD's plans and control measures for attaining the O_3 NAAQS. The San Diego Air Basin has been designated as an O_3 attainment area for the one-hour NAAQS for ozone. Also, as discussed below, the San Diego Air Basin has been designated as a basic non-attainment area for the new eight-hour NAAQS for O_3.

The SDRAQS relies on information from the CARB and SANDAG, including mobile area source emissions and information regarding projected growth in the County, to project future emissions and then determines the strategies necessary for reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County as part of the development of the County's General Plan. As such, projects that propose development that is consistent with the growth anticipated by the general plan and SANDAG's growth forecasts would be consistent with the SDRAQS and the SIP. In the event that a project would propose development which is less dense than anticipated within the general plan, the project would be consistent with the SDRAQS. If a project proposes development that is greater than that anticipated in the General Plan, a comparison with SANDAG's growth projections for the Major Statistical Area can evaluate whether the project is consistent with the SDRAQS and SIP. If the project proposes growth that is not accounted for in SANDAG's growth projections, the project might be in conflict with the SDRAQS and SIP, and might have a potentially significant impact on air quality.

The SIP relies on the information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin. The SIP also includes rules and regulations that have been adopted by the SDAPCD to control emissions from stationary sources. These SIP-approved rules may be used as a guideline to determine whether a project's emissions would have the potential to conflict with the State Implementation Plan and thereby impact attainment of the NAAQS for O_3.

In addition to the aforementioned regulations, the City of San Diego has also published guidelines for analyzing air quality impacts for CEQA. The CEQA Guidelines provide analysis methodology and significance thresholds. The City identified the daily pollutant emission thresholds and are provided in *Table 4.3-2, SDAPCD Daily Emissions Thresholds*.

TABLE 4.3-2
SDAPCD Daily Emissions Thresholds

Criteria Pollutant	Pounds Per Day
Volatile Organic Compounds (VOC)	137
Nitrogen Oxides (NO_x)	250
Carbon Monoxide (CO)	550
Sulfur Oxides (SO_x)	250
Particulates ($PM_{2.5}$)[1]	55
Particulates (PM_{10})	100

[1] The SDAPCD does not have a significance threshold for $PM_{2.5}$. The $PM_{2.5}$ threshold used in this analysis was obtained from the South Coast Air Quality Management District's Methodology to Calculate $PM_{2.5}$ and $PM_{2.5}$ Significance Thresholds (October 2006).

Source: Terry A. Hayes Associates 2008a. Table 3-3 SDAPCD Daily Emissions Thresholds.

Background Air Quality Data

The SDAPCD monitors air quality conditions at ten locations throughout the Basin. The Kearny Mesa Monitoring Station is located approximately two miles south of the project site in the City of San Diego. Historical data related to O_3, $PM_{2.5}$, PM_{10}, and NO_2 were used to characterize existing conditions in the vicinity of the project area. The Kearny Mesa Monitoring Station does not monitor CO and SO_2. The nearest most representative monitoring station that gathers CO and SO_2 data is located approximately 17 miles south of the project site at the Downtown San Diego Monitoring Station.

Pollutant levels, State standards, CAAQS, and the number of exceedances recorded in the project area from 2004 to 2006 are identified in *Table 4.3-3, Ambient Air Quality Data (2004-2006)*. SDAPCD 2007 ambient air quality data was not available at the time the air quality analysis was completed. As shown in *Table 4.3-3, Ambient Air Quality Data (2004-2006)*, criteria pollutants CO, NO_2, $PM_{2.5}$, PM_{10}, and SO_2 did not exceed the CAAQS during 2004 through 2006.

However, the one-hour State standard for O_3 was exceeded six times in 2004 and once in 2006, and the eight-hour State standard was exceeded twice in 2004.

Background CO concentrations are typically used as an indicator of conformity with CAAQS because CO is the primary component of automobile exhaust (tailpipe emissions), and it does not readily react with other pollutants. In other words, operational air quality impacts associated with a project are generally best reflective through estimated changes in CO concentrations.

Background CO level is typically defined as the highest reading over the past three years. A review of data from the Downtown San Diego Monitoring Station for the 2004 to 2006 period indicated that the one- and eight-hour background concentrations are approximately 5 and 4.0 parts per million (ppm), respectively. The existing one- and eight-hour background concentrations do not exceed the State CO standard of 20 ppm and 9.0 ppm, respectively.

TABLE 4.3-3
Ambient Air Quality Data (2004-2006)[1]

Pollutant	Pollutant Concentrations and Standards	Number of Days Above State Standard		
		2004	2005	2006
Ozone	Maximum 1-hour concentration (ppm)	0.11	0.08	0.11
	Days > 0.09 ppm (State 1-hour standard)	6	0	1
	Maximum 8-hour concentration (ppm)	[2]	[2]	0.09
	Days > 07 ppm (State 8-hour standard)	n/a	n/a	2
Carbon Monoxide	Maximum 1-hour concentration (ppm)	5	5	5
	Days > 20 ppm (State 1-hour standard)	0	0	0
	Maximum 8-hour concentration (ppm)	4.0	3.1	3.3
	Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide	Maximum 1-hour concentration (µg/m³)	0.09	0.08	0.09
	Days > 0.09 ppm (State 1-hour standard)	0	0	0
PM_{10}	Maximum 24-hour concentration (µg/m³)	44	44	42
	Estimated Days > 50 µg/m³ (State 24-hour standard)	0	0	0
$PM_{2.5}$	Annual Average (µg/m³)	11	10	11
	Exceed Standard (12 µg/m³ Annual Arithmetic Mean)?	No	No	No
Sulfur Dioxide	Maximum 24-hour concentration	0.009	0.009	0.009
	Days > 0.05 ppm (state 24-hour standards)	0	0	0

n/a = not available
[1] = SDAPCD 2007 ambient air quality data was not available at the time the air quality analysis was completed.
[2] = The State eight-hour standard was adopted in 2006.
Source: Terry A. Hayes Associates 2008a. Table 3-2 2004-2005 Ambient Air Quality Data in Project Vicinity.

4.3.2 IMPACT

Issue 1: Would the proposal exceed 100 pounds per day of Particulate Matter 10 (dust)?

According to the City's Significance Determination Thresholds (2007), air quality impacts related to particulates may be significant if the project would exceed 100 pounds per day of PM_{10}.

Dust impacts would not be a concern in the long-term because the site would be covered by either structures or landscaping. However, dust would be a concern during grading and construction. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive" emissions. Project-related PM_{10} emissions were calculated using the California Air Resources Board's URBEMIS2007 model, which provides an estimate of fugitive dust emissions based on the amount of cut/fill grading activity per day. The City of San Diego Air Quality Guidelines estimates that typical dust control measures reduce PM_{10} emissions by 75 percent. Such measures commonly include the following actions:

- Watering all active construction areas at least twice daily;
- Covering all haul trucks or maintain at least two feet of freeboard;
- Paving or applying water four times daily to all unpaved parking or staging areas;
- Sweeping or washing any site access points within 30 minutes of any visible dust deposition on any public roadway;
- Covering or watering twice daily any on-site stockpiles of debris, dirt or other dusty material;
- Suspending all operations on any unpaved surface if winds exceed 25 mph; and
- Hydroseeding or otherwise stabilizing any cleared area which is to remain inactive for more than 96 hours after cleaning.

To determine the project's PM_{10} emissions, the air analysis assumed that 1,522 cubic yards of cut-fill would occur per day. Based on URBEMIS2007, this would generate approximately 230 pounds per day of dust. The analysis assumed that dust control measures would be implemented pursuant to the requirements of the City's Grading Ordinance. These measures would reduce fugitive dust emissions to approximately 58 pounds per day.

On-road truck hauling emissions were calculated for 64 haul truck round trips per day with each truck hauling 20 cubic yards of dirt. As discussed in *Section 3.2.5*, an import location has not been determined but would likely be a construction site in need to export material. Therefore, an estimated 20 miles per round trip was assumed for analysis purposes. Exhaust emissions from

1,280 daily haul truck miles were calculated to be approximately 2 pounds per day of PM_{10} using URBEMIS2007. URBEMIS2007 was also used to estimate emissions from construction equipment, which would add approximately 4 pounds per day of PM_{10}. Combined emissions from grading activity, haul trucks, and construction equipment would generate approximately 64 pounds per day of PM_{10}. This would be less than the City of San Diego PM_{10} significance threshold of 100 pounds per day. Therefore, air quality impacts associated with PM_{10} emissions would be considered less than significant.

4.3.3 SIGNIFICANCE OF IMPACT

The project would result in less than significant short-term PM_{10} emission impacts from grading activities. .

4.3.4 MITIGATION, MONITORING, AND REPORTING

No mitigation measures would be required.

4.3.5 IMPACT

Issue 2: Would the project result in air emissions that would substantially deteriorate ambient air quality, including the exposure of sensitive receptors to substantial pollutant concentrations?

Based on the City's Significance Determination Thresholds (2007), air quality impacts may be significant if the project would:

- Cause emissions in excess of emission levels identified in *Table 4.3-2, SDAPCD Daily Emissions Thresholds*
- Generate excessive emissions of toxic air contaminants (TACs)
- Create objectionable odors affecting a substantial number of people
- Project-related traffic causes CO concentrations at study intersections to violate the CAAQS for either the one- or eight-hour period. The CAAQS for the one- and eight-hour periods are 20 ppm and 9 ppm, respectively.

Air emissions associated with the proposed project fall into two categories; short- and long-term. Short-term impacts are related to construction equipment emissions while long-term impacts are related to mobile and stationary source emission from the operational phase of the project.

Short-term Impacts

Emissions

Construction of the project would result in air quality impacts from the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from site preparation (i.e., grading) activities. NO_x emissions would primarily result from the use of construction equipment. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release VOCs. The assessment of construction air quality impacts considered each of these potential sources. Construction emissions can vary substantially from day to day; depending on the level of activity; the specific type of operation; and, for dust, the prevailing weather conditions.

The Air Quality Impact Report used urban emissions software (URBEMIS2007) to estimate daily construction emission generated by the project. *Table 4.3-4, Project Generated Daily Construction Emissions*, shows the daily emissions associated with each construction phase of the project. As shown in *Table 4.3-4, Project Generated Daily Construction Emissions*, construction emissions would result in 53 pounds of VOC per day; which is under the threshold of 137 pounds per day. In addition, daily construction emissions would not exceed the regional thresholds for CO, $PM_{2.5}$, PM_{10}, or SO_x. However, the maximum daily emissions would exceed the significance threshold for NO. Therefore, the project would result in significant short-term construction air quality impacts.

TABLE 4.3-4
Project Generated Daily Construction Emissions

Construction		Pounds Per Day					
Year	Phase	VOC	NO_x	CO	SO_x	$PM_{2.5}$	PM_{10}
2008	Site Grading	15	148	71	<1	23	70
2009	Site Grading	14	141	66	<1	23	70
	Building Construction	15	113	224	<1	5	6
2010	Building Construction	14	104	209	<1	4	6
2011	Building Construction	13	94	195	<1	4	6
2012	Building Construction	50	86	184	<1	4	5
2013	Building Construction	53	101	186	<1	5	7
Maximum Regional Total		**53**	**254[1]**	**290[1]**	**<1**	**28[1]**	**76[1]**
SDAPCD Regional Significance Threshold		**137**	**250**	**550**	**250**	**28**	**76**
Exceeds Threshold		**No**	**Yes**	**No**	**No**	**No**	**No**

[1] The maximum total for NO_x, CO, $PM_{2.5}$, and PM_{10} emissions would occur when grading activity overlaps with structural construction.
Source: Terry A. Hayes Associates 2008a. Table 3-4 Unmitigated Daily Construction Emissions.

The project would be required to comply with the SDAPCD Rule 67 (Architectural Coatings). In addition, as shown in Table 4.3-4, construction emissions would result in a less than significant VOC impact. As such, the project would be consistent with Rule 67 and architectural coating emissions would result in a less than significant impact.Toxic Air Contaminants

TAC impacts have the potential to occur from diesel particulate emissions associated with heavy equipment operations. However, it should be noted that TAC impacts are associated with long-term (i.e., over 70 years) sources of emissions. Due to the short-term construction schedule of approximately five years, and given that heavy-duty construction equipment would operate intermittently during the construction period, the project would not result in long-term TAC emissions. Therefore, project-related TAC emission impacts during construction would be less than significant.

Odor

During construction activities, odors may be emitted from equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the project site. The project would utilize typical construction techniques, and the odors would be typical of most construction sites. Due to the temporary nature of construction, odors associated with project construction would not be considered adverse. Therefore, construction-related impacts from odor would be less than significant.

Long-term Impacts

Emissions

Long-term project emissions would be generated from area sources such as natural gas combustion and consumer products (e.g., aerosol sprays) and mobile sources. Motor vehicles associated with the project would be the predominate source of long-term project emissions. According to the traffic report, the project would generate 11,088 daily vehicle trips (USA 2008a).

Mobile and area source emissions were estimated using URBEMIS2007. Operational emissions generated by the URBEMIS2007 model are presented in *Table 4.3-5, Estimated Daily Operational Emissions*. As shown previously in *Table 4.3-5, Estimated Daily Operational Emissions*, daily operational emissions would exceed the significance threshold for VOC, CO, and PM_{10}. As such, the project would result in significant long-term operational air quality impacts.

TABLE 4.3-5
Estimated Daily Operational Emissions

Emission Source	Pounds Per Day					
	VOC	NO_x	CO	SO_x	$PM_{2.5}$	PM_{10}[2]
Mobile Sources	85	120	1,001	<1	38	193
Area Sources[1]	96	18	9	<1	<1	<1
Total Emissions	**181**	**138**	**1,010**	**<1**	**38**	**193**
SDAPCD Regional Significance Thresholds	**137**	**250**	**550**	**250**	**55**	**100**
Exceeds Threshold	**Yes**	**No**	**Yes**	**No**	**No**	**Yes**

[1] Area sources include emissions from natural gas combustion and consumer products (e.g., aerosol sprays)

[2] PM_{10} emissions were calculated without incorporation of typical dust control measures as discussed in *Section 4.3.2.*

Source: Terry A. Hayes Associates 2008a. Table 3-5 Estimated Daily Operational Emissions

CO Concentrations

The State one- and eight-hour CO standards may potentially be exceeded at congested intersections with high traffic volumes. An exceedance of the State CO standards at the intersection is referred to as a CO hotspot. Four intersections were selected for CO hotspot analysis based on high traffic volumes and poor level of service:

- Black Mountain Road/Galvin Avenue
- Westview Parkway/Mira Mesa Boulevard
- Black Mountain Road/Mira Mesa Boulevard
- Westview Parkway/Galvin Avenue

CO concentrations at the four study intersections are provided in *Table 4.3-6, Carbon Monoxide Concentrations*. As indicated, the one-hour CO concentrations under project conditions would range from approximately 5 ppm to 6 ppm; this is a worst case scenario to sensitive receptors located along the sidewalks. The eight-hour CO concentrations under project conditions would range from approximately 3.4 ppm to 4.3 ppm. The State one-hour and eight-hour standards of 20 ppm and 9.0, respectively, would not be exceeded at the four study intersections. The results of the analysis concluded that CO levels would be below state standards.

TABLE 4.3-6
Carbon Monoxide Concentrations[1]

Intersection	1-hour (ppm)	8-hour (ppm)
Black Mountain Road/Galvin Avenue	5	3.4
Black Mountain Road/Mercy Road	6	4.3
Westview Parkway/Mira Mesa Boulevard	6	4.0
Black Mountain Road/Mira Mesa Boulevard	6	3.9
Westview Parkway/Galvin Avenue	5	3.5
State Standard	20	9.0

[1] CO concentrations include one- and eight-hour ambient concentrations of 4 ppm and 2.8 ppm, respectively.
Source: Terry A. Hayes Associates 2008a. Table 3-6 Carbon Monoxide Concentrations[1]

Sensitive receptors include residences, schools, and senior centers. Sensitive receptors within one-quarter mile of the project site include single family residences (located adjacent to, north of, and approximately 200 feet to the northwest of the project site) and Willard B. Hage Elementary School (located 100 feet west of the project site, across Westview Parkway). CO disperses quickly; therefore, CO concentrations at sensitive receptor locations are expected to be much lower than CO concentrations adjacent to the roadway intersections. Additionally, the intersections were selected based on poor LOS and high traffic volumes. Sensitive receptors that are located away from congested intersections or are located near roadway intersections with better LOS, are expected to consist of lower CO concentrations. As shown in *Table 4.3-6, Carbon Monoxide Concentrations*, CO concentrations would not exceed the State one- and eight-hour standards. Thus, no significant increase in CO concentrations at sensitive receptor locations is expected..

In addition to the CO roadway analysis, a freeway CO analysis for I-15 was completed for the project. The results of the freeway CO analysis indicated that proposed residential uses located adjacent to I-15 would be exposed to one- and eight-hour CO levels of 10 ppm and 6.8 ppm, respectively. Therefore, freeway-related CO impacts would not result.

Toxic Air Contaminant

Health risk assessments are typically completed when substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) are present. The proposed project would develop residential land uses on the project site. The residential land uses are not anticipated to generate a substantial number of daily truck trips. The primary source of potential TACs associated with project operations is diesel particulates from delivery trucks (i.e., truck traffic on local streets and on-site truck idling). The number of delivery trucks accessing the project site on a daily basis would be minimal, and the trucks that do visit the site would not idle on site for extended periods of time. Based on the limited activity of the TAC sources, the

proposed project would not warrant the need for a health risk assessment associated with on-site activities. The project would locate sensitive receptors adjacent to I-15. Wind at the project site primarily blows from west to east. Sensitive receptor exposure to freeway-related TACs would be limited as the prevailing wind direction would blow the majority of freeway emissions away from the project site.

Odor

The project would consist of the development of residential land uses which are not typically associated with odor complaints. On-site trash receptacles would have the potential to create adverse odors; however, these receptacles would include lids to contain odors within.

4.3.6 SIGNIFICANCE OF IMPACT

The construction phase of the project would result in exceedances of maximum daily short-term construction emissions related to NO_x resulting in a significant impact. In addition, the maximum daily operational emissions would exceed the significance thresholds for VOC, CO, and PM_{10} emissions.

4.3.7 MITIGATION MONITORING AND REPORTING

The following mitigation measures would reduce NO_x short-term construction emissions to below a level of significance:

AQ-1 During the construction phase, contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications. Construction equipment utilized for grading and excavation shall be equipped with a diesel oxidation catalyst of reducing NO_x emissions by 40 percent. As feasible, contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators. Heavy-duty haul/delivery trucks shall be prohibited from idling in excess of five minutes, both on and off site, to be consistent with State law.

AQ-2 Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours, as feasible. In addition, construction parking shall be configured to minimize traffic interference.

No feasible mitigation measures are available to reduce long-term operational PM_{10}, CO, and VOC emissions to less than significant levels. The majority of the operational air quality impacts are a result of the estimated 11,088 average daily trips generated by the project (USA 2008a). While the project has included shuttle services, which would serve to reduce operational emissions, the amount of reduction is difficult to quantify. Also, it is not feasible for the

applicant to require emission control devices be implemented on private vehicles associated with the project. There are no other feasible mitigation measures to reduce mobile source emissions to less than significant levels. Therefore, the project would result in a significant and unavoidable regional operations impact from PM_{10}, CO, and VOC emissions.

4.3.8 IMPACT

Issue 3: Would the proposed project affect the ability of the Regional Air Quality Strategy (RAQS) to meet the federal and state clean air standards? Would the proposed project conflict with the implementation of other regional air quality plans?

According to the City's Significance Thresholds (2007), air quality impacts would be significant if the project would conflict with or obstruct implementation of the RAQS.

Project consistency with any regional air quality plan is determined in terms of whether overall growth has been correctly anticipated in any given sub-region. Projects that propose development that is consistent with the growth anticipated by the City of San Diego's General, Mira Mesa Community Plan, and SANDAG's growth forecasts, would be consistent with the SDRAQS and SIP. The project is consistent with the City's General Plan, Mira Mesa Community Plan, and SANDAG's growth forecasts for the Mira Mesa area; therefore, the project is consistent with the ozone attainment demonstration in the San Diego SIP. Impacts would be less than significant.

4.3.9 SIGNIFICANCE OF IMPACT

The project would be consistent with the existing general plan designation for multifamily residential uses. Therefore, the project would not conflict or obstruct implementation of regional air quality plans. Impacts would be less than significant.

4.3.10 MITIGATION MONITORING AND REPORTING

No mitigation measures would be required.

4.4 PUBLIC FACILITIES AND SERVICES

Public facilities and services are those functions that serve residents on a community-wide basis. These functions include fire and police protection, public parks and recreation facilities, schools, and libraries.

4.4.1 EXISTING CONDITIONS

Schools

The project is served by the San Diego Unified School District (SDUSD), which encompasses Hage Elementary (grades K through 5) and Wangenheim Middle School (grades 6 through 8). The project would be serviced by two area high schools, Mira Mesa High School and Scripps Ranch High School (grades 9 through 12). *Table 4.4-1 Casa Mira View Area Schools 2007 Enrollment Capacities*, below, lists the specific schools that would serve the project, as well as their capacity and current enrollment. As shown in the table, current enrollment at all four schools does not exceed their design capacity.

TABLE 4.4-1
Casa Mira View Area Schools 2007 Enrollment and Capacities

School	Enrollment September 2007	Capacity	% Over Capacity
Hage Elementary School	741	761	-3%
Wangenheim Middle School	1308	1510	-13%
Mira Mesa High School	2592	2591	At capacity
Scripps Ranch High School	2279	2463	-7%

Source: San Diego Unified School District 2007

Senate Bill (SB 50), also known as the Class Size Reduction Bill, was enacted in 1998, and substantially revised developer fee and mitigation procedures for school facilities. SB 50 requires schools to have smaller class sizes for some grade levels in exchange for certain funding from the state. The SDUSD complies with SB 50 by having smaller class sizes and therefore receives SB 50 funding.

While SB 50 authorizes the collection of developer fees for school facilities construction, it also established a maximum cap on such fees at $1.93 per square foot for residential construction and $0.31 per square foot for commercial construction (indexed for inflation, and subject to adjustment every two years) (Government Code Section 65995 (b)). Developer fees collected pursuant to SB 50 are "deemed to be full and complete mitigation" for impacts related to the provision of adequate school facilities (Government Code Section 65995 (h)). SB 50 also

prohibits local agencies from denying land use approvals on the basis of inadequate school facilities, as long as the project proponent, if required to do so, pays the statutorily-capped developer fees (Government Code Section 65995 (i)).

Libraries

The City of San Diego General Plan establishes guidelines and standards for library facilities. Ideally, a branch library should service a two-mile radius area; be located in an area of intense human activity where trips can be combined with other daily trips; and be accessible by foot, auto, and public transportation. A branch should service a minimum 18,000 to 20,000 residents, and initially house 2.7 volumes per square foot, with an eventual capacity of 4.4 volumes per square foot or more.

The project is located within the City of San Diego Public Library system. There are two branch libraries located close to the project site: the 20,000 square-foot Mira Mesa Branch Library located 1.5 miles west of the project site, and the Scripps/Miramar Ranch Branch Library located 0.9 miles southeast of the project site (City of San Diego 2006b).

Parks

The City of San Diego General Plan guides development of park and recreation facilities in the project area. The General Plan provides guidelines and standards for population-based parks and facilities; specifically identified are neighborhood parks, community parks, and resource-based parks. The guidelines and standards are designed to adapt to changing community needs and/or desires (City of San Diego 1979).

The General Plan has a standard of 2.8 acres of parkland per 1,000 residents (City of San Diego 1979). The General Plan recommends a minimum 10-acre neighborhood park for every 3,500 to 5,000 residents located within a 0.5 mile radius, and a minimum 20-acre community park with a recreation center for every 18,000 to 25,000 residents located within a 1.5-mile radius. For every 50,000 residents, a community swimming pool is recommended within a 1.5 to 2 mile radius (City of San Diego 1979).

Table 4.4-2, Existing Neighborhood and Community Parks, lists the neighborhood and community parks that are within a 1.5-mile radius from the project site. One neighborhood park, Westview Park, is within the vicinity of the project site. It is located to the west of the project site, across from Westview Parkway and adjacent to Hage Elementary School.

TABLE 4.4-2
Existing Neighborhood and Community Parks

Park	Type	Distance From Project Site	Size
Westview Park	neighborhood park	immediately west of the site	7.3 usable acres
Walker-Wangenheim	neighborhood park/joint use	0.6 miles south	10.7 usable acres
Hourglass Field	community park/joint use	0.75 miles south	30 usable acres
Mesa Viking Park	neighborhood park	1 mile west	6.7 usable acres
Mira Mesa Community Park	community park	1.25 miles west	16.9 usable acres

The Mira Mesa community currently has a deficit of 68.5 usable acres of population-based parkland. The City Parks and Recreation Department looks for opportunities to address the current parkland deficiency in Mira Mesa through acquisition of park land when possible, and working with other quasi-government agencies to identify and develop more joint use facilities.

Water

Regional Water Supply

The regional water supplies serving the City of San Diego include the Metropolitan Water District of Southern California (MWD) and San Diego County Water Authority (SDCWA). MWD is the principal supplier, and supplies water to many water agencies throughout southern California, including SDCWA. MWD receives its water from the Colorado River via the Colorado River Aqueduct and from northern California via the California Aqueduct, which is part of the State Water Project. The SDCWA sells water to 24 member agencies in the County, one of which is the City of San Diego. The City of San Diego currently imports approximately 90 percent of its water from SDCWA.

San Diego Association of Governments (SANDAG) projections indicate that the City's population would increase to over 1.65 million residents by 2030, which would translate into water demands increasing from 239,426 acre-feet per year (AFY) in year 2010 to approximately 256,460 AFY in 2020 and 275,925 AFY by 2030, under normal weather conditions. These projections assume the City continues with an aggressive water conservation program. Both SDCWA and MWD are developing additional storage and supplies, such as water transfers, to augment their imported water.

Local Water Supply

On January 1, 2002, Senate Bill 610 and Senate Bill 221 took effect. The intent of SB 610 and SB 221 is to improve the link between information on water supply availability and certain land use decisions made by local jurisdictions. SB 610 requires the preparation of a Water Supply

Assessment (WSA) Report for projects that propose to construct 500 or more residential units (or equivalent to 500 units of water use or more). SB 221 requires affirmative written verification of sufficient water supply of certain residential subdivisions. Therefore, the City of San Diego Water Department prepared the WSA report included in *Appendix D*.

The City of San Diego Water Department serves the project site and delivers potable water throughout an area of approximately 330 square miles. In addition to delivering potable water, the City has a recycled water program for non-potable water. During an average year the City's water supply is made up of approximately 10 to 15 percent of local surface water, with the remaining amount imported from the MWD and SDCWA. Water is transferred from MWD through SDCWA-operated pipelines to one of three water treatment plants operated by the Water Department.

Wastewater

Wastewater treatment service is provided by the San Diego Metropolitan Wastewater Department (MWWD), which operates the Metro System. Facilities in the Metro System include Point Loma Wastewater Treatment Facility, ocean outfall pipes, pump stations, interconnecting interceptor sewers, and North City and South Bay Water Reclamation Plants. The Point Loma Wastewater Treatment Facility currently treats approximately 175 million gallons a day (mgd), with a capacity of 240 mgd (City of San Diego Metropolitan Wastewater District 2007e).

There are two existing public sewer lines in the vicinity of the project site that are available to the project for connection into the City's sewer system. An existing 8-inch sewer main fronts the project in Westview Parkway. The 8-inch sewer main extends to the north along Westview Parkway and connects to a 10-inch sewer main at the intersection of Westview Parkway and Capricorn Way. The 10-inch main continues northerly in Westview Parkway, where it connects to an 18-inch trunk sewer at the intersection of Westview Parkway and Black Mountain Road. An existing 10-inch sewer extends from Mira Mesa Boulevard to serve the subject property. This sewer main was constructed as a part of the Mira View Unit No. 1 subdivision. It connects to an 18-inch trunk sewer at Mira Mesa Boulevard, constructed as a part of the off-site sewer improvements for the Scripps Midland subdivision. The existing 10-inch sewer main is currently not being used and was designed to serve the subject property.

Stormwater Drainage

The site is currently connected to two existing public drainages: a 54-inch storm drain and a 72-inch storm drain that discharge storm water runoff to Los Peñasquitos Canyon and Lopez Canyon, located westerly and northwesterly of the project site. The City's municipal code requires project compliance with National Pollutant Discharge Elimination System (NPDES)

permitting for storm water discharges and general construction activities, regular cleaning or sweeping of parking lots and impervious areas, and compliance with storm water BMPs (Leppert 2007a).

Solid Waste

Solid waste disposal in the project area is provided by the combined services of the City of San Diego Environmental Services Department (ESD) and private collectors. The City provides refuse collection for single-family residences. Private hauling companies service multifamily residences. Refuse from the area is generally taken to the Miramar Landfill.

According to the City's ESD, the Miramar Landfill is expected to reach capacity and close by 2012 (City of San Diego Environmental Services Department 2007f).

State law AB 939, passed in 1989, requires a 50 percent reduction in solid waste generation from all jurisdictions in California by 2000. The City of San Diego met this goal in 2004 and 2005 with a 52 percent diversion rate. The City is currently working to maintain this goal, as well as work towards achieving higher goals (City of San Diego Environmental Services Department 2007f).

Police Services

The Casa Mira View project is located within the service area of the City of San Diego Police Department (SDPD). The General Plan recommends that stations be located near the geographic centers of areas served and that stations have access to major streets and freeways. The City presently maintains a citywide ratio of 1.59 sworn personnel per 1,000 residents (San Diego Police Department 2007g).

Police service for the proposed project would be provided by officers from the Northeastern Division of the SDPD. The Northeastern Division is located at 13396 Salmon River Road, San Diego, approximately 2.25 miles north of the project site. The Northeastern Division encompases 121.8 square miles and serves a popultation of over 220,700 people (City of San Diego Police Department 2007g). The Northeastern Division, as of December 2007, has a patrol strength of 90 uniformed patrol officers. The Casa Mira View project is located within Beat 242 of the Northeastern Division. The Scripps Mesa Storefront, located at 8450 #A Mira Mesa Boulevard, serves members of the community for walk-in questions only. Officers are not dispatched from this location.

The SDPD currently utilizes a five-level priority dispatch system, with priority E (Emergency), One, Two, Three, and Four calls. The calls are prioritized by the phone dispatcher. Priority E and One calls involve serious crimes in progress or those with a potential for injury. *Table 4.4-3, SDPD Call Priority Reponse Time Goals and Actual Responses*, below, lists the department's response time goals, as well as the current response time for calls citywide and within the Northeastern Division, Beat 242.

TABLE 4.4-3
SDPD Call Priority Response Time Goals and Actual Responses

Priority Of Call	Response Time Goal (in minutes)	Response Time Citywide (in minutes)	Response Time within Beat 242 (in minutes)
E	7	7.07	7.70
One	12	13.98	16.35
Two	30	26.05	28.02
Three	90	68.40	64.71
Four	90	60.59	71.67

Source: San Diego Police Department 2007.

Fire-Rescue Services

The proposed Casa Mira View development is located within the service area of the City of San Diego Fire-Rescue Department. The City's Progress Guide and General Plan goals for fire protection services states that fire stations should be located to provide rapid response time within the urbanized area (City of San Diego 1979). The San Diego Fire-Rescue Department uses the National Fire Protection Association 1710: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, for the initial response of fire suppression recourse, four-person engine company within five minutes and an effective fire force, 15 firefighters within nine minutes. Additionally, the City of San Diego Draft Revised General Plan, as of September 2007, calls for a response time of five minutes 90 percent of the time for the first in engine or emergency vehicle, and a response time of nine minutes 90 percent of the time for full alarm and advanced life-support services. The City of San Diego Fire-Rescue Department's goal is one firefighter per 1,000 citizens. It is currently at 0.7 firefighter per 1,000 residents. The Fire-Rescue Department includes one paramedic on each engine or truck at all times. Therefore, response times from stations for trucks and engine are the same for emergency response personnel.

There are four fire stations that would serve the project site. Fire Station 38, located at 8441 New Salem Street, houses an Engine, Brush, and Medic truck. Fire Station 38 is approximately 1.25 miles west of the project site. Fire Station 44, located at 10011 Black Mountain Road, is the Hazardous Material (HazMat) station, and is responsible for identifying, containing, and removing hazardous materials. The station houses Battalion 7, an engine, a truck, and two hazardous materials trucks. Fire Station 44 is located 1.25 miles south of the project site. Fire Station 40, located at Salmon River Drive and Paseo Montalban, houses an engine, a truck, two brush trucks, a water tender truck, a utility, a light & air truck, and a medic truck (City of San Diego Fire-Rescue Department 2007h).

The national standard recommends that fire engines protect no more than nine square miles. However, currently, Engine 44 protects 14.67 square miles, and truck 44 currently protects 38.44 square miles (City of San Diego Fire-Rescue Department 2007h).

4.4.2 IMPACT

Issue 1: Would the proposed project result in the need for new or expanded public facilities, including water, sewer, storm drains, solid waste disposal, energy, fire and police protection, libraries, schools, and parks?

According to the City's Significance Determination Thresholds (2007), the analysis should address the project's potential to conflict with the community plan in terms of the number, size, and location of public service facilities. If a conflict exists, the applicant should determine direct impacts from the construction of proposed new public service facilities needed to serve the project.

Background

As discussed in *Section 4.1, Land Use*, the project site is designated as medium-high density residential (30-45 du/ac) under the Mira Mesa Community Plan. The project's proposed density of 1,848 units on 41.3 acres is within the Community Plan designation. In addition, the project is zoned as residential-multiple unit zone RM-3-7 under the City's zoning ordinance. The RM-3-7 designation allows for a maximum density of 1 dwelling unit for each 1,000 square feet of lot area. The applicant is proposing to change the site's zoning to RM-3-8 (1 dwelling unit per 800 square feet) and to develop the site with a density of 1,848 dwelling units on the 1,799,028 square foot property, which is an increase to 1.027 units per 1,000 square feet. The additional units and associated population would cause a proportional increase in the need for public services. This increased demand for public services from the project is discussed below.

Schools

Potential impacts to schools serving the project area would be related to the number of students generated by the project. SDUSD estimates the number of students generated from projects by evaluating census track data and the number of dwelling units proposed. SDUSD then derives a student generation rate which is multiplied by the number of proposed residential units. The result is the total number of students expected to live in the development. The student generation rate varies by type of residential use (whether rental apartment or condominium) and by school level (K-5, 6-8, and 9-12) (San Diego Unified School District 2007).

The precise ratio of students expected to be generated per apartments or condominiums for the project is unknown at this time, since the number of students per unit in multifamily

developments varies widely depending on the unit size, proximity to schools, sales price or rent, density, target market, and specific amenities. Based on an average of existing student generation rates at a number of apartment communities in the Mira Mesa area, SDUSD estimates that the project's proposed 1,848 residential units would generate between 253-874 school-age children, 120-379 of which would be elementary school students, 54-131 of which would be middle school students, and 61-362 of which would be high school students. (The generation rates used were 0.065-0.205 for school levels K-5, 0.029-0.071 for school levels 6-8, and 0.033-0.196 for school levels 9-12) (San Diego Unified School District 2007).

Based on existing enrollments, the addition of students generated by the proposed project would cause the capacity of Hage Elementary School to be exceeded by between 100 and 359 students. High school-age children living at the proposed project development would be allowed to choose between attending Mira Mesa High School or Scripps Ranch High School. The addition of students generated by the proposed project would cause the combined capacity of these two area high schools to be exceeded by up to 179 students. The design capacity at the other schools is not expected to be exceeded (San Diego Unified School District 2007).

The applicant's compliance with SB50 and Government Code Section 65995 requiring the applicant to pay developer fees for school facilities construction, would reduce impacts to schools to less than significant levels.

Libraries

The project site is serviced by two local libraries, both of which are within a two-mile radius of the site. The local branches are part of the entire City of San Diego library system, which allows residents to use any branch or the main library. Residents therefore at times use other libraries that are more convenient to them, such as one near work. The provision of adequate libraries is a facilities financing issue. Project applicants are required to pay the Facilities Benefit Assessment (FBA) fees to fund public services, including libraries. Therefore, no significant impact is identified.

Parks

The proposed project would increase the community population by approximately 4,823 residents, based on a assumption of 2.6 persons per unit. Per the City General Plan park guidelines and standards, this increase in community population would require additional acres of population-based park land, specifically approximately one new 10-acre neighborhood park, 21.5 percent of a community recreation center, and just over 9 percent of a community swimming pool complex.

The effect of the population increase as a result of this project on local parks would be somewhat reduced by the proposal to provide on-site recreation opportunities for future project residents including recreational centers and club houses, tennis and basketball courts, swimming pools, cabanas, mini-parks, play areas, water parks, seating areas, outdoor living room areas, barbeque areas, courtyards, pedestrian walkways, and bicycle lanes. However, the City does not recognize private recreation facilities as population-based parks. The project is located within the Mira Mesa Community Planning Area and is consistent with the Community Plan land use designation; therefore, the parks fulfill all City Park requirements, including being open and accessible to the public in perpetuity (City of San Diego 2008c). The applicant is subject to FBA fees, which include an assessment for population-based park facilities. No significant impact is identified.

Water

The project would incorporate a number of water-conservation components. Bathrooms would be equipped with water conservation fixtures in accordance with the requirements of the uniform building code. Several water conservation components would be included in the building landscape design. Design of the automatic sprinkler system would respond to water conservation concerns. Each head would be adjusted for optimum performance to prevent overspray onto walkways, roadways, and/or buildings. The automatic irrigation system design would be based on the minimum operating pressure and maximum flow demand at the point of connection to the available water source. Shrub and lawn areas, along with drought-tolerant groupings, would be on separate circuits to accommodate different water requirements. Rain shut-off devices would be employed, and the irrigation system would be adjusted seasonally for water conservation. Drought-tolerant native and ornamental plants would be grouped based upon amount of water needed to sustain them, and soil amendments would be utilized to improve the water holding capacity of the soil. Drip irrigation would be used in certain locations to deliver water directly to the plant roots, thereby minimizing evaporation. In addition, the site would be plumbed with reclaimed water pipe, allowing reclaimed water for landscaping. These water-conserving methods would help to minimize water usage.

The project would result in the use of approximately 0.721 mgd of water. The WSA determined that there is sufficient water supply to serve existing demands, projected demands of the project, and future water demands within the Water Department's service area in normal and dry year forecasts during a 20-year projection. The project would not result in the use of excessive amounts of water, and would not conflict with adopted water conservation plans or the City of San Diego Landscape Guidelines. The principal sources of water consumption would include pools, bathrooms, kitchen, laundry, and landscape irrigation in the common areas. With regard to this project, the City of San Diego has complied with SB 610 and SB 221. As the WSA

indicated, there is sufficient availability of water to meet the region's needs, including this project. Therefore, the project is not anticipated to significantly impact water resources.

Wastewater

Leppert Engineering prepared a Sewer Study for the Casa Mira View Project, dated August 2007. Pursuant to the City of San Diego's Sewer Design Manual, on-site sewer mains for the proposed development would be private. The Sewer Study concluded that the project would generate approximately 378,470 gallons per day and that existing 8-inch and 10-inch sewer mains in Westview Parkway and the existing 10-inch sewer main extending northerly from Mira Mesa Boulevard to the subject property have sufficient capacity to accommodate both the existing and estimated sewer flows generated by the proposed development. As indicated above, the Point Loma Wastewater Treatment Facility currently has a 65 million gallons per day unused capacity. Therefore, the Casa Mira View Project would not significantly impact sewer services (Leppert 2007c).

Stormwater Drainage

A private storm drain system would be incorporated into the project design. Storm drains would be installed throughout the residential building areas, mini-parks, and other recreational areas, and around the perimeter of the project site. The proposed storm drain system would connect to an existing public 54-inch and 72-inch storm drain that discharges storm water runoff to los Peñasquitos Canyon and Lopez Canyon, located westerly and northwesterly, respectively, of the project site. The project is considered a "priority project" per the City of San Diego Storm Water Standards because it would be an attached residential development of ten or more units. The City's Municipal code requires project compliance with NPDES permitting for storm water discharges and general construction activities, regular cleaning or sweeping of parking lots and impervious areas, and compliance with storm water BMPs (Leppert 2007a).

The development of the subject property, as proposed, would result in an insignificant increase in runoff when compared to the overall drainage basin of which the subject development is a part. The increase in runoff is only 4.12 percent, and would not cause the affected storm drain pipes to back up or cause flooding. Pre- and post-construction runoff values for each basin were calculated and can be found in the Drainage Study (*Appendix F*). The increase in runoff would not result in substantial erosion or siltation with the implementation of temporary BMPs during construction, and permanent BMPs incorporated into the project's design (Leppert 2007a).

The proposed project results in the pressurization of only one pipe during a 50-year storm event. This pipe has pressurized tight joints, and thus can be pressurized. Seven other pipes would be pressurized during a 50-year storm event under existing conditions, and these pipes would be

retrofitted with watertight joints as part of the proposed project, thus remediating an existing problem (Leppert 2007a). Impacts to the existing storm water drainage system would be less than significant. See *Section 4.10, Water Quality*, for information relating to the proposed project and the potential for water quality impacts to stormwater drainage.

Solid Waste

The City provides a number of waste management services to all sectors of the City, including technical assistance programs, litter control, and waste reduction programs. Growth in the residential sector would affect the City's ability to provide these services. The City ESD considers waste generation as significant for projects that are proposing greater than 50 residential units and a change in the land use density. The project would construct 1,848 residential units, which results in a net increase in solid waste to be placed in area landfills. Thus, the Casa Mira View project would result in a significant impact on landfill capacity.

Starting on July 1, 2008, all new construction projects would be required to pay a solid waste deposit on construction waste that would be based on the size of the project. The deposit would be redeemable only when the project can show receipts from recycling facilities that between 50 and 75 percent of the construction waste has been recycled (City of San Diego 2007i).

During project construction, proper disposal of solid waste would be required at a licensed landfill or construction and demolition debris recycling facility. Once complete, the project would generate household solid waste. Solid waste generated from the project would be recycled or disposed of at one of the San Diego County landfills.

As of February 11, 2008, all residential complexes larger than 100 units would be required to provide recycling services, including recycling bins, storage space, and facilities on site, and private haulers (City of San Diego 2007i). The project would provide recycling bins and storage on site, and use one or more private companies to haul the solid waste generated at the site for both landfill disposal and recycling services. Since the project would not use City solid waste collection crews, there would be no significant effect on such services.

Police Services

The SDPD has a seven-minute average response time goal. The average response time, however, for an emergency call from the overall Northwestern Command is 7.07 minutes. The Department also has a response time goal of 12 minutes for priority One calls, which is not met as of December 2007 within Beat 242. Within Beat 242 the average response time for Priority One calls is 16.35 minutes. Response time goals for all other call priorities (Two, Three, and Four) are met within Beat 242 (City of San Diego Police Department 2007b).

Development of the Casa Mira View project would result in an increased demand for police service that would require an increase in officers, equipment, and support personnel. The SDPD estimates that the proposed project would add approximately 4,823 people to Northeastern Division Service Area within Beat 242. Ongoing funding for police services is provided by the General Fund of the City of San Diego. Police protection is ordinarily extended to newly developed areas and funded as a function of the increased tax base. However, the Police Department estimates that the project would generate the need for an additional 8 officers to maintain the Department's Citywide goal of 1.67 officers per 1,000 people (City of San Diego Police Department 2007b). Prior to the issuance of building permits the applicant is required to pay fees to the SDPD and coordinate with SDPD to develop a Crime Prevention through Environmental Design review (CPTED) to address security concerns at the new development. Therefore, the project would result in less than significant impacts to police services.

Fire-Rescue Services

Table 4.4-4, San Diego Fire-Rescue Department Area Stations, below, lists the department's stations close to the project site, as well as the expected response time to the project site.

TABLE 4.4-4
San Diego Fire-Rescue Department Area Stations

Station	Response Time to Project Site
Station 44 (1 engine and 1 truck)	4.1 minutes
Staion 38	4.6 minutes
Station 40	5.8 minutes

Source: San Diego Fire-Rescue Department 2008.

Fire Station No. 44, located at 10011 Black Mountain Road has a response time of 4.1 minutes to the project site. Fire Station No. 38, located at 8441 New Salem Street, has a response time of 4.6 minutes to the project site. Consequently, the project would be served by two fire stations that meet the five-minute standard for the initial response of fire suppression resources, four-person engine company. Fire Station No. 40, located at Salmon River Drive and Paseo Montalban has a response time of 5.8 minutes. Therefore, the project would be served by sufficient fire protective services to meet the Department's goal of effective force of 15 firefighters within nine minutes.

Though response times within the area meet the General Plan standards, Station No. 44 does not comply with the national standard for square miles protected. The national standard recommends that fire engines protect no more than nine square miles. However, currently, Engine 44 protects

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14.67 square miles, and truck 44 currently protects 38.44 square miles (City of San Diego Fire-Rescue Department 2007h).

The additional demand for fire-rescue response services is expected to increase response time and negatively affect workload capacities for the existing engine companies (City of San Diego Fire-Rescue Department 2008b). The project would be required to pay the FBA fee that would address impacts to fire-rescue services. Thus, with payment of the FBA fee, fire protection impacts would be less than significant.

4.4.3 SIGNIFICANCE OF IMPACT

Schools

Based on existing enrollments, the addition of students generated by the proposed project would cause the capacity of Hage Elementary School to be exceeded by between 100 and 359 students, and the combined capacity of the two area high schools (Mira Mesa High School and Scripps Ranch High School) to be exceeded by up to 179 students. The design capacity at the other schools is not expected to be exceeded (San Diego Unified School District 2007). Despite the additional students, the project would not impact San Diego Unified School District's ability to comply with SB50, because the money from the State of California is based on the number of students. Furthermore, by law (Government Code 65996) paying school fees constitutes full mitigation.

Libraries

The additional population generated by the project would use the existing branch libraries, including the new 20,000-square-foot Mira Mesa Branch Library. The City of San Diego utilizes FBA fees to fund fire protection, library, transportation, and parks projects (City of San Diego Ordinance No. O-15318). FBA fees are spent on projects within the communities in which they are collected. The project applicant is required to pay these FBA fees, and no significant impact is identified.

Parks

The project as proposed would increase the population by approximately 4,823 residents, based on a conservative assumption of 2.6 persons per unit, which would require an additional neighborhood park, and a certain percentage of a recreation center and community swimming pool complex. As stated above, the City of San Diego utilizes FBA fees to fund fire protection, library, transportation, and parks projects (City of San Diego Ordinance No. O-15318). FBA fees are spent on projects within the communities in which they are collected. Therefore, the FBA

fees that would be collected through this project would be used to fund park projects within the Mira Mesa Community. No significant impact is identified.

Water

The project would not result in the use of excessive amounts of water and would not conflict with adopted water conservation plans or the City of San Diego Landscape Guidelines because several water conservation methods have been incorporated into the project design. The principal sources of water consumption would be the bathrooms, kitchen, and laundry, as well as landscape irrigation in the common areas.

With regard to the Casa Mira View project, the City of San Diego has complied with SB 610 and SB 221. As the WSA indicates, there is sufficient availability of water to meet the region's needs including the project. Therefore, the project would not result in a significant impact on water resources.

Wastewater

Adequate sewer capacity exists within the immediate vicinity of the project site to serve the proposed project. In addition, adequate regional treatment capacity exists at the Point Loma Wastewater Treatment Facility (Leppert 2007c). Therefore, no significant impacts have been identified.

Solid Waste

The City of San Diego ESD considers a significant impact to landfills to occur when a project would include 50 residential units or more that are expected to generate waste and where a zoning change is also proposed. Since the project proposes a change in zoning from RM 3-7 to RM 3-8 and would construct 1,848 residential units, the project would have a significant impact to area landfills. Preparation of a waste management plan would reduce the project's direct impact on solid waste disposal to below a level of significance.

Police

Development of the Casa Mira View project would result in an increased demand for police service that would require an increase in officers, equipment, and support personnel. The San Diego Police Department estimates that the proposed project would add approximately 4,823 people to Northeastern Division Service Area within Beat 242, and therefore cause an increase in response times in the area. The Police Department estimates that the project would generate the need for an additional eight officers to maintain the Department's Citywide goal of 1.67 officers per 1,000 people (City of San Diego Police Department 2007b). Prior to the issuance of building

permits the applicant is required to pay fees to the SDPD and coordinate with SDPD to develop a Crime Prevention through Environmental Design review (CPTED) to address security concerns at the new development. Therefore, implementation of the proposed project would result in less than significant impacts to police services.

Fire-Rescue Services

The project site is located within the five-minute response time goal from two existing fire stations that would serve the site for the initial response of fire suppression resources. Additionally, with the services of two other fire stations in the project area, the project would be served by sufficient fire protective services to meet the Department's goal of effective force of 15 firefighters within nine minutes. The additional demand for fire-rescue response services generated by the project is expected to increase response time and negatively affect workload capacities for the existing engine companies (City of San Diego Fire-Rescue Department 2008b). However, the project would be required to pay the FBA fees which would address these impacts to fire-rescue services. Thus, fire protection impacts would be less than significant.

4.4.4 MITIGATION, MONITORING, AND REPORTING

The following mitigation measures shall be implemented to reduce the direct impacts of the project on local landfill capacity to below a level of significance.

PFS-1 Prior to the issuance of any construction permit, including but is not limited to, demolition, grading, building or any other construction permit, the Assistant Deputy Director (ADD) Environmental Designee shall verify that the all the requirements of the Refuse & Recyclable Materials Storage Regulations and all of the requirements of the waste management plan are shown and noted on the appropriate construction documents. All requirements, notes and graphics shall be in substantial conformance with the conditions and exhibits of the associated discretionary approval.

PFS-2 The construction documents shall include a waste management plan that addresses the following information and elements for demolition, construction, and occupancy phases of the project as applicable:

(a) tons of waste anticipated to be generated

(b) material type of waste to be generated

(c) source separation techniques for waste generated

(d) how materials will be reused on site

(e) name and location of recycling, reuse, or landfill facilities where waste will be taken if not reused on site

(f) a "buy recycled" program

(g) how the project will aim to reduce the generation of construction/ demolition debris

(h) a plan of how waste reduction and recycling goals will be communicated to subcontractors

(i) a time line for each of the three main phases of the project as stated above

(j) a list of required progress and final inspections by City staff.

PFS-3 The plan shall strive for a goal of 50% waste reduction.

PFS-4 The plan shall include specific performance measures to be assessed upon the completion of the project to measure success in achieving waste minimization goals.

PFS-5 The Plan shall include notes requiring the Permittee to notify MMC and ESD when:

(a) a demolition permit is issued

(b) demolition begins on site

(c) inspections are needed. The permittee shall arrange for progress inspections, and a final inspection, as specified in the plan and shall contact both MMC and ESD to perform these periodic site visits during demolition and construction to inspect the progress of the project's waste diversion efforts.

When Demolition ends, notification shall be sent to:

Mitigation Monitoring Coordination (MMC) Environmental Review Specialist
9601 Ridgehaven Court , Ste. 320, MS 1102 B
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PFS-6 Prior to the issuance of any grading or building permit, the applicant shall receive approval, in writing, from the ADD of Entitlements Division, environmental designee

(MMC) that the waste management plan has been prepared, approved, and implemented. Also prior to the issuance of any grading or building permit, the applicant shall submit written evidence to the ADD that the final Demolition/Construction report has been approved by MMC and ESD. This report shall summarize the results of implementing the above Waste Management Plan elements, including: the actual waste generated and diverted from the project, the waste reduction percentage achieved, and how that goal was achieved, etc.

A. Pre Construction Meeting

1. Demolition Permit - Prior to issuance of any demolition permit, the permittee shall be responsible to obtain written verification from MMC indicating that the permittee has arranged a preconstruction meeting to coordinate the implementation of the MMRP. The Precon Meeting that shall include: the Construction Manager, Demolition/Building/Grading Contractor; MMC; and ESD and the Building Inspector and/or the Resident Engineer (RE) (whichever is applicable) to verify that implementation of the waste management plan shall be performed in compliance with the plan approved by Entitlements Division and the San Diego Environmental Services Department (ESD), to ensure that impacts to solid waste facilities are mitigated to below a level of significance.

2. At the Precon Meeting, the Permittee shall submit three (3) reduced copies (11x17 inches) of the approved waste management plan, which two (2) copies are to be distributed to MMC and one (1) ESD.

3. Prior to the start of demolition, the Permittee and/or the Construction Manager shall submit a construction/demolition schedule to MMC and ESD.

   a. Grading and Building Permit - Prior to issuance of any grading or building permit, the Permittee shall be responsible to arrange a preconstruction meeting to coordinate the implementation of the MMRP. The Precon Meeting shall include: the Construction Manager, Building/Grading Contractor, MMC, ESD, and the Building Inspector and/or the Resident Engineer (RE) (whichever is applicable) to verify that implementation of the waste management plan shall be performed in compliance with the plan approved by Entitlement Division and the ESD, to

ensure that impacts to solid waste facilities are mitigated to below a level of significance.

4. The Permittee and/or Construction Manager shall call for inspections by the RE/BI and both MMC and ESD, who will periodically visit the demolition/construction site to verify implementation of the waste management plan. The Consultant Site Visit Record (CSVR) shall be used to document the Daily Waste Management Activity/progress.

5. Within 30 days after the completion of the implementation of the MMRP, for any demolition or construction permit, a final results report shall be submitted to both MMC and ESD for review and approval to the satisfaction of the City. MMC will coordinate the approval with ESD and issue the approval notification.

6. Prior to final clearance of any demolition permit, issuance of any grading or building permit, release of the grading bond and/or issuance of any Certificate of Occupancy, the permittee shall provide documentation to the ADD of the Entitlements Division that the waste management plan has been effectively implemented.

4.5 NOISE

The following discussion summarizes the Noise Impact Analysis prepared for the project by Terry A. Hayes Associates in 2008. The noise analysis in this section assesses the following: existing noise conditions at the project site and its vicinity, as well as short-term construction and long-term operational noise impacts associated with the project. The complete report is contained in *Appendix C* of this EIR.

4.5.1 EXISTING CONDITIONS

Noise Definitions and Criteria

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is defined as unwanted sound. The sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The unit of measurement of sound pressure is a decibel (dB). Since the human ear is not equally sensitive to all sound frequencies within the entire spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called "A-weighting," written as dB(A). Hourly average noise levels are usually expressed as dB(A) Leq or the equivalent noise level over that period of time.

Because community receptors are more sensitive to noise intrusion during the evening and at night, state law requires that an artificial dB(A) increment be added to quiet-time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL). Land use compatibility relative to traffic noise is typically displayed as CNEL which incorporates all single noise events within a weighted 24-hour period. The Day-Night Average Sound Level (Ldn) is another 24-hour noise descriptor that is virtually identical (less than 0.5 dB) to the CNEL descriptor. However, it is not weighted between the hours of 7 PM and 10 PM. As such, CNEL is more restrictive.

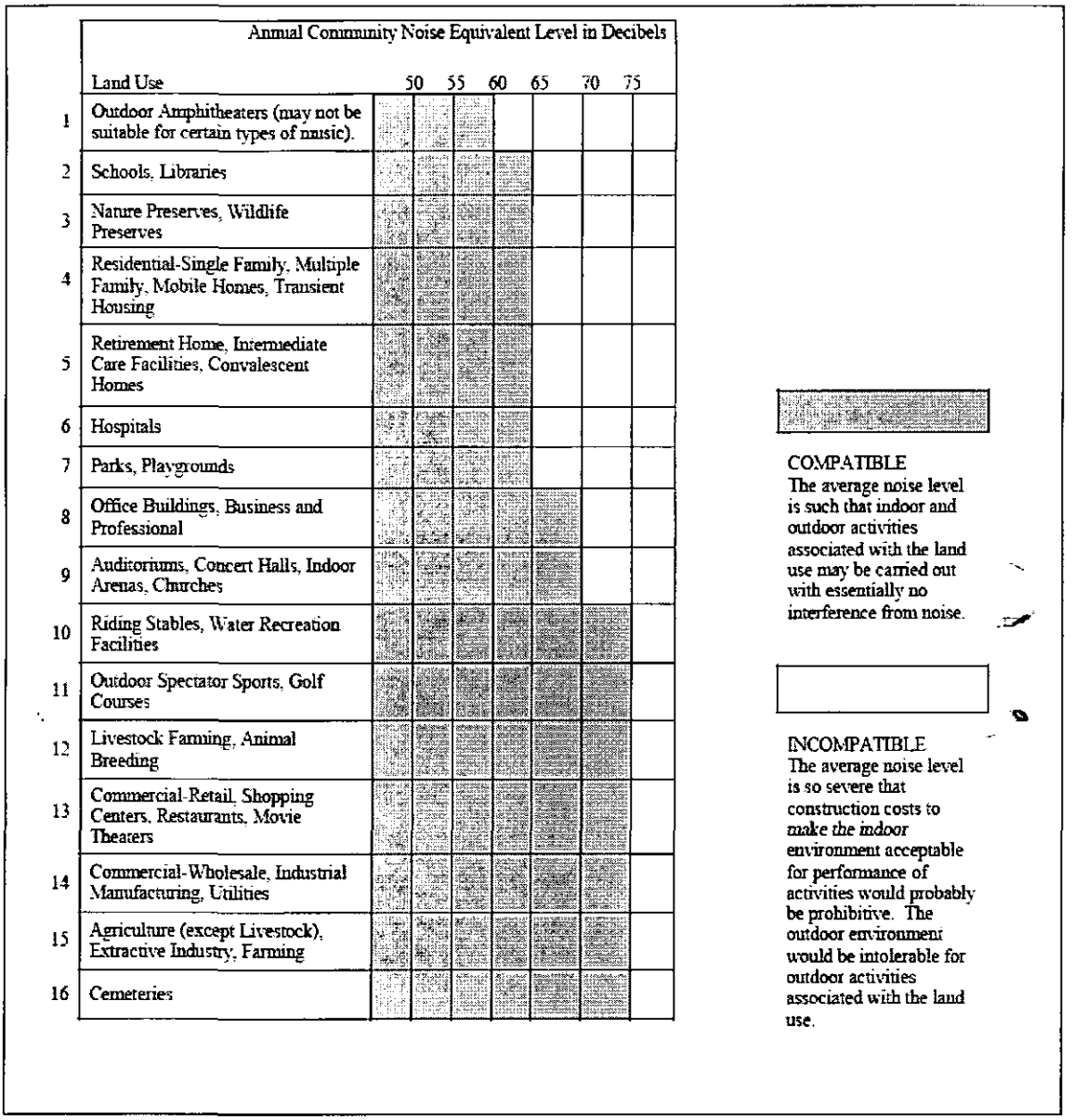
Generally, noise is most audible when traveling by direct line-of-sight. Barriers, such as walls, berms, or buildings that break the line-of-sight between the source and the receiver greatly reduce noise levels from the source since sound can only reach the receiver by bending over the top of the barrier. Sound barriers can reduce sound levels by up to 20 dB(A).

Noise Standards

General community noise and land use compatibility guidelines are set forth in the Transportation Element in the City of San Diego General Plan as shown in *Figure 4.5-1, Land Use-Noise Level Compatibility Standard.* As indicated, multifamily residential use is compatible with noise levels up to 65 dB(A). These guidelines are based primarily on noise/land use

recommendations from the State Department of Health Office of Noise Control. In addition, an interior sound level of 45 dB(A) is mandated for multifamily dwellings in Title 24 of the California Code of Regulations.

FIGURE 4.5-1
Land Use-Noise Level Compatibility Standard



Source: City of San Diego Progress Guide and General Plan, Transportation Element, 1979.

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Other noise policies address unnecessary, excessive, and annoying noise levels and sources, such as vehicles, construction, aircraft, and mechanical equipment. The City has adopted regulations in the Municipal Code to implement these policies, as discussed below.

The majority of City noise regulations are found in Article 9.5 of Chapter 5 of the City of San Diego Municipal Code (City of San Diego 2005). Section 59.5.0404 applies to construction noise. As stated therein, construction noise measured at or beyond the property lines of any property zoned residential shall not exceed an average sound level greater than 75 dB(A) during the 12-hour period from 7:00 AM to 7:00 PM. In addition, construction activity is prohibited between the hours of 7:00 PM. of any day and 7:00 AM of the following day, on legal holidays and Sundays, as specified in Section 21.04 of the San Diego Municipal Code,.

Regarding fixed source and/or operational noise levels, Section 59.5.0401 of the Municipal Code sets exterior noise limits for various land uses. Theses limits are shown in *Table 4.5-1, Exterior Noise Limits*. Additionally, the Municipal Code indirectly limits mechanical equipment noise by requiring equipment to be screened from view.

TABLE 4.5-1
Exterior Noise Limits

Land Use	Time of Day	One-Hour Average Sound Level (dB(A), Leq)
Single-Family Residential	7:00 a.m. to 7:00 p.m. 7:00 p.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	50 45 40
Multifamily Residential	7:00 a.m. to 7:00 p.m. 7:00 p.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	55 50 45
All Other Residential	7:00 a.m. to 7:00 p.m. 7:00 p.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	60 55 50
Commercial	7:00 a.m. to 7:00 p.m. 7:00 p.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	65 60 60
Industrial or Agricultural	Anytime	75

Source: City of San Diego Municipal Code, Section 59.5.0401

Existing Noise

The subject property is affected by several noise sources. The dominant noise source is vehicular traffic. The eastern portion of the project site borders I-15, a major transportation corridor. A secondary source of noise is generated from aircraft usage related to MCAS Miramar, which is located south of the project site. According to the adopted MCAS Miramar ALUCP, the project site is located just outside the Airport Influence Area (Airport Authority 2004). Additionally, the

Mira Mesa Community Plan (2001) identifies the project site as being outside the existing noise contours for MCAS Miramar.

Sound measurements were taken on November 11, 2007 at various monitoring locations within the project vicinity. These locations are shown in *Figure 4.5-2, Noise Monitoring Locations*. As shown in *Table 4.5-2, Existing Noise Levels*, existing ambient noise levels along surface streets located to the west and north of the project site range from 57.3 to 63.6 dB(A) Leq. The existing ambient noise levels along the portions of the project site bordering I-15 range from 66.1 to 66.6 dB(A) Leq.

TABLE 4.5-2
Existing Noise Levels

Key to *Figure 4.5-2*	Noise Monitoring Locations	Measurement Duration	Sound Level (dBA, Leq)
1	Interstate 15–Southern Portion of Project Site	One Hour	66.1
2	Interstate 15–Northern Portion of Project Site	One Hour	66.6
3	Single-Family Residences	15 Minutes	57.3
4	Willard B. Hage Elementary School	15 Minutes	63.6
5	Interstate 15 Ramp	One Hour	63.6

Source: Terry A. Hayes Associates. 2008b. Noise Impact Report. Table 4-2 Existing Noise Levels.

4.5.2 IMPACT

Issue 1: Would the proposal result in a significant increase in the existing ambient noise levels? Would the project result in the exposure of people to noise levels, which exceed the City's adopted noise ordinance?

Issue 2: Would the proposed project result in the exposure of people to current or future transportation noise levels that exceed standards established in the Transportation Element of the General Plan?

Based on the City's Significance Determination Thresholds (2007), noise impacts may be significant if the project would:

- Expose future residents to exterior noise levels in excess of 65 dB(A) CNEL and/or interior noise levels in excess of 45 dB(A) Leq
- Increase ambient noise levels by more than 3 dB(A), when existing exterior noise levels already exceed the 65 dB(A) noise level criteria
- Result in temporary construction noise which exceeds noise levels identified in Municipal Code Section 59.5.0404.

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Noise Monitoring Locations

FIGURE 4.5-2

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The California Commission of Housing and Community Development officially adopted noise standards in 1974. In 1988, the Building Standards Commission approved revisions to the standards (Title 24, Part 2, California Code of Regulations). Title 24 establishes an interior noise standard of 45 dB(A) CNEL for residential space.

Construction Noise

Construction of the project would occur in three phases and would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers.

The weekday (including Saturday) hours from 7 AM to 7 PM are the times allowed in San Diego's Noise Ordinance for construction and grading activities. The allowable average noise exposure during the permissible 12-hour construction window is 75 dB(A) Leq, according to Section 59.5.0404 of the Municipal Code.

Construction activities require the use of noise-generating equipment, such as jackhammers, pneumatic impact equipment, saws, and tractors. The noise levels shown in *Table 4.5-3, Outdoor Construction Noise Levels*, take into account the likelihood that more than one piece of construction equipment would be in operation at the same time and lists the typical overall noise levels that would be expected for each phase of construction. As the table shows, the highest noise levels are expected to occur during the grading/excavation and finishing phases of construction. The noise source is assumed to be active for 40 percent of the eight-hour workday, generating a noise level of 89 dB(A) at a reference distance of 50 feet.

TABLE 4.5-3
Outdoor Construction Noise Levels

Construction Phase	Noise Level at 50 Feet (dBA)
Ground Clearing	84
Grading/Excavation	89
Foundations	78
Structural	85
Finishing	89

Source: Terry A. Hayes Associates. 2008b. Noise Impact Report. Table 4-4 Outdoor Construction Noise Levels.

The estimated construction noise levels at off-site sensitive receptors are shown in *Table 4.5-4, Unmitigated Construction Noise Levels*. As shown, construction noise levels would exceed the 75 dB(A) Leq significance threshold at single-family residences located north of the project site,

single-family residences located northwest of the project site, and the Willard B. Hage Elementary School located west of the project site. It should be noted that the construction site is large (41.3 acres) and construction noise attenuates 6 dB(A) with every doubling of distance. As construction activity moves away from the sensitive receptors, noise levels would fall below the 75 dB(A) Leq significance threshold. Construction activity occurring more than 300 feet from sensitive receptors would not exceed the significance threshold. Nonetheless, construction activity would result in a significant noise impact to off-site sensitive receptors, as shown in *Table 4.5-4, Unmitigated Construction Noise Levels*. It should be noted that once Building 1 is construction it would assist in attenuating the noise from the construction of buildings 2 and 3. Subsequently once Building 2 is constructed it will also assist in the attenuation of construction noise generated by the construction of Building 3.

TABLE 4.5-4
Unmitigated Construction Noise Levels

Location	Distance (feet)	Maximum Construction Noise Level dB(A)	Significance Threshold	Significant Impact?
Single-Family Residences to the North	Adjacent	89	75	Yes
Willard B. Hage Elementary School	100	83	75	Yes
Single-Family Residences to the Northwest	200	77	75	Yes
Future Residential Buildings 1 and 2	Adjacent	89	75	Yes

Source: Terry A. Hayes Associates. 2008b. Noise Impact Report. Table 4-5 Unmitigated Construction Noise Levels.

As previously discussed the project would be constructed in three phases. The newly built residential units of Building 1 would be located adjacent to construction activity required to construct Building 2. Subsequently, occupants of Building 2 would be located adjacent to construction activities required for construction of Building 3. This construction activity would potentially expose new residents of Building 1 and subsequently of Building 2 to construction noise levels of 89 dB(A). This noise level would exceed the 75 dB(A) significance threshold and, as such, construction activities would result in a significant noise impact to onsite sensitive receptors.

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Traffic Noise

Exterior Noise

The predominant long-term noise source for the project would be vehicular traffic. The project is expected to generate 11,088 average daily vehicle trips (USA 2008). *Table 4.5-5, Roadway Average Daily Traffic Volumes and Noise Levels*, compares roadway noise volumes associated with and without implementation of the project. As shown, future noise levels with and without the project would be greater than the exterior noise level standard of 65 dB(A) along the analyzed roadway segments. Since future with no project noise levels are above the 65 dB(A) threshold the City's significance thresholds states that a 3 dB increase is used for purposes of this analysis as it is generally considered the change in environmental noise that can be just-detected by the human ear. As shown in the table, the project would result in a modeled increase of approximately 0.0 to 1.9 dB(A). Since project-related noise would be less than 3 dB(A) at all roadway segments, the project would not result in a significant impact.

TABLE 4.5-5
Roadway Average Daily Traffic Volumes and Noise Levels
(all measurements in dB(A), CNEL)

Roadway Segment	Future With No Project Noise Levels	Future With Project Noise Levels	Noise Level Increase
Westview Parkway between Vapricorn Way and Galvin Avenue	65.7	67.6	1.9
Westview Parkway between Galvin Avenue and Mira Mesa Boulevard	68.5	70.1	1.6
Black Mountain Road between Capricorn Way and Galvin Avenue	71.5	71.5	0.0
Black Mountain Road between Galvin Avenue and Mira Mesa Boulevard	71.8	71.9	0.1
Black Mountain Road between Mira Mesa Boulevard and Hillery Drive	71.0	71.1	0.1
Black Mountain Road between Hillery Drive and Gold Coast Drive	68.5	68.7	0.2
Mira Mesa Boulevard between Westonhill Drive and Greenford Drive	73.9	74.0	0.1
Mira Mesa Boulevard between Marbury Avenue and Westwood Road	74.4	74.4	0.0
Mira Mesa Boulevard between Black Mountain Road and Westview Parkway	74.1	74.3	0.2
Mira Mesa Boulevard between Westview Parkway and Interstate 15	71.5	71.8	0.3

Source: Terry A. Hayes Associates. 2008b. Noise Impact Report. Table 4-7 Roadway Average Daily Traffic Volumes and Noise Levels.

Interior Noise

The building industry assumes, with the windows open, building shells provide approximately 15 dB of noise reduction. As exterior noise levels would exceed 65 dB(A), the interior noise for residential units located adjacent to I-15 could experience noise levels which would exceed the 45dB(A) interior standard. Multifamily residences are subject to Title 24 which requires multifamily residences to be constructed with elements such as dual-pane windows and air conditioning systems to ensure that an interior noise level of 45 dB(A) or less is achieved. In addition, the applicant would provide an exterior to interior noise analysis during the ministerial building permit stage in conformance with the California Building Code, Title 24, Section 1207 to ensure that interior noise levels are at or below the 45 dB(A) threshold. Therefore, future on-site residents would not be exposed to noise levels in excess of 45 dB(A).

Traffic noise impacts to the interior habitable area of off-site sensitive receptors would result in a less than 3 dB(A) increase in the ambient noise level; therefore, the change in noise levels would be below the change in environmental noise that can be detected by the human ear.

Airport Noise

As mentioned earlier, the project is not located within the Airport Influence Area for MCAS Miramar. Based on the most recent NAS Miramar noise contours, the project site is located outside of the 60 dB(A) CNEL noise contour. According to the Federal Aviation Administration, residential land uses are compatible without restrictions at aviation noise levels below 65 dB(A) CNEL. As such, residential land uses on the project site would not be exposed to excessive airport noise.

Stationary Noise

Stationary noise sources related to the long-term operations of the project include mechanical equipment, parking activity, and recreational areas (e.g., tennis and basketball courts). In accordance with Division 9, Article 2, Chapter 14 of the City Municipal Code, mechanical equipment (including air conditioning units) would be screened from public vantage points. The enclosures used to screen the mechanical equipment would also serve to attenuate mechanical noise such that it would not be audible past the project property line (TAHA 2008b). In addition, mechanical equipment would be located on the roof of new buildings and would not audibly increase ambient noise levels for on-site sensitive receptors. It should also be noted that the project would be located in an urbanized area near other residential land uses. The stationary noise levels generated at the project site would be compatible with the existing noise sources near the project site. As such, the project would not significantly increase ambient noise levels at sensitive receptors.

Parking would be provided in three structures interior to the residential structures. The parking structures would thus be shielded from existing sensitive receptors by residential structures. These residential structures would act as noise barriers and would ensure that parking activity would not audibly increase ambient noise levels beyond the project site boundaries (TAHA 2008b).

Land Use Compatibility

The project site would be located adjacent to I-15. Noise levels generated by freeway activity could exceed compatible noise levels for multifamily residences as identified by the City of San Diego. As mentioned earlier, exterior multifamily noise levels are limited to 65 dB(A) or less. As shown in *Table 4.5-2, Existing Noise Levels*, exterior noise levels at the project site boundary with I-15 range from 66.1 to 66.6 dB(A). As a result, exterior noise levels would exceed the 65 dB(A) criterion. The nearest useable exterior space along I-15 would be the recreational area proposed at the northeastern portion of the project site. The ambient noise level at this recreational area would be approximately 66.6 dB(A). This noise level would be higher than the 65 dB(A) threshold and, as such, the exterior noise level at the northern recreational area would result in a significant impact.

A recreational area with a basketball court would be located on the southern portion of the project site. This area, which would be located approximately 750 feet from the nearest sensitive receptor (Willard B. Hage Elementary School), would be separated from the school by numerous residential structures. The structures would act as a noise barrier to ensure that recreational activity at the southern portion of the project site would not be audible at the nearest sensitive receptor (TAHA 2008b). In addition, the project has assessed the potential noise impacts to future patrons attending this recreational area. The ambient noise level at this recreational area is approximately 63.6 dB(A), which is less than the compatible noise level of 65 dB(A) (TAHA 2008b). Therefore, noise impacts to future patrons at the proposed southern recreational area would be less than significant.

An additional recreational area with a tennis court would be located on the northeastern portion of the project site, approximately 75 feet from the nearest residential land use. In general, noise levels associated with a tennis court are approximately 58 dB(A) Leq at a distance of 75 feet. The ambient noise level at the existing residences near the tennis court site was monitored as 66.6 dB(A) Leq. The combination of the proposed tennis activities and existing noise levels was modeled to generate a new ambient noise level of 67.2 dB(A) Leq. This would result in an ambient noise level increase of 0.6 dB(A). It should also be noted that the proposed tennis court would be constructed with a specialized surface designed to reduce noise levels, thereby further reducing noise levels. Since the change in ambient noise level would be less than 3 dB(A), impacts to the nearest sensitive receptor would be less than significant. In addition, the project

has assessed the potential noise impacts to future patrons attending this recreational area. As previously mentioned, the ambient noise level at this northeastern recreational area is approximately 66.6 dB(A), which is higher than the compatible noise level of 65 dB(A). Therefore, noise impacts to future patrons at the proposed northeastern recreational area would result.

The project proposes to provide several mini parks and pools throughout the central portion of the project site. Residential buildings 1, 2 and 3 would act as a noise barrier and would shield these land uses from I-15 noise, therefore, resulting in a less than significant impact.

Standard construction techniques typically provide, with windows open, a 15 dB(A) reduction of exterior noise levels to an interior receiver. As shown in *Table 4.5-2 Existing Noise Levels*, the maximum exterior noise level on the eastern portion of the project site is approximately 66.6 dB(A). This would result in an interior noise level of approximately 51.6 dB(A). However, as a condition of the project, an exterior to interior noise analysis shall be conducted during the ministerial building permit stage in conformance with the California Building Code, Title 24, Section 1207 to ensure that interior noise levels are at or below the 45 dB(A) threshold. Therefore, on-site interior noise levels would be consistent with the 45 dB(A) City and Title 24 standards.

4.5.3 SIGNIFICANCE OF IMPACT

Construction activity would result in a significant noise impact. This significant impact is addressed in mitigation measures NOI-1 through NOI-8. In addition, exterior noise levels would exceed the significance threshold during the operational phase of the project. These significant impacts are addressed in mitigation measures NOI-9.

4.5.4 MITIGATION MONITORING AND REPORTING

The following mitigation measures shall be implemented to reduce potential significant impacts:

NOI-1 All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices. This would reduce construction noise levels by at least 5 dB(A).

NOI-2 Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).

NOI-3 Equipment staging areas shall be located on the southeastern portion of the project site, as far away as possible from single-family residences and the Willard B. Hage Elementary School.

NOI-4 During building construction, the construction contractor shall implement sound attenuation blankets with a Sound Transmission Class rating of ten or more along the northern portion of the project site. The sound attenuation blankets shall break the line-of-sight between construction activities and the single-family residences adjacent to the project site. The sound attenuation blankets shall remain in place as long as construction activity is located within 175 feet of the single-family residences. This would reduce construction noise levels by 10 dB(A) at single-family residences located north of the project site.

NOI-5 During building construction, a five-foot temporary noise barrier (e.g., solid wood) shall be constructed by the construction contractor along the western portion of the project site such that line-of-sight between construction activities and the Willard B. Hage Elementary School is blocked. The five-foot noise barrier shall remain in place as long as construction activity is located within 175 feet of the elementary school. This would reduce construction noise levels by 5 dB(A) at the Willard B. Hage Elementary School.

NOI-6 The construction contractor shall establish a noise disturbance coordinator. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early in the day, bad muffler, etc.) and shall be required to implement measures such that the complaint is resolved to the satisfaction of the City Engineering Department. Signs posted at the construction site shall list the telephone number for the disturbance coordinator.

NOI-7 During building construction, a five-foot temporary noise barrier (e.g. solid wood) shall be constructed such that the line-of-sight is vlocked between construction activity and new dwelling units. The five-foot noise barrier that blocks the line-of-sight from construction activity to new dwelling units constructed on the project site shall remain in place until buildings are constructed during phases 2 and 3.

NOI-8 Lease agreements for residents occupying Phase 1 and Phase 2 dwelling units shall include notification of on-going phases 2 and 3 construction activity.

NOI-9 An eight-foot permanent noise barrier (e.g., earth berm, solid wall, or some combination therefore) shall be constructed between the northeastern recreation area and I-15.

With implementation of NOI-1 through NOI-6, construction noise levels at the single-family residences north of the project site, the Willard B. Hage Elementary School, and single-family

residences northwest of the project would be reduced to below the 75 dB(A) construction noise threshold. Therefore, construction noise would result in a less-than-significant impact to off-site receptors after implementation of mitigation.

Mitigation measures NOI-1 and NOI-7 would each reduce construction noise levels at Phase 1 dwelling units by 5 dB(A), reducing the noise levels at Building 1 to 79 dB(A). This would exceed the 75 dB(A) significance threshold and, as such, construction noise would result in a short-term significant and unavoidable impact to new on-site residences.

Mitigation measure NOI-9 would reduce exterior noise levels at the northeastern recreational area by approximately 7 dB(A). This would result in maximum exterior noise levels of approximately 59.6 dB(A); which is below the 60 dB(A) significance threshold. Therefore, impacts from the northeastern recreational area would be reduced to less than significant levels.

4.6 PALEONTOLOGY

4.6.1 EXISTING CONDITIONS

Paleontological resources (i.e., fossils) are the remains and/or traces of prehistoric plant and animal life. Fossil remains such as bones, teeth, shells, and leaves are found in the geologic deposits within which they were originally buried. For the purposes of this discussion, paleontological resources can be thought of as including not only the actual fossil remains, but also the collecting localities and the geologic formations containing those localities.

According to the Geotechnical Investigation prepared for the proposed project by Geocon in 2007, the geologic units within the project boundary consist of the Stadium Conglomerate and the Lindavista Formation (Geocon 2007). The Stadium Conglomerate underlies the project site up to a 54.5-foot depth. This Tertiary-age formation consists of a cobble conglomerate with a dark yellowish-brown, coarse-grained sandstone matrix, which contains dispersed lenses of fossiliferous crossbedded sandstone. The Quaternary-age Lindavista Formation is exposed at grade and underlies the fill in the west-central portion of the site (Geocon 2007). The Lindavista Formation consists of nearshore marine and nonmarine sediments following the deposition of the middle or late Pliocene San Diego Formation. The Lindavista Formation is predominantly composed of moderate reddish-brown interbedded sandstone and conglomerate (Geocon 2007).

Both the Stadium Conglomerate and the Lindavista Formation have high sensitivity ratings for the resource-bearing potential of paleontological resources, according to the City's Paleontological Monitoring Determination Matrix (City of San Diego 2007c).

4.6.2 IMPACT

Issue 1: How would the proposed project result in the loss of significant paleontological resources?

According to the City's Significance Determination Thresholds (2007), impacts to paleontological resources may be significant if the project would:

- Excavate over 1,000 cubic yards of material to a depth of 10 or more feet below the ground's surface for formations with a high sensitivity rating
- Excavate over 2,000 cubic yards of material to a depth of 10 or more feet below the ground's surface for formations with a moderate sensitivity rating.

Construction of the project would result in ground disturbing activities to the Lindavista Formation and the Stadium Conglomerate, both of which are classified by the City to have high

sensitivity ratings. Grading plans for the project indicate that 94 percent of the project site would be graded, with approximately 34,000 cubic yards of cut and 368,000 cubic yards of fill (Leppert Engineering 2007d). The maximum cut depth would be approximately 9 feet, while the maximum depth of fill would be approximately 18 feet.

However, the City's Significance Determination Thresholds indicate that monitoring may be required for shallow grading (i.e., less than 10 feet) when a site has previously been graded and/or unweathered formations are present at the surface. Because the site has been graded in the past and both the Lindavista Formation and Stadium Conglomerate are exposed at grade (Geocon 2007), grading activities may encounter significant paleontological resources. Therefore, impacts would be potentially significant.

4.6.3 SIGNIFICANCE OF IMPACT

Implementation of the proposed project could have a potentially significant but mitigable impact to paleontological resources.

4.6.4 MITIGATION MONITORING AND REPORTING

Potential impacts to paleontological resources would be reduced to below a level of significance through implementation of the following mitigation measure.

PALEO-1 The following shall be implemented:

I. Prior to Permit Issuance

A. Entitlement Division Plan Check

1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the

paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.

2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.

3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site specific records search has been completed. Verification includes, but is not limited to *a copy of a confirmation letter from San Diego Natural History* Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.

2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.

a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.

2. Identify Areas to be Monitored

Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.

b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor Shall be Present During Grading/Excavation/Trenching

1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities.

2. The monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.

B. Discovery Notification Process

1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.

2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.

3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI shall evaluate the significance of the resource.

   a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.

   b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.

   c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.

d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

IV. Night and/or Weekend Work

A. If night and/or weekend work is included in the contract

1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.

2. The following procedures shall be followed.

a. No Discoveries

In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSVR and submit to MMC via fax by 8AM on the next business day.

b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.

c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.

d. The PI shall immediately contact MMC, or by 8AM on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.

B. If night work becomes necessary during the course of construction

1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.

2. The RE, or BI, as appropriate, shall notify MMC immediately.

C. All other procedures described above shall apply, as appropriate.

V. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring.

   a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.

   b. Recording Sites with the San Diego Natural History Museum

      The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.

2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.

3. The PI shall submit revised Draft Monitoring Report to MMC for approval.

4. MMC shall provide written verification to the PI of the approved report.

5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Fossil Remains

1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.

2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.

C. Curation of fossil remains: Deed of Gift and Acceptance Verification

1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.

2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

D. Final Monitoring Report(s)

1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.

2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC, which includes the Acceptance Verification from the curation institution.