THE CITY OF SAN DIEGO

M E M O R A N D U M

Date : December 6, 2011

To : Land Development Review, Helene Deisher, Development Project Manager, Development Services Department

From : Lesley Henegar, Senior Planner, Development Services Department

Subject : Serra Mesa Community Plan Amendment for Franklin Ridge Road extension to Phyllis Place and associated Site Development Permit

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The Planning Division of Development Services is submitting the proposed Serra Mesa Community Plan Amendment for the Assessment of Public Projects, and associated Site Development Permit.

Background

In 2008, City Council authorized city staff to initiate the Serra Mesa Community Plan amendment. The Resolution no. 304297 is attached which provides staff the direction to amend the Serra Mesa Community Plan to include a street connection between Phyllis Place (Serra Mesa) and Friars Road (in Mission Valley).

Mission Valley Community Plan recommends the inclusion of a street connection between Phyllis Place and Friars Road; however the Serra Mesa Community Plan does not include a road connection to the border of Serra Mesa and Mission Valley. The Serra Mesa Community Plan amendment to include a road connection from Phyllis Place to the border of Mission Valley would reconcile this discrepancy between the two community plans.

The City Council resolution also directed staff to analyze the following issues in relation to the aforementioned street connection:

1. Whether police and fire response times would be improved with the road connection.

2. Whether the road connection could serve as an emergency evacuation route.

3. Whether it is feasible to make the road available for emergency access only.

4. Whether pedestrian and bicycle access would be improved by the street connection.

Outside from the City Council Resolution, the Quarry Falls Specific Plan Recreation Element identifies a park in the Serra Mesa area adjacent to Mission Valley, part of this project area. The proposed park is located outside of the boundary for the Quarry Falls Specific Plan area and therefore the Serra Mesa Community Plan was not amended at that time. It is proposed to include the redesignation from residential to park/open space at this time.

Project Description/Location

The project is to amend the Serra Mesa Community Plan to provide a roadway connection from Phyllis Place (in Serra Mesa) called Franklin Ridge Road southward to the boundary of Serra Mesa and Mission Valley. This amendment would include map and text changes to the Serra Mesa Community Plan to increase connectivity and extend Franklin Ridge Road south of Phyllis Place to the southern boundary as a four lane major street with bicycle and pedestrian facilities. It would revise the Street Classification and the Bikeways and Pedestrian Walkway figures in the current adopted Serra Mesa Community Plan. It would also revise the land use designation from residential to parks/open space for the area south of Phyllis Place to the boundary of Mission Valley. The proposed project includes a Community Plan Amendment and a Site Development Permit.

Community Plan Amendment and Site Development Permit

The proposed project includes a Community Plan Amendment and a Site Development Permit. This is due to the street connection proposal and construction analysis needed for the EIR.

Environmental Issues

Due to the complex nature of the proposed plan amendment, staff is requesting environmental review for the project. An environmental initial study is being submitted at this time for review.

If you have any questions please feel free to contact me at (619) 235-5208.

Lesley Henegar

Lesley Henegar
Senior Planner

Attachments:

1. City Council Resolution no. 304297 authorizing the Community Plan Amendment and environmental analysis
2. Ownership Disclosure Statement
3. Project description
4. Proposed map changes to Serra Mesa Community Plan, Figures 6, 11, 12 and 17
5. Environmental Initial Study
6. Site designs for the Franklin Ridge Road connection to Phyllis Place (2)
7. Memo from Kerry Santoro dated November 21, 2011 regarding adequacy of road designs

cc: Kelly Broughton, Director, DSD
Samir Hajjiri, Senior Traffic Engineer, DSD
Victoria Huffman, Associate Traffic Engineer, DSD
Christine Rothman, Program Manager, DSD
Mary Wright, Deputy Director, DSD
Shawn Shamlou, Dudek
Seth Torma, KOA

LONG RANGE PLANNING - MS 4A 331G

(R-2009-541) MEET 10/21

RESOLUTION NUMBER R- 304297

DATE OF FINAL PASSAGE OCT 21 2008

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO INITIATING AN AMENDMENT TO THE GENERAL PLAN AND SERRA MESA COMMUNITY PLAN TO INCLUDE A STREET CONNECTION BETWEEN PHYLLIS PLACE AND FRIARS ROAD IN THE SERRA MESA COMMUNITY PLAN CIRCULATION ELEMENT FOR THE QUARRY FALLS PROJECT.

WHEREAS, on May 11, 2005, Quarry Falls, LLC., submitted an application to the City of San Diego for a community plan amendment, General Plan amendment, rezone, specific plan, Master Planned Development Permit, Site Development Permit, vesting tentative map, and Conditional Use Permit/Reclamation Plan amendment for the Quarry Falls Project; and

WHEREAS, on October 21, 2008, the Council of the City of San Diego held a public hearing to consider approval of the Quarry Falls Project and related actions, including Staff Recommendation No. 6, recommending the initiation of an amendment to the General Plan and Serra Mesa Community Plan to include a street connection between Phyllis Place and Friars Road in the Serra Mesa Community Plan Circulation Element; and

WHEREAS, the construction of the street connection between Phyllis Place and Friars Road and the associated land use plan amendments were an analyzed in Environmental Impact Report No. 49068 certified for the Quarry Falls Project; and

WHEREAS, the Serra Mesa Community Plan does not include a street connection between Phyllis Place and Friars Road; and

WHEREAS, the Mission Valley Community Plan recommends the inclusion of a street connection between Phyllis Place and Friars Road; and

ATTACHMENT 1

WHEREAS, an amendment to the Serra Mesa Community Plan to include a street connection would reconcile the conflict between the Mission Valley Community Plan and the Serra Mesa Community Plan; and

WHEREAS, pursuant to the General Plan, the Council of the City of San Diego may initiate a community plan amendment; and

WHEREAS, City Council initiation of a community plan amendment is the first step that allows staff to proceed with the analysis of proposals and preparation of any necessary revisions to adopted documents; and

WHEREAS, the initiation of a community plan amendment in no way confers adoption of a plan amendment and City Council is in no way committed to adopt or deny the amendment once it goes forward for approval; and

WHEREAS, the City Council of the City of San Diego considered the issues discussed relating to the initiation of the Serra Mesa Community Plan amendment; NOW THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego that this Council initiates the amendment to the Serra Mesa Community Plan and the General Plan to include the street connection between Phyllis Place and Friars Road; and

BE IT FURTHER RESOLVED, by the Council of the City of San Diego that this Council directs staff to analyze the following issues in relation to the aforementioned street connection and land use plan amendments:

1. Whether police and fire response times would be improved with the road connection.

2. Whether the road connection could serve as an emergency evacuation route.

3. Whether it is feasible to make the road available for emergency access only.

4. Whether pedestrian and bicycle access would be improved by the street connection.

APPROVED: MICHAEL J. AGUIRRE, City Attorney

By _____
Nina M. Fain
Deputy City Attorney

NMF:mm
10/30/08
Or.Dept:DSD
R-2009-541
MMS#6848

City of San Diego
Development Services
1222 First Ave., MS-302
San Diego, CA 92101
(619) 446-5000

THE CITY OF SAN DIEGO

Ownership Disclosure Statement

Approval Type: Check appropriate box for type of approval (s) requested: ☐ Neighborhood Use Permit ☐ Coastal Development Permit ☐ Neighborhood Development Permit ☒ Site Development Permit ☐ Planned Development Permit ☐ Conditional Use Permit ☐ Variance ☐ Tentative Map ☐ Vesting Tentative Map ☐ Map Waiver ☒ Land Use Plan Amendment • ☐ **Other** _____

Project Title | **Project No.** *For City Use Only*

Franklin Ridge Road extension to Phyllis Place

Project Address:

APN 677-360-11-00

Part I - To be completed when property is held by Individual(s)

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter, as identified above, will be filed with the City of San Diego on the subject property, with the intent to record an encumbrance against the property. Please list below the owner(s) and tenant(s) (if applicable) of the above referenced property. The list must include the names and addresses of **all** persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all individuals who own the property). A signature is required of at least one of the property owners. Attach additional pages if needed. A signature from the Assistant Executive Director of the San Diego Redevelopment Agency shall be required for all project parcels for which a Disposition and Development Agreement (DDA) has been approved / executed by the City Council. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

Additional pages attached ☐ **Yes** ☐ **No**

Name of Individual (type or print):
QUARRY FALLS, LLC
☒ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency
Street Address:
5465 MOREHOUSE DR., SUITE 260
City/State/Zip:
SAN DIEGO, CA 92121
Phone No: 858-546-3000 Fax No: 858-546-3009
Signature : Date: 11-30-11

Name of Individual (type or print):
☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency
Street Address:
City/State/Zip:
Phone No: Fax No:
Signature : Date:

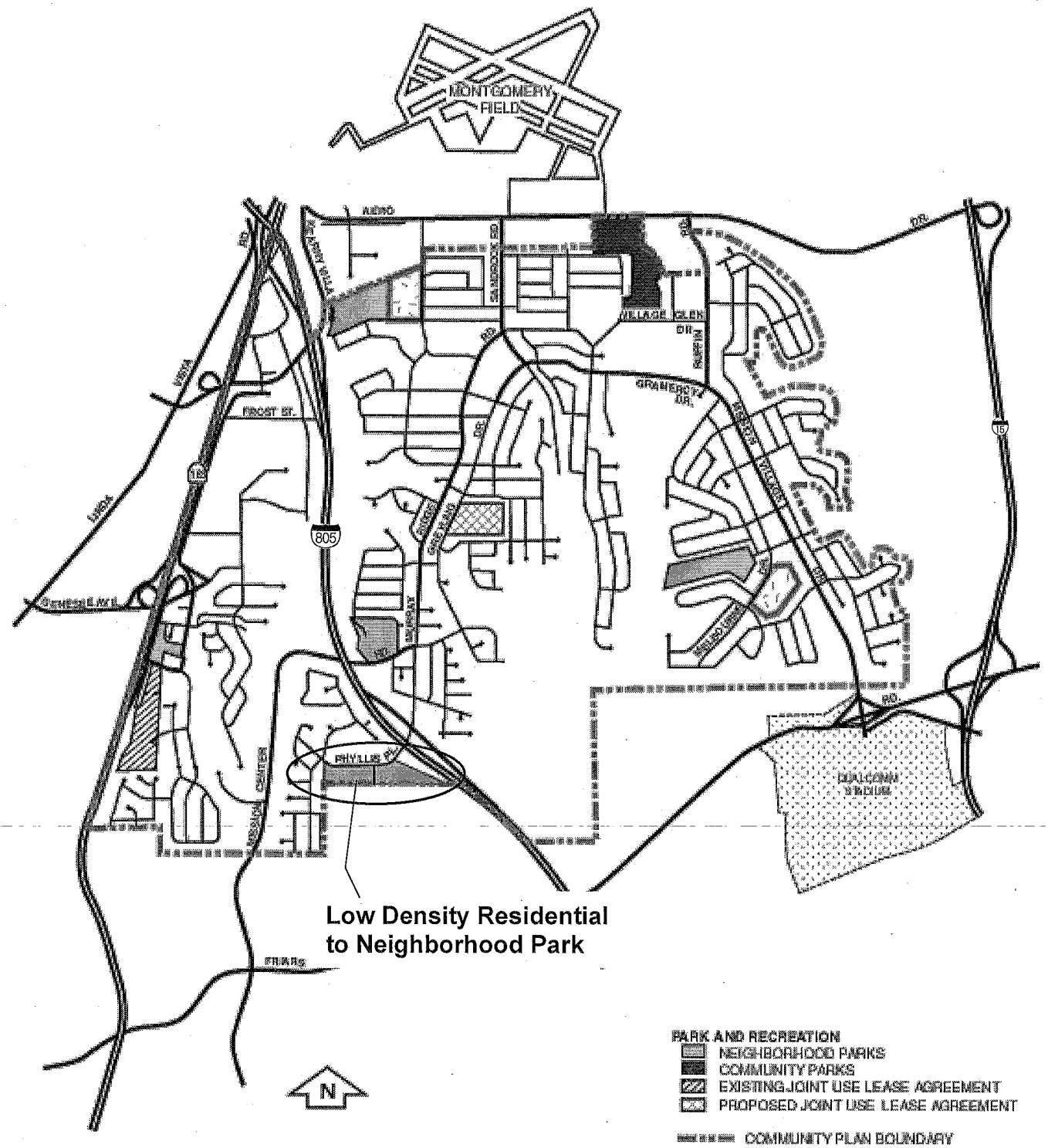
Name of Individual (type or print):
☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency
Street Address:
City/State/Zip:
Phone No: Fax No:
Signature : Date:

Name of Individual (type or print):
☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency
Street Address:
City/State/Zip:
Phone No: Fax No:
Signature : Date:

Serra Mesa Community Plan Amendment/Franklin Ridge Road extension to Phyllis Place

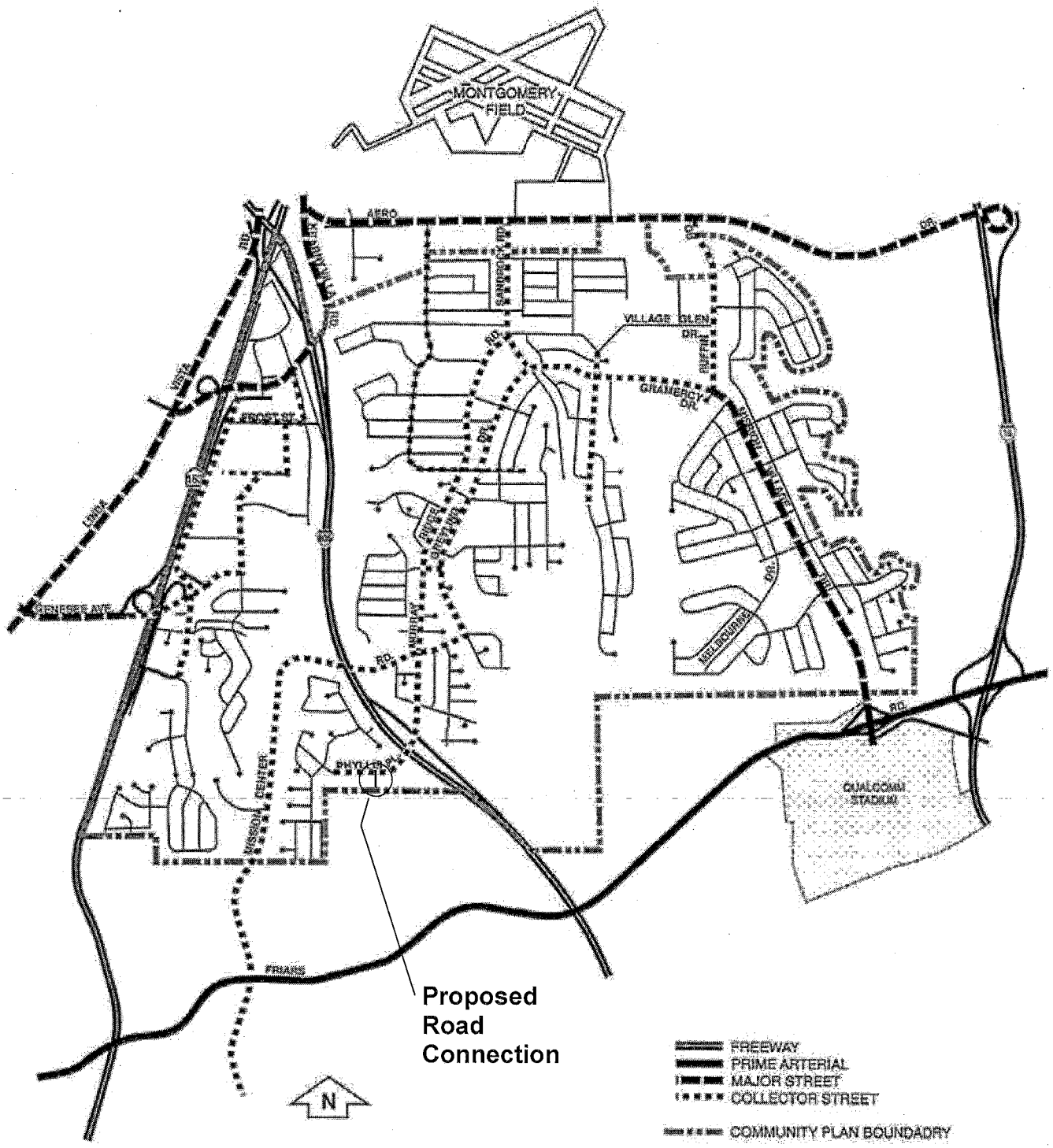
Project Description

The project is to amend the Serra Mesa Community Plan to provide a roadway connection from Phyllis Place in Serra Mesa southward to the boundary of Mission Valley. This amendment would include map and text changes to the Serra Mesa Community Plan to increase connectivity and extend Franklin Ridge Road south of Phyllis Place to the southern boundary as a four lane major arterial with bicycle and pedestrian facilities. It would revise the Street Classification and the Bikeways and Pedestrian Walkway figures in the current adopted Serra Mesa Community Plan. It would also revise the land use designation from residential to parks/open space for the area south of Phyllis Place Road to the boundary of Mission Valley. The processing of the Community Plan Amendment will also require a Site Development Permit.



Parks and Recreation **6**
Serra Mesa Community Plan FIGURE

ATTACHMENT 4

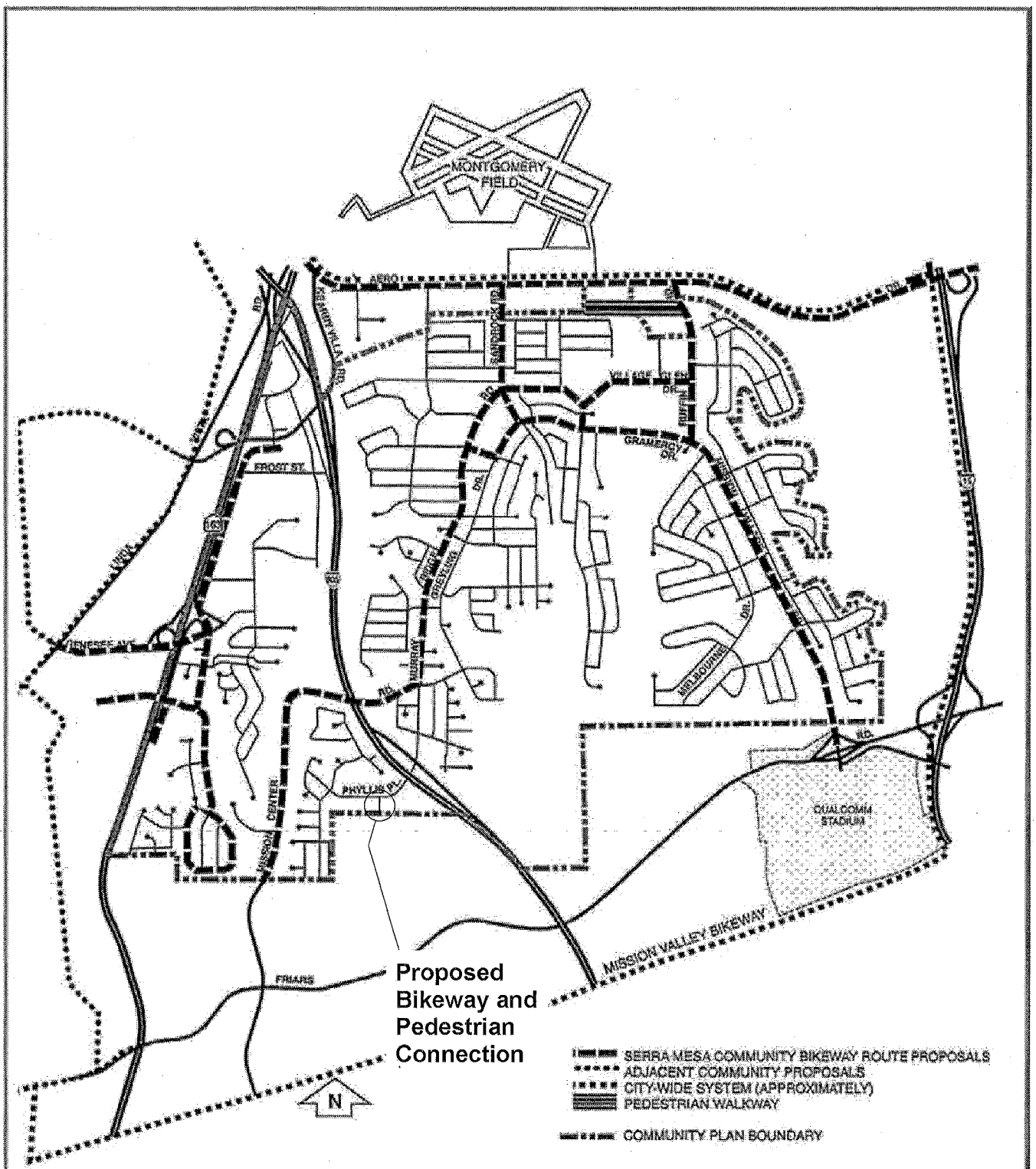


Functional Street System

Serra Mesa Community Plan

11 FIGURE

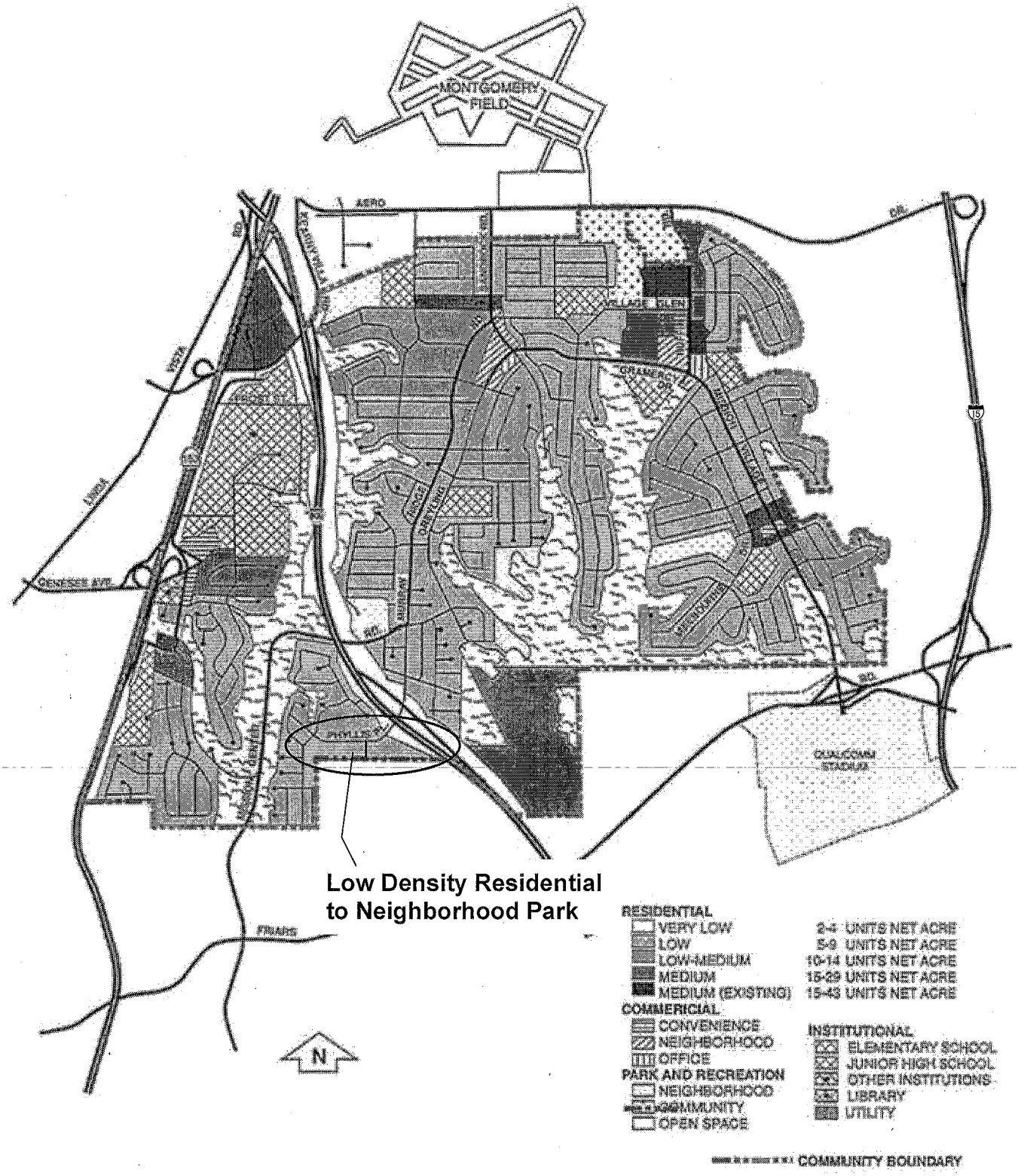
Proposed Map



Bikeways and Pedestrian Walkway **12** FIGURE

Serra Mesa Community Plan

Proposed Map



Community Plan Land Use 1990

Serra Mesa Community Plan

17 FIGURE

Proposed Map

ENVIRONMENTAL INITIAL STUDY

1.0 INTRODUCTION

Project Title: FRANKLIN RIDGE ROAD EXTENSION TO PHYLLIS PLACE

Project Number: TBD

Lead Agency Name and Address:

City of San Diego
Development Services Department
1222 First Avenue, MS501
San Diego, CA 92101

Contact Person and Phone Number:

Elizabeth Shearer-Nguyen
City of San Diego Development Services Department
1222 First Avenue, MS501
San Diego, CA 92101
Phone: (619) 446-5369
E-mail: EShearerNguyen@sandiego.gov

Project Location: The project is located within the southern portion of Serra Mesa in the City of San Diego, California (Figure 1). The approximately 0.60-acre project site is located approximately 0.25 miles west of Interstate 805 (I-805), on the southwest quadrant of where I-805 and Murray Ridge Road converge (Figure 2). Major streets surrounding the project site include Phyllis Place to the north and Friars Road approximately 0.5 miles to the south.

Project Applicant/Sponsor's Name and Address:

City of San Diego
Development Services Department – Planning Division
ATTN: Lesley Henegar
1222 First Avenue, MS413
San Diego, CA 92101

General Plan Designation: The City of San Diego's Serra Mesa Community Plan Land Use Map currently designates the project site as Single Family Residential.

Zoning: The project site is located within the Serra Mesa Community Plan area and is zoned RS-1-7 which is for single family residential use.

ATTACHMENT 5

Project Background: The current configuration of the street system in the southern portion of Serra Mesa and the surrounding area contributes to the congestion of arterial roadways and the surrounding freeway system. In October 2008, the San Diego City Council initiated an amendment to the Serra Mesa Community Plan to include a road connection to Phyllis Place Road (this road connection is identified in the Quarry Falls Specific Plan as Franklin Ridge Road). This road would connect Phyllis Place to the Quarry Falls Specific Plan area in Mission Valley, also known as the Civita project. City Council directed staff to analyze a road connection and to evaluate whether this proposed connection of the street system to the arterial streets and freeways would result in less congestion and improved circulation, improved emergency access, and evacuation routes and improved pedestrian and bicycle access between the two communities.

Description of Project: The proposed project involves an amendment to the Serra Mesa Community Plan to provide a roadway connection extending from Phyllis Place in Serra Mesa south to the northern boundary of the Mission Valley Community Plan. (Figure 3) The proposed road connection would be a four-lane major street with an approximately 120-foot right-of-way and bicycle and pedestrian facilities, extending from a signalized intersection at Phyllis Place to the Quarry Falls Specific Plan. Modification to the existing grade would be necessary to provide additional fill material in this area to create the appropriate grade transition for the roadway. In addition, minor modifications to the streets proposed in the Civita project may be required to accommodate the connection. In addition to descriptive text changes within the Serra Mesa Community Plan, the project would involve revisions to various graphics within the adopted Serra Mesa Community Plan including: Figure 6, Parks and Recreation; Figure 11, Functional Street System; Figure 12, the Bikeways and Pedestrian Walkway; and Figure 17, Community Plan Land Use 1990. As part of these revisions, the project scope would also redesignate the Residential land use designation of the site to Parks and Open Space.

In addition to an environmental evaluation of the proposed project as described above, the EIR will evaluate several alternatives to include different street classifications and alignments for the connection to Phyllis Place, as warranted. A no road alternative, without pedestrian or bicycle uses, will also be considered.

Surrounding Land Uses and Setting: The area immediately surrounding the project site is developed with single family residential uses to the west and a church to the north on Phyllis Place. The area to the south is designated for a mix of land uses, including retail, commercial office, light industrial/business parks, and residential. Office and residential buildings to the south in the Civita project vicinity will vary in height from one- and two-story industrial buildings, to multi (two to four) story residential, commercial office complexes, high-rise offices, and hotels. The project site is bounded by Phyllis Place to the north and west, I-805 to the east, and the approved Quarry Falls Specific Plan, or Civita mixed-use project to the south. The area immediately south of the project site consists of a remediated rock mine quarry. Existing commercial and retail development exist south of Friars Road.

Other public agencies whose approval is required: No approvals are required from other public agencies. However, a Site Development Permit from the City of San Diego will be required.

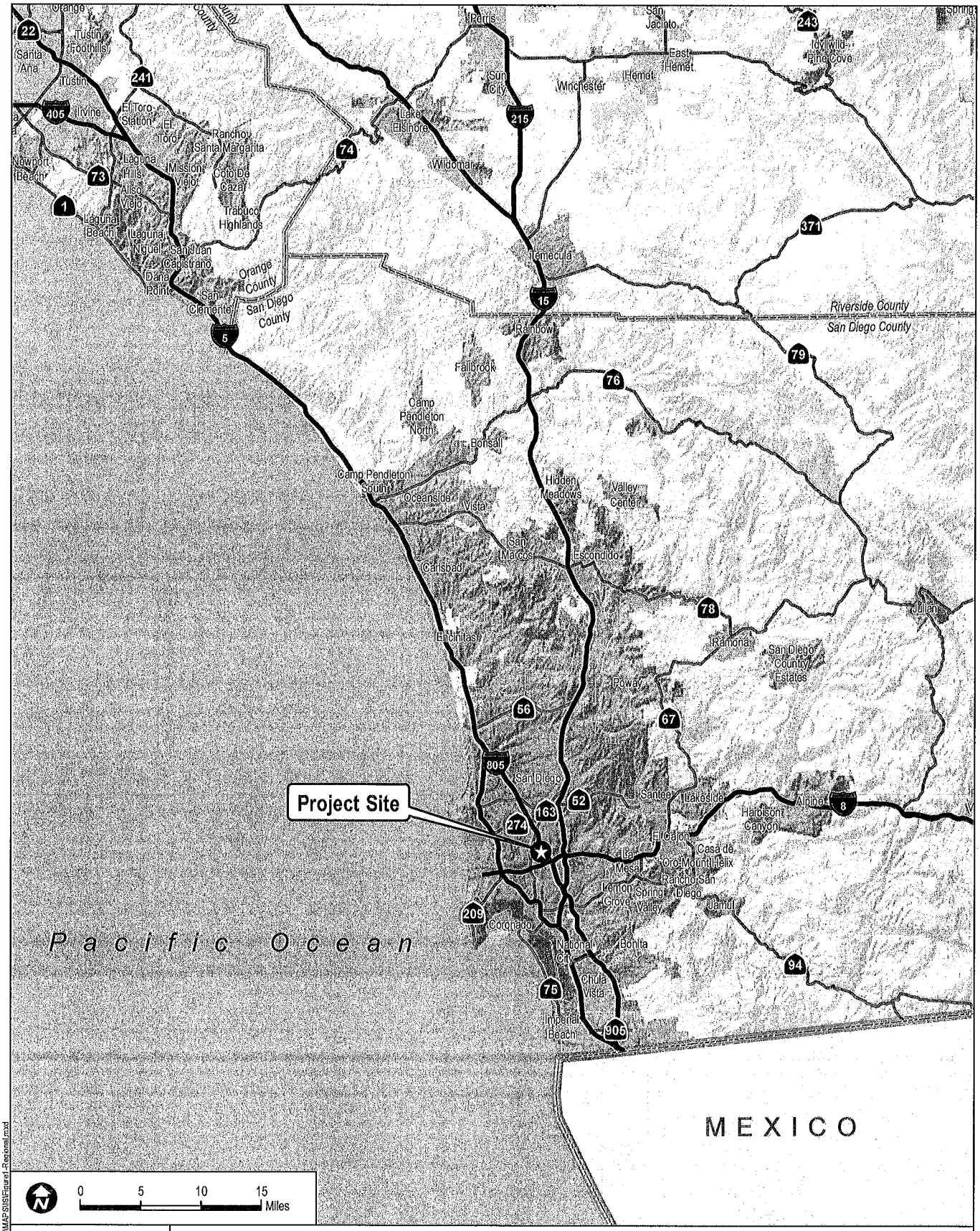


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FIGURE 1
Regional Map

PHYLLIS PLACE EXTENSION OF FRANKLIN RIDGE ROAD - INITIAL STUDY (IS)

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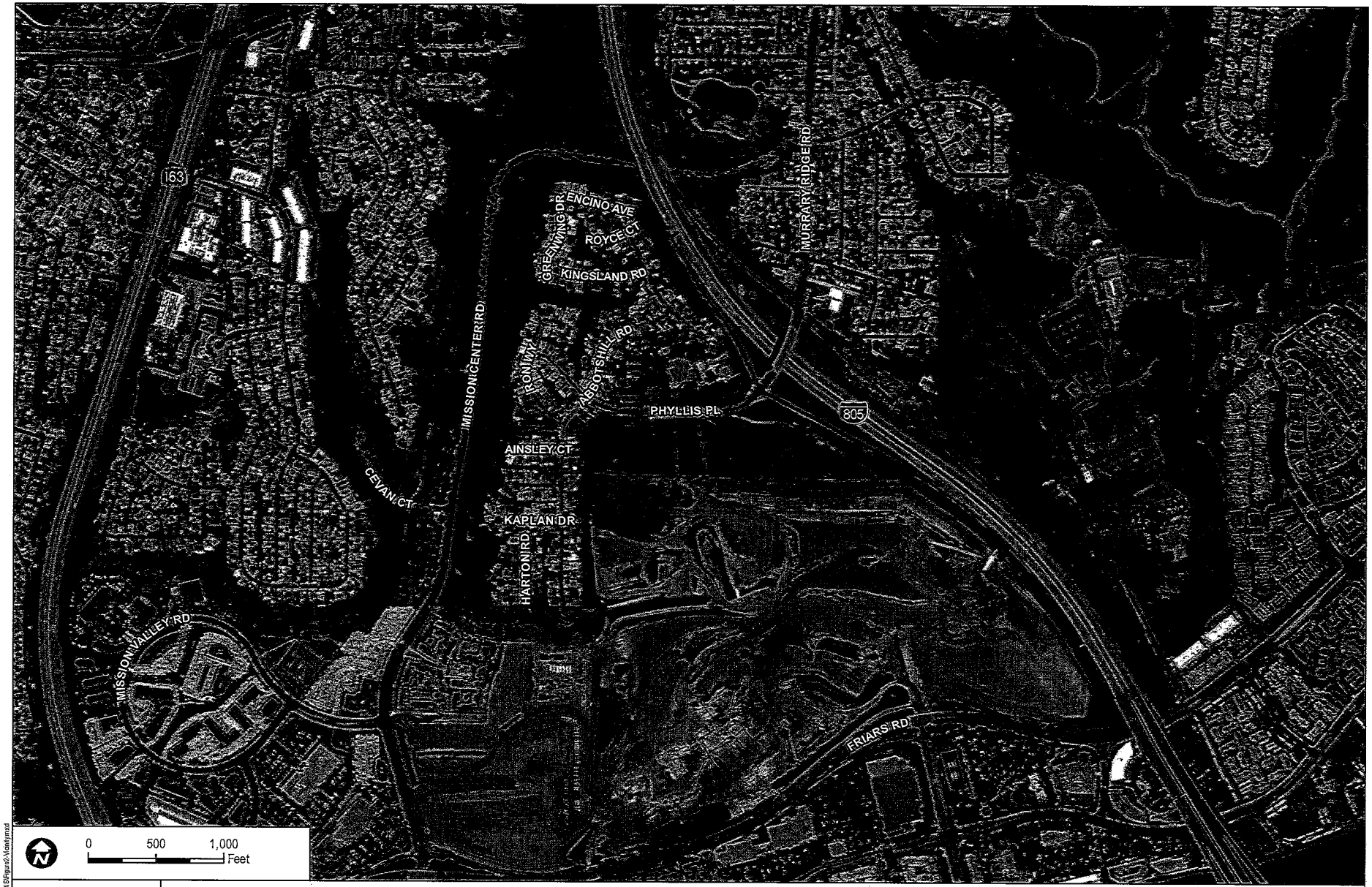

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SOURCE: SanGIS 2011; DigitalGlobe 2008

FIGURE 2

Vicinity Map

PHYLLIS PLACE EXTENSION OF FRANKLIN RIDGE ROAD - INITIAL STUDY (IS)

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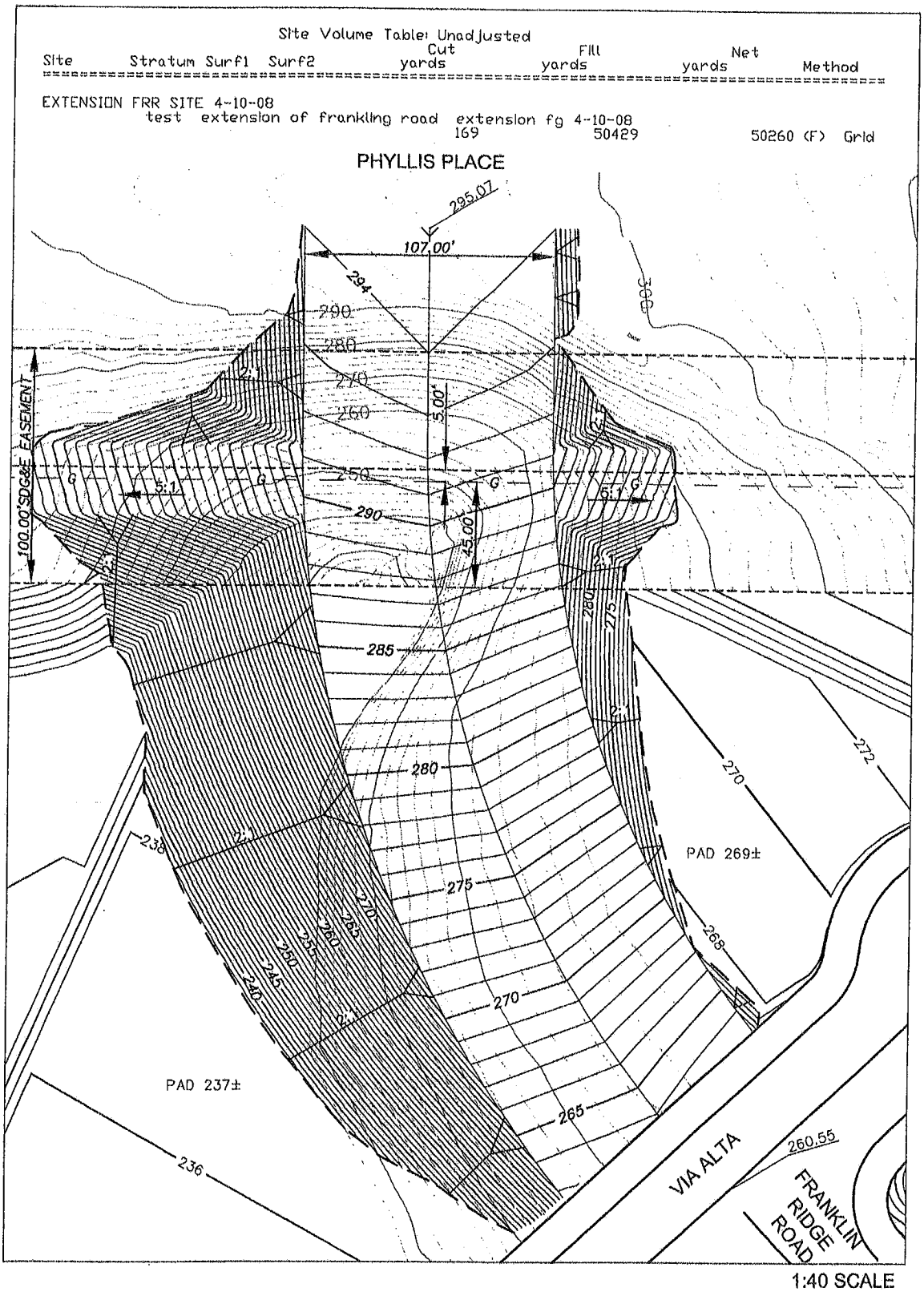

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SOURCE: TCB/AECOM 2011

FIGURE 3
Conceptual Road Connection

7139

PHYLLIS PLACE EXTENSION OF FRANKLIN RIDGE ROAD - INITIAL STUDY (IS)

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2.0 SUMMARY OF FINDINGS

The City of San Diego finds that the proposed Extension of Franklin Ridge Road from Phyllis Place to the southern border of the Serra Mesa Community Plan area may have a significant adverse effect on the environment. An EIR is therefore proposed to satisfy the requirements of CEQA pursuant to the CEQA Guidelines (14 CCR 15000 et seq.), and California Public Resources Code, Section 21000 et seq. This IS utilizes the most updated checklist set forth in Appendix G of the CEQA Guidelines to describe the effects that may result from the proposed roadway extension for each environmental topic area.

2.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

Based on the preliminary environmental evaluation provided in this IS, the City of San Diego has determined that the environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐	Aesthetics	☒	Greenhouse Gas Emissions	☐	Population/Housing
☐	Agriculture and Forestry Resources	☐	Hazards & Hazardous Materials	☒	Public Services
☒	Air Quality	☒	Hydrology/Water Quality	☐	Recreation
☐	Biological Resources	☒	Land Use/Planning	☒	Transportation/Traffic
☐	Cultural Resources	☐	Mineral Resources	☐	Utilities/Service System
☐	Geology/Soils	☒	Noise	☒	Mandatory Findings of Significance

2.2 ENVIRONMENTAL DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial evaluation:

☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required.

☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

2.3 EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact answer should be explained where it is based on project specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses", as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or (mitigated) negative declaration. *Section 15063(c)(3)(D).* In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated", describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and

    b. The mitigation measure identified, if any, to reduce the impact to less than significant.

3.0 INITIAL STUDY CHECKLIST:

3.1 Aesthetics:

Environmental Issues *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☒	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Discussion:

The project site is located in an existing urbanized area within the southern portion of the Serra Mesa Community Plan area within the City of San Diego. Land uses to the south within the Mission Valley neighborhoods include a mix of retail, commercial office, light industrial/business parks, and residential. Office and residential buildings to the south of the site vary in height from one- and two-story industrial buildings, to multi (two to four) story residential, commercial office complexes, high-rise offices, and hotels. The project site is bounded by Phyllis Place to the north and west, I-805 to the east, and the approved Quarry Falls Specific Plan area, Civita mixed-use project to the south.

Neither the Mission Valley Community Plan nor the Serra Mesa Community Plan identifies scenic view corridors. The City of San Diego General Plan Conservation Element identifies valued scenic resources and open space such as canyons, valleys, mesas, hillsides, beaches, and other landforms as positive contributions to the city's image and elements that help to create a unique setting that fosters biodiversity, a sense of place, and recreational opportunities (City of San Diego 2008a). The Serra Mesa Community's valued scenic vistas and open spaces include steep hillsides and canyons to include Murphy Canyon visible from I-15 and the Ruffin Canyon system (City of San Diego 2011). The nearest recognized public resources or landmarks as identified in the Mission Valley Community Plan are the San Diego River, the Jack Murphy Stadium, and the I-805 Jack Schrade Bridge (City of San Diego 2008b). Views of these identified scenic resources would not be impacted by construction or operation of the proposed project.

Views from Phyllis Place and other public areas would be maintained across the project site to the southern portion of Serra Mesa and Mission Valley during project construction and operation. Consistent with the Serra Mesa Community Plan, hillside and canyon views will be preserved when the new roadway extension is constructed. None of the roadways surrounding the project site are considered Officially Designated State Scenic Highways (Caltrans 2011). The EIR will describe any locally designated scenic roadways as identified in the City of San Diego General Plan to determine whether the project may affect scenic resources along these roadways.

During construction, views from residential uses looking across the project site and from motorists traveling past the project site would be temporarily impacted. Grading activities, as well as the presence of construction equipment, debris, dust, fencing, and signage may affect the character and quality of the project site during construction. Construction activities associated with the project, including the presence of construction vehicles and equipment, would result in short-term visual quality impacts to nearby residents and motorists; however, those changes in visual character and quality would be short-term. All trash, waste, and unnecessary construction materials would be removed off site on a regular basis. Once construction is complete, all temporary fences and signs would be removed. Due to the temporary nature of changes in visual character and quality resulting from construction, impacts would be less than significant.

Although buildings are not proposed that would modify the view and character of the area, the presence of increased vehicular activity and additional sources of light and/or glare may adversely affect the quality and character of the site and its surroundings. Potential increased sources of light or glare may include landscaped and open space areas, vehicular and pedestrian/bicycle usage, and lighting for roadway components.

The EIR will analyze the potential for the proposed project to affect identified scenic vistas, including those that are visible from surrounding vantage points and those that may be affected by views from the surrounding area. As the proposed roadway extension would occur in a previously undeveloped area that may affect view corridors, the EIR will analyze whether the visual quality of the site and its surroundings would be adversely impacted. The EIR will also address any new sources of light and glare to evaluate potential impacts on day or nighttime view sin the area as a result of project implementation.

3.2 Agricultural and Forest Resources:

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

Environmental Issues *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Converts Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for, or cause rezoning	☐	☐	☐	☒

	of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
c)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
d)	Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion:

According the to the San Diego County Important Farmland 2008 map, the project site is identified as "Urban and Built-Up Land" (California Department of Conservation 2010). This classification applies to land occupied by structures and is used for residential, industrial, commercial, construction, institutional, and other developed purposes, and is not applied to Prime Farmland, Unique Farmland, or Farmland of State or Local Importance. As the project site does not contain Prime Farmland, Unique Farmland, or Farmland of State or Local Importance, the proposed project would not result in the conversion of farmland to a non-agricultural use. No impacts would occur.

The project site is located within a single family residential zone as designated on the City of San Diego's official zoning map, neither of which provide for agricultural uses. Due to the developed nature of the site and designation of the site as "Urban and Built-Up Land" by the Farmland Mapping and Monitoring Program, there are no Williamson Act contracts existing on the project site. No impacts would occur.

Forest land is defined as "land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits" (California Public Resources Code, Section 12200 et seq.). Timberland is defined as "land, other than land owned by the federal government and land designated by the board as experimental forestland, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees" (California Public Resources Code, Section 4521 et seq.). A Timberland Production Zone is defined as "an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h)" (California Government Code, Section 51100 et seq.).

The proposed project site is located in an urban developed area and is not within or adjacent to existing forested areas. In addition, the project site is currently zoned for residential and is not to be located in an area zoned as forestland, timberland, or a Timberland Production Zone as indicated on the California Department of Forestry and Fire Protection's Land Cover Map (California Department of Forestry and Fire Protection 2011a). Therefore, no impacts would occur.

3.3 Air Quality:

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.

Environmental Issues *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☒	☐	☐	☐

Discussion:

The project site is located in the San Diego Air Basin (SDAB), which is a federal and state non-attainment area for ozone (O_3). The San Diego Air Pollution Control District (SDAPCD) is the local agency responsible for the administration and enforcement of air quality regulations in San Diego County. The SDAPCD and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB.

Construction and operation of the proposed project may result in the emissions of additional short- and long-term criteria air pollutants from mobile and/or stationary sources, which may exceed federal and state air quality standards or contribute to existing non-attainment of air quality standards. In addition, the proposed roadway extension, combined with known and reasonably foreseeable growth in the area, could result in cumulatively considerable emissions of non-attainment criteria air pollutants.

Construction activities associated with the proposed project would result in temporary sources of fugitive dust and construction vehicle emissions, as well as the emission of diesel fumes and other odors typically associated with construction activities. Sensitive receptors located in the vicinity of the construction site may be affected. Long-term operation of the proposed roadway extension would result in daily vehicular trips, which would generate emissions.

The EIR will include a quantification of short- and long-term emissions from mobile and/or stationary sources associated with the proposed project, as well as any potentially increased toxic air contaminants resulting from project implementation. The EIR will describe any existing non-attainment of air quality standards in the region and evaluate whether the proposed project would conflict with or obstruct implementation of the rules, regulations, or programs established by the California Air Resources Board (CARB) or the SDAPCD, or whether the proposed roadway extension would result in a cumulatively considerable net increase in these criteria pollutants. The EIR will evaluate air quality impacts resulting from both construction and operation of the proposed project, including potential impacts of increased air pollution levels on sensitive receptors, and, as applicable, identify mitigation measures to reduce or avoid potentially significant impacts.

3.4 Biological Resources:

Environmental Issues *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such a as tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

Discussion:

The project site is located within the San Diego Multiple Species Conservation Program (MSCP) planning area (Ogden 1998). Vegetation communities and land covers known to exist in the immediate project vicinity include coastal sage scrub, disturbed vegetation, non-native grassland, and developed areas. Coastal sage scrub is an endangered ecosystem known to provide critical habitat for the federally threatened coastal California gnatcatcher and also considered habitat for the orange-throated whiptail (*Aspidoscelis hyperythra*) a California Species of Special Concern, and the federally listed plant species, San Diego ambrosia (*Ambrosia pumila*). Although the site is situated in an urbanized and developed area, construction activities may occur near ecologically sensitive areas and in areas unoccupied by buildings that may have significant biological resources value.

As part of the EIR effort, a general biological reconnaissance survey of the project area will be conducted to create a baseline biological resources map with vegetation communities. The EIR will incorporate an assessment of existing biological resource conditions, including sensitive habitat and riparian or other sensitive natural communities; address the presence or potential for any candidate, sensitive, or special-status species to exist on or immediately adjacent to the project site based on existing conditions and observations; evaluate potential short- and long-term impacts resulting from future development within or adjacent to these areas; and identify appropriate avoidance, minimization, and mitigation measures to reduce or avoid impacts to candidate, sensitive, or special-status species, as appropriate. The EIR will also describe any trees identified for removal as part of the roadway extension and will provide mitigation to reduce or avoid any potentially significant impacts that may result from conflicts with local policies or ordinances protecting biological resources.

Wildlife corridors are linear features that connect large patches of natural open space and provide avenues for dispersal or migration of animals, as well as dispersal of plants (e.g., via wildlife vectors). The project site is surrounded by residential uses to the north, south, and west; commercial uses to the north and south; and I-805 immediately to the east. The EIR will address the functionality of the project site as a regional wildlife corridor or habitat linkage and any potential effects of the project that would interfere with the movement of any native resident or migratory fish or wildlife species. The EIR will also evaluate short-term direct and indirect impacts to species protected under the Migratory Bird Treaty Act and provide avoidance, minimization, and mitigation measures to reduce or avoid impacts as appropriate.

3.5 Cultural Resources:

Environmental Issues *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique	☐	☒	☐	☐

paleontological resource or site or unique geologic feature?				
d) Disturb and human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

A cultural resources report was prepared by ASM Affiliates, Inc. for the Quarry Falls Specific Plan located immediately to the south of the proposed roadway extension, which incorporated a review of all relevant site records and reports on file with the South Coast Information Center at San Diego State University and an intensive pedestrian survey conducted in 2004 (ASM Affiliates 2006). Due to the proximity of the Quarry Falls Specific Plan proposed roadway extension site, the following discussion is based, in part, on information from the Quarry Falls Specific Plan cultural resources report in regard to the presence and nature of archaeological or paleontological resources on and nearby the project site to evaluate the potential for the proposed roadway extension to result in impacts to cultural resources.

Discussion:

Results of the records search indicated that no previously recorded cultural resources were located within the project area (ASM Affiliates 2006). Records also indicated that the project area was completely surveyed in 1979 and no cultural resources were located as a result of that survey. The intensive field survey conducted as part of the cultural resource assessment for the Quarry Falls Specific Plan found no cultural resources on the property. Based on the absence of known cultural resources in the project area, implementation of the proposed roadway extension would not adversely affect known cultural resources.

Due to the project site's location in an area considered of high sensitivity for archaeological resources, however, the potential exists for earth moving activities to affect unknown resources located within undistributed areas of the project site. The EIR will discuss the potential for construction activities to affect unknown archaeological or paleontological resources, including human remains, and identify appropriate mitigation measures to reduce or avoid potentially significant impacts as appropriate.

3.6 Geology and Soils

Environmental Issues *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

A Preliminary Geotechnical Investigation Report and Revised Addendum Geotechnical Report were prepared for the Quarry Falls Specific Plan by Geomatrix Consultants, Inc (Geomatrix 2005 and 2006). These reports were prepared to evaluate existing geologic and soils conditions in the project area that may have the potential to result in impacts as a result construction and operation of the proposed Civita project. Due to the proximity of the Quarry Falls Specific Plan to the proposed roadway extension site, the following discussion is based, in part, on information from the Quarry Falls Specific Plan geotechnical reports in regard to the general characteristics of soil types and potential seismic and geotechnical hazards on and nearby the project site to evaluate the potential for the proposed roadway extension to result in geologic impacts.

Discussion:

The project site is located in the Peninsular Ranges geomorphic province. Geologic units mapped in the site vicinity include Tertiary age marine and non-marine sedimentary deposits of conglomerate and sandstone of the Poway Group (Geomatrix 2006). The area is comprised of deposits of the Mission Valley Formation overlying deposits of Stadium Conglomerate (Geomatrix 2005). Engineered fill materials also occur on site due to filling of the mining pit and removal and recompaction of existing fill. No groundwater was identified at the project site during site reconnaissance; however, the groundwater level could experience seasonal fluctuations and surface water from neighboring properties to the north may affect groundwater on the project site (Geomatrix 2005).

The project site is located within seismically active Southern California, an area where several faults and fault zones are considered active by the California Division of Mines and Geology. As described in the City of San Diego General Plan Public Facilities, Services, and Safety Element, San Diego is located approximately 100 miles west of the San Andreas Fault and close to several large active faults (City of San Diego 2008a). Faults in influencing local seismicity include the Elsinore, San Jacinto, Coronado Bank, San Diego Trough, San Clemente, and La Nacion faults, as well as the active Rose Canyon fault which underlays the downtown area of the city.

Alquist-Priolo earthquake fault zones have been established for the majority of these faults and fault zones. The Division of Mines and Geology, Department of Conservation, maintains all Official Maps of Earthquake Fault Zones delineated by the California Geologic Survey through December 2010 under the

Alquist-Priolo Earthquake Fault Zoning Act. According to the most recent Alquist-Priolo Earthquake Fault Zoning Map for the La Jolla Quadrangle and the California Department of Conservation Geologic Survey Special Publication 42, the proposed project site was not identified within a Special Study Zone (California Department of Conservation 1991) or an Alquist-Priolo earthquake fault zone (California Geological Survey 2007). In addition, no active fault is known to traverse the project site. The nearest known active fault is the Rose Canyon Fault, located approximately 3.5 miles to the northwest (Geomatrix 2006). According to the geotechnical investigations for the Quarry Falls Specific Plan, the potential for surface ground rupture due to faulting is considered low due to the absence of active faults underlying the project site and the distance from the nearest known active fault. As a result, the potential for damage resulting from surface rupture or fault displacement at the project site is considered less than significant.

The roadway extension project would be constructed to the seismic standards of the most recent Uniform Building Code and Health and Safety Code guidelines and be reviewed by a qualified geotechnical engineering prior to the issuance of building permits. Furthermore, final design and engineering plans will include soil remediation and ground improvement or structural techniques, as appropriate, to support the proposed infrastructure project. As a result, structural damage from strong seismic ground shaking is considered less than significant.

Liquefaction typically occurs when a site is located in a zone with seismic activity, if on-site soils are cohesionless, if groundwater is encountered within 50 feet of the surface, and if soil relative densities are less than 70%. When these four criteria are present, a seismic event or ground shaking could create excess pore-water pressures in relatively cohesionless soils. Liquefaction occurs only below the water table, but it can propagate upward into overlying non-saturated soil as excess pore water dissipates. In general, materials that are susceptible to liquefaction are loose, saturated granular soils having low fines content (particle size less than 0.075 millimeter) under low confining pressures. Seismically induced settlement is settlement that occurs as a result of liquefaction, or as a result of partial rearrangement in loose dry sands located above the groundwater table. As indicated in the geotechnical investigation for the Quarry Falls Specific Plan, although groundwater levels may vary on the project site due to drainage from northern properties and seasonal conditions, the cohesive nature of the subsurface claystone, siltstone, sandstone, conglomerate, very dense cobble soils, and engineered fill reduces the potential for liquefaction to occur within the site's soil (Geomatrix 2005). Therefore, the potential for liquefaction at the roadway extension project site is considered low and impacts related to liquefaction are considered less than significant.

Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. Landslide hazard areas are generally considered to exist when substantial slopes are located on or immediately adjacent to a subject property. According to the geotechnical investigation prepared for the Quarry Falls Specific Plan, there are no slopes (other than proposed slopes as part of the Quarry Falls Specific Plan) that could fail and potentially impact the project site. As such, the potential for seismically induced landslides at the project site is very low and impacts resulting from landslides would be considered less than significant.

Construction activities associated with the proposed roadway extension may have the potential to result in soil erosion or the loss of topsoil. Short-term erosion effects during the construction phase of the project would be prevented through implementation of a storm water pollution prevention plan (SWPPP), which is required in accordance with the countywide National Pollutant Discharge Elimination System

(NPDES) General Construction Activities Permit. The SWPPP includes standard construction methods, such as sandbags, silt fencing, and temporary detention basins, to control on-site and off-site erosion. The SWPPP is required by the City of San Diego during plan review and approval of project improvement plans; therefore, with implementation of an approved SWPPP, impacts resulting from erosion during construction would be less than significant.

The project proposes to connect to the existing municipal sewer system and would result in a negligible effect on the City of San Diego's existing sewer system. As sewer facilities are available in the project area and the project does not require the use of septic tanks or alternative wastewater disposal systems, no impacts would occur.

3.7 Greenhouse Gas Emissions:

Environmental Issues *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Discussion:

Greenhouse gas (GHG) emissions would be generated during both construction and operation of the proposed roadway extension. Construction activities would result in GHG emissions from heavy construction equipment, truck traffic, and worker trips to and from the site. Operation of the project would generate GHG emissions primarily associated with emissions from vehicles utilizing the roadway.

Neither the State of California nor the SDAPCD has adopted emission-based thresholds for GHG emissions under CEQA. OPR's Technical Advisory, titled *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, states that "public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact" (OPR 2008). Furthermore, the advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice" (OPR 2008).

The City of San Diego has taken steps to address climate change impacts at a local level. In 2005, the City Council adopted the San Diego Sustainable Community Program. This program established the partnership with the Cities for Climate Protection (CCP) Campaign, which is a program administered by International Council for Local Environmental Initiatives (ICLEI). The Sustainable Community Program

established a GHG reduction goal of 15% below 1990 levels by the year 2010. The City has continued to reduce its share of GHG emissions through fuel efficiency, energy conservation, the use of renewable energy, and the use of methane gas (biogas) to generate electricity. In addition, the City's most recent General Plan includes various policies that address conservation with the goal of reducing GHG emissions by increased energy efficiency and increasing the use of alternative forms of transportation, among others (City of San Diego 2008). Furthermore, the City has a Climate Protection Action Plan that addresses both the greenhouse gas emissions from the community (residential, commercial and industrial sectors) and the greenhouse gas emissions specifically from the operations provided by City government.

In addition, the City has adopted an interim threshold to determine whether a GHG analysis will be required for projects subject to CEQA analysis. The threshold is based on the analysis presented in the California Air Pollution Control Officers Association (CAPCOA) report entitled *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act* (CAPCOA 2008). The 900-metric-ton-per-year screening threshold was adopted for the interim, since it serves as a conservative threshold for requiring further analysis and mitigation. If proposed projects would exceed the 900-metric-ton level, a significant environmental impact may occur. To reduce potential impacts to below a level of significance, proposed projects must show a 30% reduction to the 2020 business-as-usual (BAU) model, which is consistent with the broad economy-wide goals reflected in AB 32 (City of San Diego 2010).

The EIR will identify the sources of both construction and operational GHG emissions, as well as the project design features that would be incorporated to reduce emissions from stationary and mobile sources and reduction measures to address emissions from vehicles. Consistent with the most recent update to the CEQA Guidelines, Section 15064.4, the EIR will describe, calculate, or estimate the amount of GHG emissions associated with the proposed roadway extension. It will also evaluate the significance of the anticipated GHG emissions, considering the extent to which the proposed project would reduce emissions below "business-as-usual" and whether the proposed project would be consistent with the goals, guidelines, and reduction strategies of AB 32 and the City of San Diego's climate action planning efforts. Mitigation measures will be provided, as appropriate, in an effort to reduce or avoid potentially significant global climate change impacts resulting from construction or operational GHG emissions.

3.8 Hazards and Hazardous Materials:

Environmental Issues *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous	☐	☒	☐	☐

or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two mile of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

A Phase I Environmental Site Assessment (ESA) was prepared by Geocon Consultants, Inc. (Geocon) for the Quarry Falls Specific Plan. Due to the proximity of the Quarry Falls Specific Plan to the proposed roadway extension site, the following discussion is based, in part, on information from the Civita project Phase I ESA in regard to the presence and nature of potential sources of contamination on and nearby the project site.

Discussion:

Based on the review of historical aerial photographs and evaluation conducted as part of the Phase I ESA, the project area has been used for sand and rock mining and construction aggregate processing and distribution since the 1940s (Geocon 2005). Historic uses on the site have involved the use or handling of various hazardous materials, including gasoline, diesel fuel, concrete additives, iron oxides, antifreeze, capping compounds, fly ash, lubricating oils, compressed gases, calcium chloride, calcium nitrate, potassium hydroxide, cleansers, and pond flocculants. Hazardous wastes generated at the site include waste/mixed oil, used oil filters, used batteries, used coolant/antifreeze, and degreasing agents. In addition, underground storage tanks (USTs) have operated on the project site but since have been closed and removed. Two cases involving unauthorized releases have been associated with the project site, both of which have been closed based on approval of "no further action" findings or a prepared Work Plan to address the release by the San Diego County Department of Environmental Health (Geocon 2005). Six hazardous materials facilities within a block radius of the project site were identified on the regulatory database report for the Civita Phase I ESA. Based on the hazardous materials present on the project site or adjacent areas, a potential hazard to the public may exist without mitigation.

Construction activities associated with the roadway extension would involve the use and storage of commonly used hazardous materials such as gasoline, diesel fuel, lubricating oil, grease, solvents, and other vehicle and equipment maintenance fluids. These materials would be used and stored in designated construction staging areas within the footprint of the project site. These materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Consequently, the materials alone, and use of these materials for their intended purpose, would not pose a significant risk to the public or environment. Nonetheless, accidental spills or unauthorized releases of hazardous materials during construction could potentially result in soil contamination, which would be a significant impact. Potential impacts from the use of hazardous materials are generally associated with spills or other unauthorized releases during ground clearing and road construction. Other potential impacts involving the use of hazardous materials during construction are associated with temporary storage sites, transportation of materials to the project site, and refueling and servicing of equipment/vehicles.

To minimize/eliminate fuel spillage, construction vehicles would be adequately maintained and equipped. Equipment maintenance work, including refueling, would occur off site or within the designated construction staging area(s). Potentially hazardous construction waste, including trash, litter, garbage, and other solid wastes, as well as petroleum products and other potentially hazardous materials, would be removed to a hazardous waste facility that is permitted to treat, store, or dispose of such materials. The project would develop and implement a hazardous materials management plan to address storage, use, transport, and disposal of each hazardous material anticipated for use on the project site. The plan would identify where hazardous materials and waste would be stored on site, how spill prevention measures would be implemented, where spill kits would be located, the appropriate spill response action for each material or waste, and procedures for notifying the appropriate authorities. In addition, the project would implement BMPs to address accidental spillage of hazardous materials. The project does not involve the demolition of existing structures on site; therefore, hazardous substances, such as lead-based paint or asbestos that may expose construction workers and the public to potential health hazards, are not anticipated.

During operation and maintenance of the project, hazardous materials (as defined under federal and state environmental laws) would be used and stored. During the operational phase of the project, hazardous materials used on site would be limited to landscaping chemicals and fertilizers, gasoline, diesel fuel, lubricating oil, grease, solvents, and other substances associated with the maintenance of ornamental landscaped areas and other routine roadway maintenance work. The materials would be transported, handled, and contained in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Most of the chemicals and hazardous materials used for operations and maintenance activities are similar to those used in construction activities; however, the use and quantities of these materials for operations and maintenance would be considerably less than those used during construction activities. Furthermore, most of the hazardous chemicals used for operations and maintenance would be brought to and removed from the site by maintenance personnel rather than stored on site. Impacts are considered to be less than significant with mitigation incorporated.

By incorporating the project design features described above, developing a hazardous materials management plan, and implementing BMPs to address accidental spillage of hazardous materials, potential hazards to the public or the environment resulting from foreseeable upset or accidental

conditions related to hazardous materials would be substantially minimized or eliminated. Impacts would therefore be less than significant with mitigation incorporated.

The proposed project site is located approximately 0.25 miles from Faith Community School, which is situated northeast of the project site on the opposite side of I-805. As described above, limited amounts of hazardous materials may be used for construction, operation, and maintenance activities associated with the proposed roadway extension; however, the transport, use, and disposal of these materials would be subject to a wide range of laws and regulations intended to minimize potential health risks associated with their use or the accidental release of such substances. Moreover, the nearest school (Faith Community School) is located on the opposite side of I-805, which would serve as a buffer during construction activities. Impacts would be considered less than significant.

The project site is not located within 2,000 feet of a known "border zone property"; is not located within the Centre City or Barrio Logan areas of San Diego or in an area where contamination is known or suspected; is not located on or near an active or former landfill; and is not a property that is proposed for development with uses that involve dewatering (City of San Diego 2008c). The project site is located approximately 2 miles from Montgomery Field, a general aviation airport that includes the operation of private, corporate, charter, air ambulance, law enforcement, fire rescue, flight training, and cargo aircraft. In addition, the project site is located approximately 4.5 miles line-of-sight from San Diego International Airport. Several helipads and heliports are located near the project site. The location of these airports and heliports in proximity to the project site are not expected to introduce safety hazards to people in the project area. Furthermore, as the project is not proposing structures that would exceed Federal Aviation Administration obstruction standards, the project would not be a hazard to air navigation.

The project site is located in a developed urban setting with the City of San Diego. The California Department of Forestry maps fire hazards in the state and classifies them according to the potential risk, or severity, for wildfires and fire hazards. The area of Mission Valley in the City of San Diego is not identified as a community at risk from wildfire (California Department of Forestry and Fire Protection 2011b), nor is any portion of the proposed roadway extension project site identified as being located within a "very high fire hazard severity zone" (California Department of Forestry and Fire Protection 2011c). Furthermore, the proposed roadway extension project is intended to increase connectivity of the surrounding street system, thereby reducing congestion on the arterial streets and freeways and facilitating increased emergency access to the surrounding developments. In the event of an emergency, residents, visitors, and workers would be able to access I-805 and local surface streets in order to evacuate the area.

The project site would be fully accessible to emergency vehicles during construction and operation of the roadway, and the project itself is not expected to interference with emergency response or emergency evacuation plans. Additionally, land uses on the project site would not change after construction of the project; therefore, the nature of the proposed development would not place the site at greater risk during an emergency and would not create greater interference with any adopted emergency response plan than that currently existing at the site. Impacts would therefore be less than significant.

3.9 Hydrology and Water Quality:

Environmental Issues *Would the project:*	Potentially Significant	Less Than Significant	Less Than Significant	No Impact

	Impact	with Mitigation Incorporated	Impact	
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	☒	☐	☐	☐
e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐	☐
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

A Water Quality Technical Report and a Drainage Report were prepared by EDAW, Inc. and TBC, Inc, respectively, for the Quarry Falls Specific Plan. Due to the proximity of the Quarry Falls Specific Plan to the proposed roadway extension site, the following discussion is based, in part, on information from the Quarry Falls Specific Plan water quality and drainage reports in order to evaluate the potential for the proposed roadway extension to result in impacts to hydrology and water quality.

Discussion:

Section 303(d) of the Clean Water Act (CWA) (33 U.S.C. 1251 et seq.) requires that the regional water quality control board (RWQCB) identify water bodies that do not meet, or are not expected to meet, water quality standards, or are considered impaired. The affected water body and associated pollutant or stressor is then prioritized in the 303(d) list. The project site is located in the San Diego Hydrological Unit, Lower San Diego Watershed, Mission San Diego Hydrologic Subarea, Basin Number 907.11 and is tributary to San Diego River, which ultimately discharges into the Pacific Ocean (EDAW 2007). Inland surface waters for this area include the San Diego River, Alvarado Canyon, Lake Murray, Murphy Canyon, Shepard Canyon, and Murray Canyon. Inland waters located downstream of the project site are the San Diego River and Murray Canyon. The Lower San Diego River is the closest named surface water body to the project area and is located approximately 1,200 feet south of the project site. Murray Canyon is located approximately 1,000 feet west of the project site; however, flows from the site do not drain or discharge to this tributary.

There are one watercourse and two water bodies in the Mission San Diego Hydrologic Subarea that are included on the State Impaired Water Bodies 303(d) List: the Lower San Diego River, the Pacific Ocean, and the Famosa Slough and Channel (EDAW 2007). The nearest 303(d) impaired water body is the Lower San Diego River. The pollutants of concern for the Lower San Diego River are phosphorus, low dissolved oxygen, total dissolved solids, and fecal coliform, all of which are noted as low priority for total maximum daily load according to the 2002 California 303(d) List and Total Maximum Daily Load Priority Schedule.

During construction activities, gasoline, diesel fuel, lubricating oils, grease, and solvents may be used on the project site. Accidental spills of these materials during construction could result in potentially significant water quality impacts. In addition, soils loosened during grading or miscellaneous construction materials or debris could also degrade water quality if mobilized and transported off site via water flow. As construction activities may occur during the rainy season or during a storm event, construction of the roadway extension could result in adverse impacts to water quality without implementation of appropriate best management practices (BMPs). Once operational, the primary source of pollutants would be the impervious roadway and any chemicals used for landscaping. Long-term operational activities of the proposed project also have the potential to degrade water quality due to vehicles utilizing the site that could discharge contaminants such as oil, gas, and solvents. Secondary pollutants of concern for project with a large impervious area include sediments, nutrients, organic compounds, metals, trash and debris, oxygen-demanding substances, oil and grease, bacteria and viruses, and pesticides. As applied to the project, potential sources of these pollutants include urban runoff, storm drains, and roadway debris.

Effective treatment of pollutants would be achieved through the use of construction, source-control and treatment-control BMPs and low-impact development (LID) BMPs in accordance with City of San Diego Storm Water Standards, Section III.B.2, which are intended to conserve natural areas and minimize impervious cover to maintain or reduce increases in peak flow velocities from the project site. In addition, following construction of the roadway extension, landscaping would be installed consistent with City of San Diego landscaping design requirements, to further reduce the potential for runoff from the project site. By incorporating these measures, implementing BMPs to address the accidental spillage of hazardous materials, and preparing a grading and erosion control plan and SWPPP, the project would be consistent with the City of San Diego's water quality and waste discharge requirements and the project is not expected to contribute runoff that would result in substantial additional sources of pollutants. Impacts would be less than significant with the application of BMPs and mitigation incorporated, as appropriate.

As indicated in the geotechnical investigation for the Quarry Falls Specific Plan, although groundwater levels may vary on the project site due to drainage from northern properties and seasonal conditions, no groundwater was identified at the project site during site reconnaissance (Geomatrix 2005). It is not anticipated that the proposed project would considerably increase the amount of water usage historically used at the site and therefore would not result in a substantial depletion of groundwater supplies or result in a lowering of the local groundwater table. The project does not propose the direct use of groundwater during any phase of development, and permanent dewatering would be prohibited by on-site operations. The project is not expected to encounter groundwater and would not involve the permanent pumping of groundwater; therefore, the project would not substantially deplete groundwater supplies. Due to the incorporation of source- and treatment-control BMPs, post-construction BMPs, and similar impervious surfaces as under existing site conditions, the project would not substantially interfere with groundwater recharge. Impacts are considered less than significant.

Construction activities such as grading may have the potential to cause erosion or siltation. Short-term erosion effects during the construction phase of the project would be prevented through implementation of a grading and erosion control plan and SWPPP, which would incorporate BMPs to reduce project-related hydrology and water quality impacts. Implementation of construction, source, and treatment control BMPs designed to prevent discharge of other construction-related pollutants that could contaminate nearby water resources would further reduce potential erosion impacts. Additionally, all BMPs for erosion prevention and sediment control would be implemented and maintained in accordance with applicable City of San Diego standards, which would include inspection of source and treatment control BMPs prior to the rainy season and after major storm events to assure proper functionality.

The City of San Diego has prepared a city-wide Flood Mitigation Plan to meet the requirements of the Disaster Mitigation Act of 2000 and address options for reducing flood hazards to repetitive loss properties and other properties insured under the NFIP. Federal Emergency Management Agency (FEMA) mapping indicates that the project site is not located within a special flood hazard area that could be inundated by a 100-year flood (Flood Insurance Rate Map [FIRM] No. 06073C1617G). Furthermore, the proposed project does not involve the construction of housing; therefore, impacts resulting from the placement of housing within a 100-year flood hazard area would be less than significant.

There are numerous dams and levees in the region that support reservoirs or watercourses that could result in flooding in downstream areas in the event of failure. The San Diego County General Plan Update EIR indicates on Figure 2.8-7 that the project site is not within a dam inundation area (County of San Diego 2011). People or structures within the project site are not expected to be exposed to significant risk of loss due to flooding as a result of failure of such structures. Impacts would be considered less than significant.

Seismically induced inundation can be caused by a variety of phenomena, including tsunami waves, seiche waves, or flooding resulting from seismically induced failure of water-retention facilities (Geomatrix 2006). Due to the project site's elevation of approximately 200 feet above mean sea level and location several miles inland from the closest shoreline, as well as the lack of lakes or water-retention facilities in the site vicinity the potential for inundation of the site from ocean-wave tsunamis or seiches is considered low (Geomatrix 2006). Mudflows can result from steep hillside soils becoming rapidly saturated with water, extensive erosion, and/or a large disturbance on the hillside, such as an earthquake or boulder collapse. There are no steep slopes or other conditions on or adjacent to the project site that

would expose the project to significant risk of mudflow hazards. Impacts are considered less than significant.

3.10 Land Use and Planning:

Environmental Issues *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐

Discussion:

The proposed project is to amend the Serra Mesa Community Plan to provide a roadway connection on the Roadway Classification map, Figure 11 from Phyllis Place to the southern boundary of Serra Mesa. The proposed road connection would be a four-lane major arterial extending from the Quarry Falls Specific Plan to a signalized intersection at Phyllis Place. The project involves the extension of a roadway to provide connectivity between existing or approved developments; therefore, the project is expected to remove physical barriers between nearby land uses rather than physically divide an established community.

The project site is located in an existing urbanized area within the southern portion of Serra Mesa within the City of San Diego. Implementation of the proposed project would conflict with the existing Serra Mesa Community Plan and therefore would require an amendment to the Serra Mesa Community Plan, to include revisions to descriptive text and associated graphics. The EIR will describe the policies and goals of the Serra Mesa Community Plan relevant to the project site and include an evaluation of potential land use compatibility and planning impacts that would occur if the proposed project was implemented.

As described in Section 3.4 of this IS checklist, the project site is located within the San Diego Multiple Species Conservation Program (MSCP) planning area (Ogden 1998). Vegetation communities and land covers known to exist in the immediate project vicinity include coastal sage scrub, disturbed vegetation, non-native grassland, and developed areas. Although the site is situated in an urbanized and developed area, construction activities may occur near ecologically sensitive areas and in areas unoccupied by buildings that may have significant biological resources value. The EIR will evaluate potential short- and long-term impacts to biological resources resulting from implementation of the proposed project and identify appropriate avoidance, minimization, and mitigation measures to reduce or avoid impacts to candidate,

sensitive, or special-status species, as appropriate. The EIR will also describe and provide mitigation to reduce or avoid any potentially significant impacts that may result from conflicts with local policies or ordinances protecting biological resources.

3.11 Mineral Resources:

Environmental Issues *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion:

As mandated by the Surface Mining Reclamation Act of 1975 (California Public Resources Code, Section 2710 et seq.), the California State Minerals and Geology Board classifies California mineral resources with the Mineral Resource Zone (MRZ) system. The MRZ classification system categorizes lands based on their suitability as sources of sand, gravel, and stone deposits for construction aggregate. The proposed project site is situated on land classified as MRZ-2, which is defined by the State as an area "where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists" (California Department of Conservation 2000).

The project site consists of a remediated rock mine quarry which was previously permitted for sand and gravel extraction activities, as well as concrete and asphalt plants, and where mining activities occurred for over 50 years. The proposed Quarry Falls Specific Plan mixed-use project to the south of the proposed roadway extension constitutes a reuse plan for the quarry once mining operations are complete. The proposed roadway extension project, therefore, would occur on a site that has been depleted of aggregate resources; therefore, although the site has been categorized as single family, the project would not result in a loss of significant mineral resources and no impact to mineral resources would occur.

3.12 Noise:

Environmental Issues *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Exposure of persons to, or generation of, excessive ground borne vibration or ground	☒	☐	☐	☐

borne noise levels?				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project?	☒	☐	☐	☐
e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Discussion:

Due to temporary or periodic increase in ambient noise levels, construction activities associated with the proposed roadway extension have the potential to result in adverse effects on adjacent noise-sensitive land uses. In addition to typical construction equipment, construction activities may require the use of equipment with higher noise generating characteristics that may result in excessive ground borne vibration. Once construction is complete, the roadway extension may result in additional sources of noise associated with increased vehicular activity, resulting in an increase in ambient noise levels as compared to existing conditions.

The EIR will describe the City of San Diego's noise ordinance criteria applicable to the project and evaluate whether construction and operational activities would result in noise and/or ground borne vibration levels in excess of applicable standards. The EIR will analyze both short- and long-term increases in noise levels generated from construction or operational activities, identify any noise impacts, and provide appropriate mitigation to reduce or avoid any potentially significant impacts.

As described previously in Section 3.8, Hazards and Hazardous Materials of this checklist, the project site is located approximately 2 miles from Montgomery Field, a general aviation airport that includes the operation of private, corporate, charter, air ambulance, law enforcement, fire rescue, flight training, and cargo aircraft. In addition, the project site is located approximately 4.5 miles line-of-sight from San Diego International Airport. Several helipads and heliports are located near the project site. The project involves the extension of a roadway to provide connectivity between existing or approved developments; therefore, the project would not expose people residing or working in the project area to excessive noise levels generated from these airstrips above and beyond existing conditions.

3.13 Population and Housing:

Environmental Issues *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion:

The proposed project involves the inclusion of a roadway extension and associated amendments to the Serra Mesa Community Plan text and graphics to serve the existing population of San Diego. The project would not directly introduce substantial population growth in the area as no residential or commercial development is proposed as part of the project and properties that the roadway would connect would be developed under the City of San Diego's General Plan. Project construction would not necessitate the demolition of buildings or residential housing. The project would not necessitate the construction of replacement housing or displace residents living on or within the vicinity of the project site. No impacts would occur.

Although the project involves the extension of a roadway in the Serra Mesa Community Plan, infrastructure improvements required for the construction and operation of the roadway extension would not indirectly induce population growth as the project promotes infill development and connectivity between existing or approved development. Moreover, as residential, commercial, and industrial uses are currently located near the project site, the project is expected to extend existing infrastructure for the purpose of serving the operation of the roadway extension and not accommodate future development or growth in the area.

3.14 Public Services:

Environmental Issues *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for any of the public services:				
i) Fire Protection	☐	☐	☒	☐
ii) Police Protection	☐	☐	☒	☐

iii) Schools	☐	☐	☐	☒
v) Parks	☐	☒	☐	☐
vi) Other public facilities	☐	☐	☒	☐

Discussion:

Fire protection and suppression services are provided to the project area by the City of San Diego Fire-Rescue Department. The San Diego Rescue Department has 47 fire stations serving approximately 331 square miles of land. The station nearest to the proposed project is Station 45, which is located approximately 1.5 miles southeast of the project site in the southwest corner of the Qualcomm Stadium parking lot and primarily serves the West Mission Valley area. As the closest station to the project site, Station 45 would presumably provide first response fire protection services to the proposed project site, when necessary. The next nearest station to the project site is Station 5, located approximately 2.5 miles southwest of the project site at 3920 Ninth Avenue, serving the Hillcrest and surrounding areas. Law enforcement and police protection services for the project area are provided by the City of San Diego Police Department. The project site is located within the "Mission Valley West" Division of the San Diego Police Department with the nearest station to the project site located approximately 3 miles west at 5215 Gaines Street.

The proposed project involves the inclusion of a roadway extension in the Serra Mesa Community Plan between existing or approved development and would not require a change in land use at the site that would increase existing demand on fire suppression or police protection services in the city. Although the proposed project would require fire and police protection services in the event of an emergency, the project is not expected to result in the need for new or physically altered fire or police facilities, or result in either department's inability to maintain acceptable service ratios, response times, or other performance objectives. The increase in demand for fire and police protection services due to the proposed project would result in a less than significant impact.

The plan amendment does not propose the development of residential units, nor would it directly contribute to population growth within the area such that demand for local school services would increase. The proposed plan amendment includes a roadway extension that would connect existing or approved land uses; therefore, the project would not generate the need for additional school capacity.

Existing athletic, recreational, and open space facilities are provided in the project vicinity for use by the residents and visitors in the community. According to the City of San Diego General Plan Recreation Element, there are approximately 38,930 acres of parks and open space areas within city limits. Of that acreage, approximately 2,920 acres are located within the North Central Region (the area of the city that includes the Mission Valley and Serra Mesa communities) for a service population of 208,099 (City of San Diego 2008a). The proposed project would not directly increase the population in the area or increase demand for the provision of additional park facilities such that physical deterioration of recreational facilities would occur. The roadway extension would bisect a proposed linear park at Phyllis Place, requiring minor modification to the existing grading to generate the necessary additional fill material and

provide an opportunity to expand the park area to address the loss of a small portion of the linear park due to the roadway extension (City of San Diego 2008c). This impact will be analyzed further in the EIR.

The proposed project would not result in adverse impacts related to the provision of other public facilities, including emergency medical services or libraries. As the project would not directly or indirectly induce population growth, public facilities in the area are not expected to experience additional use that would generate additional demand for public facilities. Impacts would be less than significant.

3.15 Recreation:

Environmental Issues *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Discussion:

Existing athletic, recreational, and open space facilities are provided in the project vicinity for use by the residents and visitors in the community. According to the City of San Diego General Plan Recreation Element, there are approximately 38,930 acres of parks and open space areas within city limits. Of that acreage, approximately 2,920 acres are located within the North Central Region (the area of the city that includes the Mission Valley and Serra Mesa communities) for a service population of 208,099 (City of San Diego 2008a).

The roadway extension would bisect a proposed linear park at Phyllis Place. Minor modification to the existing grading would generate the necessary additional fill material and provide an opportunity to expand the park area to address the loss of a small portion of the linear park due to the roadway extension (City of San Diego 2008c). The proposed roadway extension would not involve the relocation, expansion, reconstruction, and/or improvement of recreational facilities or parks, nor would the project require the construction or expansion of such facilities, which may have an adverse physical effect on the environment. Residents and visitors in the area would not be expected to increase use of existing recreational facilities as a result of the proposed project such that substantial physical deterioration of existing facilities would occur or be accelerated.

3.16 Transportation and Traffic:

Environmental Issues *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☒	☐	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Discussion:

The proposed project involves an amendment to the Serra Mesa Community Plan to include an extension from Phyllis Place south to Franklin Ridge Road at the northern boundary of Mission Valley The proposed roadway and circulation improvements involve realignment of existing roadways and construction of a new roadway extension. As part of the roadway extension, improvements to pedestrian and bicycle connections and pathways are also proposed.

As part of the EIR effort, a traffic assessment will be prepared for the proposed project to evaluate potential impacts due to any additional traffic generated by the roadway extension, and to address the potential new circulation patterns in the region. As applicable, mitigation measures to reduce or avoid identified impacts will be provided. The analysis will include an evaluation of the potential shift in traffic volumes and patterns that may occur as a result of project implementation, the potential impacts on key intersections and roadway segments, and the potential impacts on existing parking facilities and capacities. The EIR will incorporate the results of the traffic assessment to address potential short- and

long-term impacts to traffic and emergency access and evaluate the project's effects on the pedestrian, bicycle, and transit network on and around the project site.

3.17 Utilities and Service Systems:

Environmental Issues *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☒	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulation related to solid waste?	☐	☐	☒	☐

Discussion:

During project planning, an assessment of the existing utility infrastructure systems serving the project site will be conducted in order to evaluate adequacy of the existing on-site and off-site utility systems in serving the proposed project's construction and operational needs. Potential improvements to existing infrastructure will be evaluated in consideration of existing infrastructure deficiencies, proposed construction and operation of the roadway extension and appurtenances, water quality, operation and maintenance of infrastructure, and constructability. The City of San Diego may propose minor upgrades to utilities and infrastructure related to water, wastewater, electrical distribution, and storm drain to accommodate construction and operation of the roadway extension. The EIR will discuss the existing on-site and off-site utility systems, identify and describe any proposed improvements to utility systems, and evaluate potential impacts to utilities and services systems.

3.18 Mandatory Findings of Significance:

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable futures projects)?	☒	☐	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Discussion:

As described in Section 3.4, Biological Resources, and Section 3.5, Cultural Resources, of this IS checklist, the proposed roadway extension has the potential to result in biological and cultural resource impacts, which may degrade the quality of the environment. The EIR will address environmental effects that may be considered significant as a result of the proposed roadway extension and will provide avoidance, minimization, and/or mitigation measures to reduce or avoid adverse effects that would potentially degrade the quality of the environment.

Potentially adverse direct or indirect affects to human beings may occur as a result of impacts related to aesthetics, air quality, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, utilities and service systems, and transportation and traffic. The EIR will evaluate the potential adverse effects on human beings associated with these environmental issue areas and provide appropriate measures to reduce or avoid potentially significant impacts as appropriate. In addition, the EIR will consider the proposed project's potential incremental effects that may be cumulatively considerable when combined with other current projects, probable future projects, and projected regional growth in the area, including cumulative impacts to air quality, GHG emissions, noise, and traffic.

4.0 REFERENCES AND INFORMATIONAL SOURCES:

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5.0 CITY OF SAN DIEGO REFERENCES CHECKLIST:

I. AESTHETICS / NEIGHBORHOOD CHARACTER

_X_ City of San Diego General Plan

_X_ Community Plan(s)

___ Local Coastal Plan

II. AGRICULTURAL RESOURCES & FOREST RESOURCES

___ City of San Diego General Plan

_X_ U.S. Department of Agriculture, Soil Survey - San Diego Area, California, Part I and II, 1973

___ California Agricultural Land Evaluation and Site Assessment Model (1997)

___ Site Specific Report:

_X_ Additional Resources: **SEE ABOVE**

III. AIR QUALITY

___ California Clean Air Act Guidelines (Indirect Source Control Programs) 1990

_X_ Regional Air Quality Strategies (RAQS) - APCD

___ Site Specific Report:

IV. BIOLOGY

_X_ City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997

___ City of San Diego, MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" Maps, 1996

___ City of San Diego, MSCP, "Multiple Habitat Planning Area" maps, 1997

___ Community Plan - Resource Element

___ California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered, Threatened, and Rare Plants of California," January 2001

___ California Department of Fish & Game, California Natural Diversity Database, "State and Federally-listed Endangered and Threatened Animals of California, "January 2001

___ City of San Diego Land Development Code Biology Guidelines

___ Site Specific Report:

V. Cultural Resources (includes Historical Resources)

___ City of San Diego Historical Resources Guidelines

___ City of San Diego Archaeology Library

___ Historical Resources Board List

___ Community Historical Survey:

_X_ Site Specific Report: **SEE ABOVE**

_X_ Additional Resources: **SEE ABOVE**

VI. Geology/Soils

___ City of San Diego Seismic Safety Study

___ U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973 and Part III, 1975

_X_ Site Specific Report: **SEE ABOVE**

_X_ Additional Resources: **SEE ABOVE**

VII. Greenhouse Gas Emissions

___ Site Specific Report:

VIII. Hazards and Hazardous Materials

___ San Diego County Hazardous Materials Environmental Assessment Listing

___ San Diego County Hazardous Materials Management Division

_X_ FAA Determination

___ State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized

___ Airport Land Use Compatibility Plan

_X_ Site Specific Report: **SEE ABOVE**

_X_ Additional Resources: **SEE ABOVE**

IX. Hydrology/Water Quality

___ Flood Insurance Rate Map (FIRM)

___ Federal Emergency Management Agency (FEMA), National Flood Insurance Program-Flood Boundary and Floodway Map

___ Clean Water Act Section 303(b) list, http://www.swrcb.ca.gov/tmdl/303d_lists.html

_X_ Site Specific Report: **SEE ABOVE**

X. Land Use and Planning

_X_ City of San Diego General Plan

_X_ Community Plan(s)

___ Airport Land Use Compatibility Plan

_X_ City of San Diego Zoning Maps

___ FAA Determination

XI. Mineral Resources

_X_ California Department of Conservation - Division of Mines and Geology, Mineral Land Classification

___ Division of Mines and Geology, Special Report 153 - Significant Resources Maps

___ Site Specific Report:

_X_ Additional Resources: **SEE ABOVE**

XII. Noise

_X_ City of San Diego General Plan

_X_ Community Plan

___ San Diego International Airport - Lindbergh Field CNEL Maps

___ Brown Field Airport Master Plan CNEL Maps

___ Montgomery Field CNEL Maps

___ San Diego Association of Governments - San Diego Regional Average Weekday Traffic Volumes

___ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG

___ Site Specific Report:

XIII. Paleontological Resources

___ City of San Diego Paleontological Guidelines

___ Deméré, Thomas A., and Stephen L. Walsh, "Paleontological Resources City of San Diego," Department of Paleontology San Diego Natural History Museum, 1996

___ Kennedy, Michael P., and Gary L. Peterson, "Geology of the San Diego Metropolitan Area, California. Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW 1/4 Escondido 7 1/2 Minute Quadrangles," California Division of Mines and Geology Bulletin 200, Sacramento, 1975

___ Kennedy, Michael P., and Siang S. Tan, "Geology of National City, Imperial Beach and Otay Mesa Quadrangles, Southern San Diego Metropolitan Area, California," Map Sheet 29, 1977

_X_ Site Specific Report: **SEE ABOVE**

_X_ Additional Resources: **SEE ABOVE**

XIV. Population / Housing

___ City of San Diego General Plan

___ Community Plan

___ Series 11/Series 12 Population Forecasts, SANDAG

___ Other:

XV. Public Services

___ City of San Diego General Plan

___ Community Plan

_X_ Additional Resources: **SEE ABOVE**

XVI. Recreational Resources

_X_ City of San Diego General Plan

_X_ Community Plan

___ Department of Park and Recreation

___ City of San Diego - San Diego Regional Bicycling Map

___ Additional Resources:

XVII. Transportation / Circulation

___ City of San Diego General Plan

___ Community Plan

___ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG

___ San Diego Region Weekday Traffic Volumes, SANDAG

___ Site Specific Report:

XVIII. Utilities

___ _____.

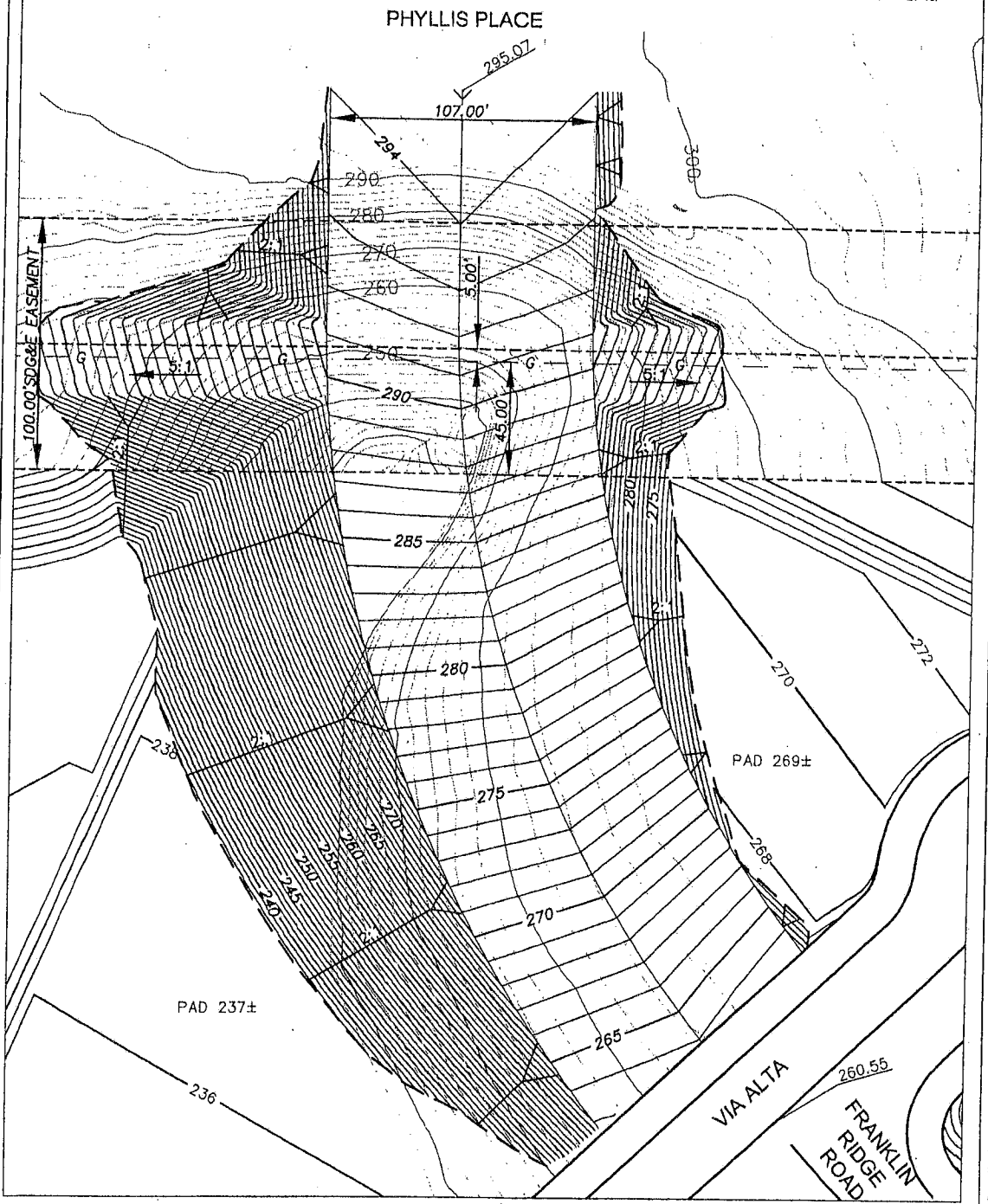
XIX. Water Conservation

___ Sunset Magazine, New Western Garden Book, Rev. ed. Menlo Park, CA: Sunset Magazine

Created: March 18, 2010

Site Volume Table: Unadjusted

Site	Stratum	Surf1	Surf2	Cut yards	Fill yards	Net yards	Method
EXTENSION FRR SITE 4-10-08							
test extension of frankling road extension fg 4-10-08				169	50429	50260 (F)	Grid



QUARRY FALLS
FRANKLIN RIDGE ROAD
107' ROW
77' CURB TO CURB
15' SHOULDER

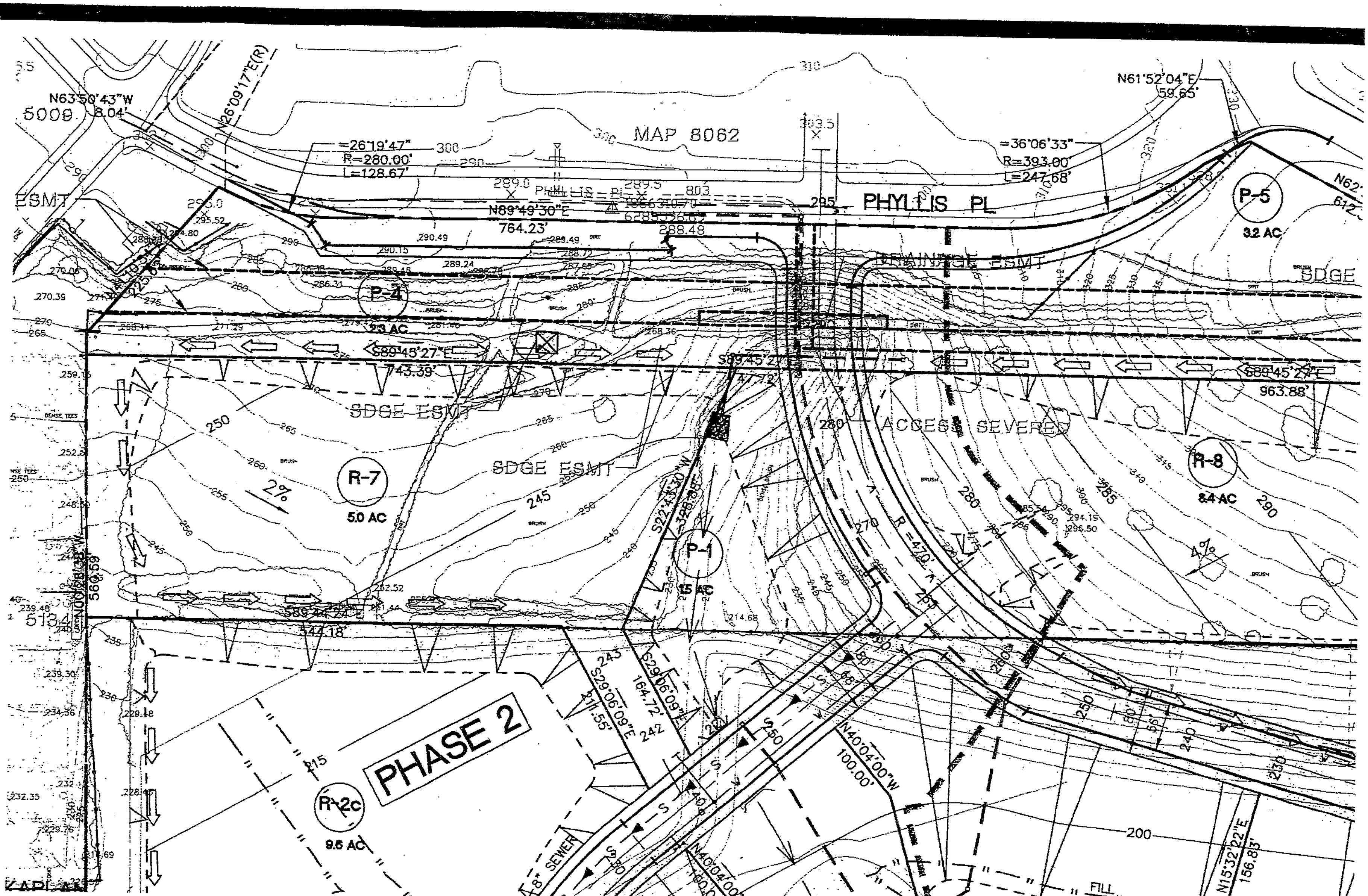
1:40 SCALE

TCB | AECOM

8954 Rio San Diego Drive, Suite 610
San Diego, California 92108
619.291.1475 tcb.aecom.com

DATE: 4-14-08

ATTACHMENT 6



MAP 8062
PHYLLIS PL
P-5
3.2 AC
P-4
2.3 AC
P-1
R-7
5.0 AC
R-8
8.4 AC
R-2c
9.6 AC
PHASE 2
SDGE ESMT
DRAINAGE ESMT
ACCESS SEVERED
N61°52'04"E
59.65'
=36°06'33"
R=393.00'
L=247.68'
=26°19'47"
R=280.00'
L=128.67'
N89°49'30"E
764.23'
S89°45'27"E
743.39'
963.88'
N63°50'43"W
8.04'
N26°09'17"E(R)
R=470'
S29°06'09"E
164.72'
211.55'
N40°04'00"W
100.00'
N15°32'22"E
156.83'
8" SEWER
FILL
CUT
5009
5134

CITY OF SAN DIEGO
MEMORANDUM

Date: November 21, 2011

To: Lesley Henegar, Development Services Department

From: Kerry Santoro, Public Works – Engineering and Capital Projects

Subject: Review of Project Plans for Phyllis Place Extension and Serra Mesa Community Plan Amendment

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This memorandum memorializes the conversation we had this morning at our meeting regarding the subject road extension and plan amendment. The information on the two design plans (attached) that Jerry McKee of Transportation and Storm Water and I reviewed appear to be of sufficient detail to submit for environmental analysis. In fact, one of the plans appears to be at close to the 90% design level. The plan clearly identifies limits of construction but, as we discussed, it will be important for your consultants to also provide grading quantities and depths, which will be easier to quantify with electronic CADD information. You will also need to identify potential staging areas and discuss whether or not retaining walls would be proposed, and if so, how high they would be. Once your consultants have this information, they should be able to prepare the necessary technical reports that will accurately quantify the potential impacts of the proposed amendment and street extension at a project level.

If you need any additional information, or have any questions regarding this memo, please contact me at (619) 533-5406.

Sincerely,

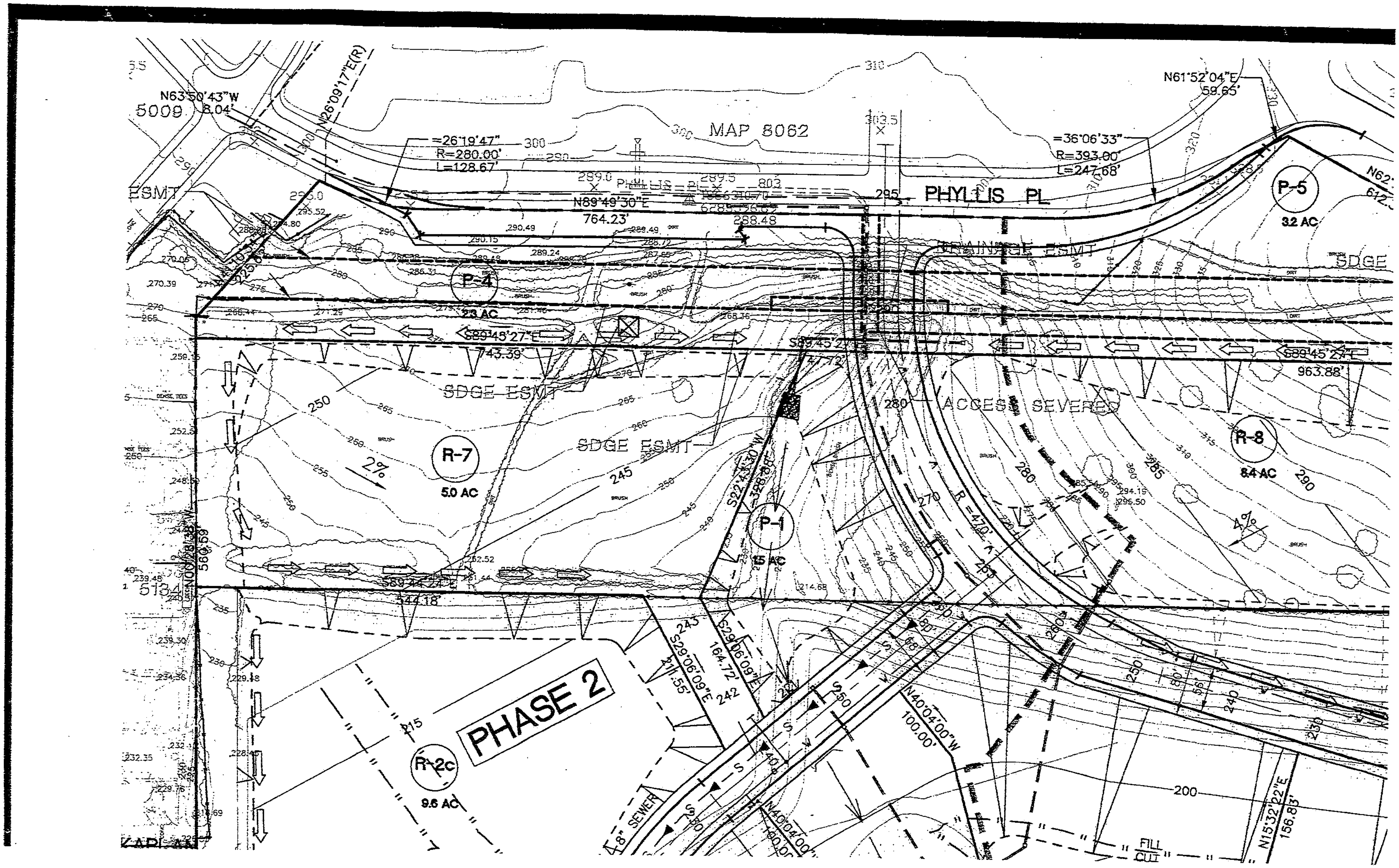
Kerry Santoro, Section Manager
Environmental and Permitting Support

KS:ks

Attachment: 1) Phyllis Place Extension Plans

Cc: Jerry McKee, Transportation and Storm Water

ATTACHMENT 7



MAP 8062
5009
N63°50'43"W
8.04'
N26°09'17"E(R)
=26°19'47"
R=280.00'
L=128.67'
=36°06'33"
R=393.00'
L=247.68'
N61°52'04"E
59.65'
PHYLLIS PL
N89°49'30"E
764.23'
288.48
P-4
2.3 AC
P-5
3.2 AC
DRAINAGE ESMT
SDGE ESMT
S89°45'27"E
743.39'
S89°45'27"E
963.88'
R-7
5.0 AC
2%
R-8
8.4 AC
4%
ACCESS SEVERED
S22°43'30"W
328.88'
P-1
1.5 AC
R=470'
N00°28'38"W
560.59'
5134
S89°44'24"E
544.18
S29°06'09"E
211.55'
S29°06'09"E
164.72'
N40°04'00"W
100.00'
PHASE 2
R-2c
9.6 AC
8" SEWER
N15°32'22"E
156.83'
FILL
CUT

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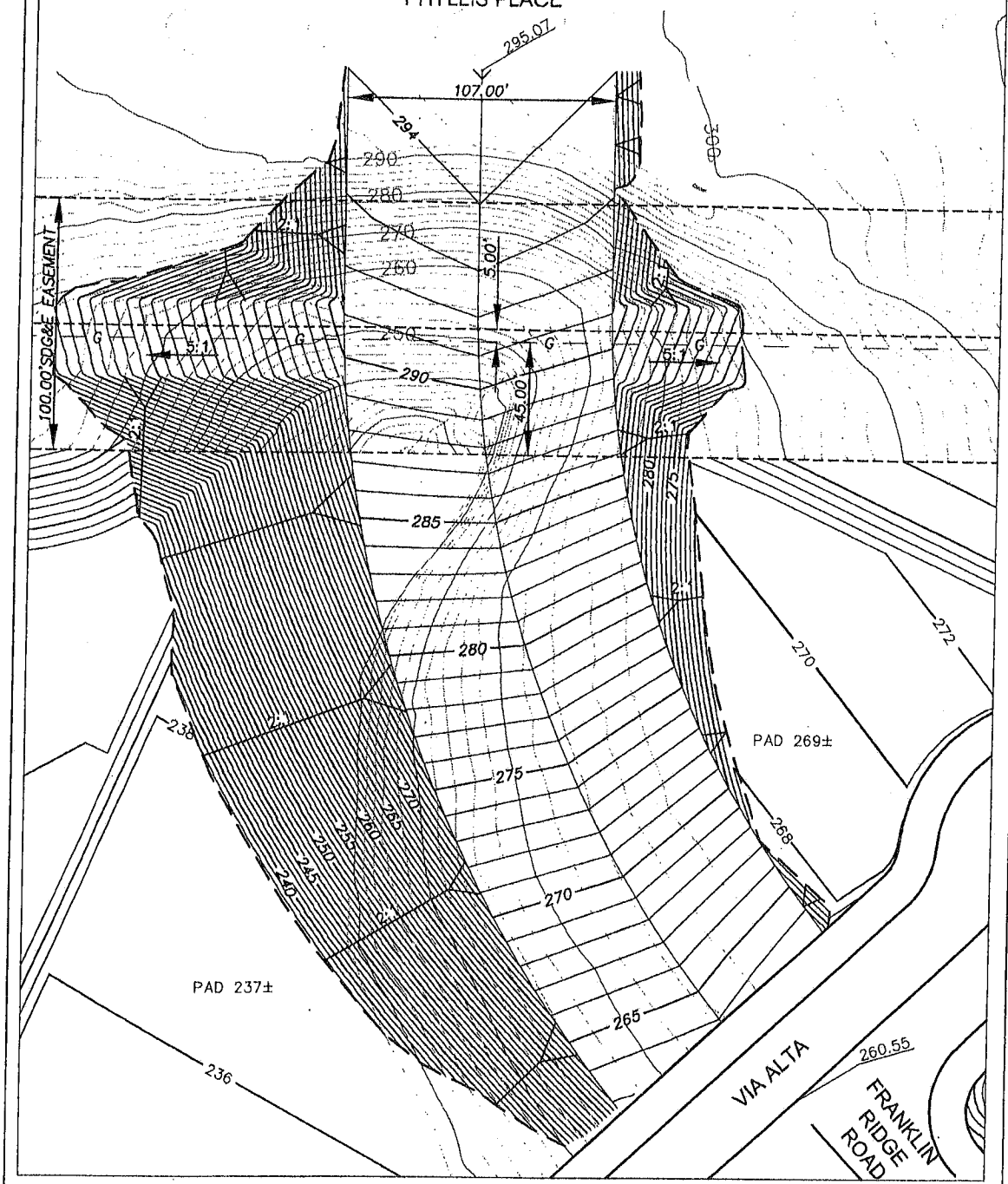

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