

**FINAL  
ENVIRONMENTAL IMPACT REPORT  
Volume 1: Response to Comments**

**Mount Etna Community Plan Amendment and Rezone Project  
SCH No. 2018091016**

**Lead Agency:**

**County of San Diego  
Department of General Services  
5560 Overland Avenue, Suite 410  
San Diego, CA 92123  
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**January 2020**



## Volume 1. Chapter 1 Introduction

### V1.1.1 Overview of the Final EIR

This Final Environmental Impact Report (Final EIR or FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 15000 et seq.).

Volume 1 of this Final EIR contains a list of persons, organizations, and public agencies commenting on the proposed Mount Etna Community Plan Amendment and Rezone Project (proposed project) Draft Environmental Impact Report (DEIR); comments received on the DEIR; and the County of San Diego (County's) responses to significant environmental points raised in those comments. As lead agency, the County circulated the DEIR for a 45-day public review period to allow for public agencies and members of the public to submit comments on the environmental analyses and significant environmental impacts, if any, provided within the DEIR for the proposed project. In addition, public review of the DEIR ensured a meaningful opportunity for agency and public input to be incorporated into the decision-making process. All comments made to the County during the DEIR comment period are included in this Final EIR for consideration by the County prior to making a final decision on the project.

Volume 2 of this Final EIR includes responses to comments on the DEIR that have resulted in revisions to the DEIR text. Other minor clarifications have also been made. Volume 2 reflects all changes made to the Final EIR in ~~strikeout~~/underline text. Volume 3 of this Final EIR includes the full DEIR with changes made from Volume 2 in ~~strikeout~~/underline text.

### V1.1.2 Public Review of DEIR

In accordance with Section 15105 of the California Environmental Quality Act (CEQA) Guidelines, a public review and comment period was provided for the DEIR beginning October 9, 2019. Following a 45-day review period, the public review and comment period on the DEIR closed on November 25, 2019.

As shown in **Table V1.1-1**, a total of 38 written comment letters were received by the County on the DEIR. The comment letters have been separated by the chapters within which they are addressed in this Final EIR.

**Table V1.1-1  
List of Commenters on the DEIR**

Letter #	Commenter	Date of Comment
<b>Chapter 2 – Agency Comments</b>		
A1	Caltrans	11/21/2019
A2	City of San Diego	11/25/2019
A3	Office of Planning and Research	11/25/2019
<b>Chapter 3 – Individual Comments</b>		
I1	Julie	10/11/2019
I2	Michelle Freeland	10/11/2019
I3	Stuart Johnson	10/15/2019
I4	Jessica Bowlin	10/18/2019
I5	Candy Cumming	10/23/2019
I6	Lindsay Depalma	11/08/2019
I7	Candy Cumming	11/08/2019
I8	Denise Abell-Hove	11/12//2019
I9	Bruce Cole	11/15/2019
I10	Candy Cumming	11/17/2019
I11	Jill Hasselquest	11/18/2019
I12	Marija Hristova	11/20/2019
I13	Nazeeh Shaheen	11/20/2019
I14	Lisa Johnson	11/21/2019
I15	Kelly Lower	11/21/2019
I16	Arlene Spencer	11/22/2019
I17	Thomas Kirby	11/24/2019
I18	David Rogers	11/24/2019
I19	Gary Dixon	11/24/2019
I20	Sherry Dixon	11/24/2019

**Table V1.1-1  
List of Commenters on the DEIR**

Letter #	Commenter	Date of Comment
I21	Lyn Booth	11/24/2019
I22	John Noble	11/24/2019
I23	Julie Wilds	11/25/2019
I24	Stephanie Pfaff	11/25/2019
I25	Jeremy Heath	11/25/2019
I26	Mitchell Tsai	11/25/2019
I27	Quentin Yates	11/25/2019
I28	Michael Dwyer	11/25/2019
I29	Cole Street	11/25/2019
I30	Janet Ingersoil	11/25/2019
I31	Holly Churchill	11/26/2019
I32	Cynthia Eldred	11/26/2019
I33	Tom Cebulski	11/26/2019
I34	Larry Sites	11/09/2019
I35	Darwin and Linda Saylor	11/21/2019

### **V1.1.3 Refinements to the Design**

Following the publication and circulation of the DEIR, and after considering public input, the County and developer refined the design to the future residential development. The revisions do not change the DEIR conclusions, nor do they result in any new impacts, impacts that are more adverse or severe than disclosed in the DEIR, or impacts that warrant consideration of additional mitigation measures or alternatives to reduce or avoid new or more adverse impacts. As such, recirculation of the DEIR is not necessary.

In the DEIR, the future residential development included 254 family affordable units and 150 senior residential units. It is expected that the ultimate design would include less family affordable units and more senior units, with the total units still equaling 404 units. Senior units produce 4 daily trips per units, while the multi-family units produce 6 daily trips per unit. Increasing the number of senior

family units and decreasing the number of multi-family units would decrease the average daily trips (ADT) generated by the proposed project. In addition, a reduction in multi-family residential units would also reduce the amount of school-age children associated with the proposed project, reducing the number of students that would be enrolled in nearby schools.

The DEIR text in Section 3.6.3.3 on former page 3.6-11 is revised as follows:

The proposed project would allow for a future residential development with a maximum of 404 units on the project site, which would have the potential to generate new students and service demand from SDUSD. The future development would likely include 254 family affordable units and 150 senior residential units. The 150 senior residential units are excluded from this analysis, as school-age children would not be permitted to live in the units. If the number of senior residential units increases, the number of school age children would decrease.

The future residential development could include a subterranean parking garage. If the project ultimately is designed with underground parking, it would have no significant impacts on paleontological resources, as the City's existing grading ordinance (Ordinance 20919) requires paleontological monitoring during grading activities. Paleontological monitoring is an existing requirement of the City associated with construction of projects that involve 1,000 cubic yards or greater, and 10 feet or greater in depth, in a high resource potential geologic deposit/formation/rock unit.

The DEIR text in Section 5.2.4 on former page 5-8 is revised as follows:

According to the City's General Plan EIR, the Clairemont Mesa community is located on the Scripps Formation and Ardath Shale Formation, both which have high paleontological resource sensitivity (City of San Diego 2007). Construction activities would include ground-disturbing activities; ~~however, the depth of grading is anticipated to be relatively limited as only sheet grading for drainage purposes would be required.~~ Should the proposed project involve 1,000 cubic yards or greater, and 10 feet or greater excavation in depth, regulations associated with the City's grading ordinance would be required, including paleontological monitoring.

#### **V1.1.4 Master Responses**

This section provides comprehensive discussions on a set of reoccurring themes identified by commenters on the DEIR. The master responses are organized alphabetically.

## **Affordable Housing Density Bonus**

Several comments have expressed concern regarding the high number of units proposed. As detailed in Section 1.2.1.3 (DEIR former page 1-3), the rezone of the project site to the proposed RM-3-9 zone would allow 297 multi-family units on the project site without an affordable housing density bonus. Utilizing the City's Affordable Housing Regulations within the San Diego Municipal Code (SDMC) (Chapter 14, Article 3, Division 7) a total of 448 units would be allowable on site. As detailed in Chapter 1, Project Description, Section 1.2.1.2 (DEIR former page 1-2), while the Community Plan Amendment (CPA) would allow for a density of up to 448 residential units onsite, the County, through a Disposition and Development Agreement, would cap the site capacity at a maximum of 404 dwelling units onsite. Therefore, with the affordable housing density bonus, the CPA, and rezone, the unit count of the proposed project would be within allowable density capacities on the project site. In addition, the Affordable Housing Regulations allow for incentives in exchange for affordable housing units, which allow for waivers from development standards such as height. In addition, as the future development would be an affordable housing project, the development would be allowed to exceed the community's 30-foot height limit overlay.

## **Alternative Location**

Several comments have stated that they want the project moved to another location. As detailed in Chapter 4, Project Alternatives, Section 4.3.1 (DEIR former page 4-3), eleven other County owned properties within the County were identified as "surplus" and proposed for affordable housing redevelopment. The majority of the eleven sites are located within the City of San Diego, and one each in the City of Escondido, City of El Cajon, and the County. A screening process was used to determine whether each site was conducive to affordable housing, in order to maximize the County's efforts to provide affordable housing. The screening process included a land use and zoning analysis, environmental due diligence, screening criteria determination, and development opportunity identification. The development opportunity assessment took into consideration such factors as commercial/retail and public transit proximity and land use compatibility.

Of the eleven screened sites, only five of the sites were deemed viable for affordable housing, including the proposed project site. None of the viable sites were determined to be an alternative location for the proposed project because they were less conducive than the Mount Etna site for near-term redevelopment, already planned for other land uses, were not currently available for lease, and/or were not located near commercial retail/office uses and within an existing or planned transit priority area (TPA) to serve the needs of future residents.

## Building Height and Character

Several comments have expressed concern regarding the height of the proposed project and that the adjacent seven and ten story structures are not indicators of community character given that other structures meet the 30-foot height limit. As detailed in Section 3.1, Aesthetics, (DEIR former page 3.1-6) the DEIR uses the City's significance determination guidelines when assessing project impacts to community character. As stated in the City guidelines, projects that severely contrast with surrounding character must be evaluated in the context of the height and bulk of the existing patterns of development in the vicinity and would have to exceed those patterns of development by a substantial margin. The analysis in the DEIR looks at the existing visual characteristics of structures within the vicinity of the project site, including the commercial and residential structures nearby as well as the two adjacent Balboa Towers that are seven and ten stories (or approximately 84 and 120 feet in height), respectively. As suggested in the City's guidelines, these towers were taken into account when determining that a 70-foot building would be consistent with this existing character established in the project area. The CPA (Appendix B) includes Supplemental Development Regulations, including setback regulations and building articulation standards, which would help reduce the mass and scale of the structure and encourage pedestrian scale features and compatibility with adjacent uses. The design of the future residential project would be required to comply with the standard development regulations required in the proposed zoning, as modified by the site-specific CPIOZ A Supplemental Development Regulations in the CPA.

Several comments recommend restricting the proposed project to the existing 30-foot height limit that exists throughout most of the Clairemont Mesa Community Plan (CMCP) area and question why the DEIR did not consider this as an option to the proposed project. The DEIR analyzes the project that is reasonably foreseeable by the lead agency, which is the proposed future development that could be up to 70 feet in height. It should be noted that the height limit would allow the future development to effectively screen rooftop equipment, such as HVAC units or solar panels, to install elevator shafts to serve the top floors, and to provide vertical architectural features that would contribute visual interest to the facades of the structure. Should the developer propose a structure that is less than 70-feet, the DEIR is still considered sufficient, as it analyzed a conservative height limit of 70-feet. In addition, as the future development would be an affordable housing project, the development would be allowed to exceed the community's 30-foot height limit overlay, in accordance with the SDMC Section 101.0452.5.D.

Therefore, the proposed project would not result in substantial alteration to the existing or planned character of the area, and impacts would be less than significant, as concluded in the DEIR.

## Fire Protection Services

Several comments have expressed concern regarding adequate fire protection resources that would serve the project site. Fire protection is analyzed in Section 3.6, Public Services, of the DEIR. As detailed in Section 3.6.3.1 (DEIR former page 3.6-9), while the project would allow for a future residential development that would increase the number of residents in the community, project implementation would not expand the San Diego Fire-Rescue Department (SDFD) and Emergency Medical Services (EMS) service boundaries or increase the amount of urban land requiring fire protection and life safety services. While the SDFD is currently not meeting the City's response time standards (DEIR former pages 3.6-2 and 3.6-9), the City's significance determination thresholds states that "at the present time, significant response times deficiencies due to a lack of personnel or equipment can be helped only by continued, mandatory approval by the City Council of the affected departments budget proposal for operations within the affected area because developers cannot be required to fund ongoing operational costs nor can they make budget decisions regarding such funding" (City of San Diego 2016). Nevertheless, the developer would be required to pay the most current City development impact fees related to the provision of fire protection service prior to the issuance of a building permit. Payment of the development impact fees would be based on the total number of units proposed for the future residential development and would ensure that the future residential project contributes its fair-share contribution to providing funding for the SDFD and associated facilities.

Several comments have also expressed concern with how residents without cars would be able to evacuate. The proposed project would have site managers on site at all times who would ensure safe evacuation from the project site. During the daytime hours, the property would be staffed with representatives from services, such as Serving Seniors, who would be running programs for the senior residents, who would also be available to assist in the case of an evacuation.

Several comments have expressed concern with the fire department equipment not being able to serve a five story building, as the public incorrectly believes the nearest ladder truck is in Pacific Beach. However, the nearest ladder truck is located at Station 28, which is less than two miles east of the project site. SDFD and EMS currently have equipment to serve buildings higher than the proposed project, such as the adjacent Balboa Towers, and would be able to adequately serve the project site. In addition, the future development would be required to be designed to comply with all applicable fire safety standards, including those contained in the California Building Code and Fire Code, which requires features such as fire suppression sprinklers, fire alarms, onsite fire hydrants, and ensuring adequate emergency access. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the need for new of

physically altered governmental facilities, and impacts would be less than significant, as concluded in the DEIR.

### **Ministerial Review**

Several comments have expressed concern that by allowing the project to be processed ministerially, it removes the community's ability to be part of the planning process. The proposed project first goes through an extensive discretionary review, and only if it is approved, will the subsequent site development be ministerial, which is consistent with the City's planning regulations and the SDMC, Chapter 11, Article 2, Division 5, Section 112.0502. The future residential development would need to be consistent with the Community Plan, as amended by the site specific CPIOZ A Supplemental Development Regulations, in order to be processed ministerially. The Clairemont Mesa community does get a discretionary review of the project by providing input before the CPA would be approved. Thus, the community has input opportunities during the CPA process, EIR review process, and subsequent development design development. The affordable housing developer may also solicit input on the project design features after the discretionary review process.

### **Non-CEQA Issues**

A number of comments raised issues that related neither to potential environmental impacts nor to the adequacy of the DEIR. Such comments, including general statements supporting or opposing the proposed project, expressions of opinion, and questions about the need for the proposed project, are not within the purview of CEQA.

### *CEQA Framework*

CEQA's framework sets forth a series of analytical steps intended to promote the fundamental goals and purposes of environmental review—information, participation, mitigation, and accountability. "The purpose of an [EIR] is to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project" (Public Resources Code Section 21061). Thus, the primary purpose of an EIR is to identify a project's potential impacts on the environment. Concerns about the non-environmental aspects or impacts of a project are not analyzed in an EIR.

### *Need for Project*

An EIR is not intended or required to provide justification or demonstrate the need for a particular project. In accordance with the requirements of CEQA, the EIR identifies applicant's project objectives and the proposed project's anticipated physical environmental impacts. Alternatives to the project are

compared with the project objectives to evaluate whether a less environmentally impactful alternative could achieve similar goals. Project objectives are meant to capture the high-level goals and purposes of the project without being so narrowly defined as to exclude meaningful analysis of alternatives. The project objectives of DEIR (see Section 1.1 of the DEIR) are to:

1. Establish the ability for residential developers to construct affordable homes on surplus County property, consistent with San Diego regional housing policies.
2. Deliver a development-ready site, including demolition and removal of existing onsite structures and related facilities, and provision of stubbed-out utilities.
3. Encourage an increase in the supply and variety of housing types – affordable for people of all ages and income levels – in an area with existing or planned frequent transit service (i.e. transit priority area) and with access to a variety of public and commercial services.
4. Ensure high-quality development occurs on the site through the development of architectural and landscape supplemental development regulations.

Comments received on the appropriateness of the objectives do not pertain to the physical environmental impacts of the Project and, as such, they are not relevant to the adequacy of the DEIR. Nevertheless, these comments are noted and included within the Administrative Record and will contribute to the information that will be considered by the decision-makers in the context of the entire record.

#### *Opinions Regarding Support or Opposition to the Project*

A number of comments expressed opinion in support of, or in opposition to, the proposed project. The County welcomes all comments; however, opinions and expressions of support or opposition unrelated to physical environmental impacts do not pertain to whether impacts were appropriately analyzed in the DEIR or to the adequacy of the environmental analysis contained in the DEIR. The opinions expressed are included within the Administrative Record, contributing to the information that provides the basis for decision and, as such, these opinions are considered by the decision-makers in the context of the entire record. However, the purpose of an EIR is to present objective information as to a project's potential environmental impacts. The purpose of allowing the public and agencies to comment on an EIR is to allow any errors or omissions to be identified and corrected. Opinions concerning issues not within the purview of CEQA (such as socio-economic issues), as well as expressions of opposition or support for a project, are made a part of the Administrative Record and

forwarded to the decision-makers for their consideration in taking action on the proposed project, but they are not responded to in a CEQA document.

## Parking

Several comments have expressed concern regarding parking, and notes that the project would include less than one parking space per unit. Text within the DEIR that references 354 parking spaces is a typographical error contained in Section 2.1, Air Quality, of the DEIR. As detailed in Appendix D, air quality modeling assumed a minimum of 404 parking spaces would be constructed. If the developer increases the amount of parking spaces being constructed on site, an air quality impact would not be triggered. Air pollutant emissions estimates are based on pounds of each pollutant per day (of an 8-hour workday). An increase or decrease of parking spaces would provide for a minor increase or decrease in the number of construction days needed to construct the spaces, but would not increase the daily air emissions each day, which are compared to daily thresholds. The DEIR text in Section 2.1.3.2 on former page 2.1-20 is revised in the Final EIR as follows:

The modeling assumes that the proposed future 404 apartment units would include ~~354~~404 parking spaces.

Commenters also express concern with over flow parking on adjoining residential streets. Parking is not a topic required to be analyzed in a CEQA document. The future residential development would be required to be parked in compliance with the parking regulations contained in the SDMC.

## Privacy

Several comments have expressed concern regarding the privacy of the residential homes adjacent to and west of the SDG&E owned site. Privacy is not a topic required to be analyzed in a CEQA document. However, it is indirectly addressed in the context of the aesthetics analysis in the DEIR. As detailed in Section 3.1, Aesthetics, the future residential project would be set back from that property line and be required to comply with the City's landscape guidelines. In addition, the CPA (Appendix B) includes Supplemental Development Regulations, including setback regulations and landscaping regulations that are specific to the project site. Building articulation standards in the CPA would help reduce the mass and scale of the structure. For the single family residences directly west of the project, the intervening SDG&E owned site provides a 150-foot wide buffer between off-site residential properties and the project site, in addition to the setback requirements contained in the SDMC. Therefore, the proposed project would not be built against the adjacent homeowner's property line resulting in privacy issues.

## Schools

Several comments have expressed concern regarding capacity of local schools to accommodate future school-age children from the project. Schools are discussed within Section 3.6, Public Services, of the DEIR. As detailed in Section 3.6.3.3 (DEIR former page 3.6-12), according to discussions with San Diego Unified School District (SDUSD), there is adequate capacity to accommodate grade 6-8 and grade 9-12 students at the schools in the community. However, the DEIR discloses that Holmes Elementary School is currently at capacity. Other nearby elementary schools in the Clairemont Mesa community would likely have sufficient capacity to house the projected number of K through 5 students, should capacity at Holmes Elementary not be available at the time of the new student enrollment, per SDUSD input received during DEIR preparation. No new school facilities would be required according to the input received from the SDUSD. Furthermore, the need for additional school facilities associated with new development is addressed through compliance with school impact fee assessment. Payment of statutory fees by developers serves as CEQA mitigation to satisfy the impact of development on schools, per Sections 66000 et seq. of the California Government Code.

## Transit

Several comments have expressed concern regarding the definition of a transit priority area (TPA), and express concern that transit services are currently unreliable such that the project area should not be treated as a TPA. As detailed in Section 3.4.1 (DEIR former page 3.4-1) of the DEIR, in accordance with SB 743, "Transit priority areas" mean "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." "Major transit stop", as defined by Section 21064.3, means "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods".

As detailed in Section 2.4.1.6 (DEIR former page 2.4-11) of the DEIR, there are two bus routes that run adjacent to the project site, each with a bus stop located within 400 feet of the project site. MTS Bus Route #27 (along Balboa Avenue) runs every 30 minutes during peak periods and hourly during off-peak period on weekdays and hourly on Saturdays. MTS Bus Route #41 (along Genesee Avenue) runs every 15 minutes during peak periods and every 30 minutes during off-peak periods. As detailed in Section 2.4.2.2 (DEIR former page 2.4-13) of the DEIR, the project site is identified as a TPA in the SANDAG San Diego Forward: The Regional Plan (i.e., the local Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal

Regulations), the City of San Diego's Climate Action Plan (City of San Diego 2016), and the City of San Diego Transit Priority Areas per SB743 map (City of San Diego 2019). The project site is in a TPA due to its location with high-frequency transit service on Genesee Avenue planned high frequency bus service along Balboa Avenue being phased in by 2020, per the SANDAG Smart Growth Map using information from the RTP, with planned rapid transit scheduled for 2035. Once funding for these additional transit services is secured by MTS, two high-frequency bus routes would intersect in the project area to support the TPA identification. The expanded transit service along Balboa Avenue would also provide connections to the trolley station being constructed at Balboa Avenue and Morena Boulevard, planned to be operational by 2021. Therefore, frequent transit service occurs or is currently planned in the project area and the project's residents would benefit from that service during the lifetime of the project's operations. The DEIR text in Section 2.4.3.1 on former page 2.4-15 is revised as follows:

Additionally, trip reductions from the City's Traffic Impact Study Manual were applied to the trip generation estimates to account for its location in a TPA with high-frequency transit service on Genesee Avenue and planned high frequency bus service along Balboa Avenue being phased in by 2020, per the SANDAG Smart Growth Map using information from the RTP, with planned rapid transit scheduled for by-2035. Once funding for these additional transit services is secured by MTS, two high-frequency bus routes would intersect in the project area to support the TPA identification. The expanded transit service along Balboa Avenue would also provide connections to the trolley station being constructed at Balboa Avenue and Morena Boulevard, planned to be operational by 2021.

The developer is also seeking Cap and Trade funding through the Affordable Housing and Sustainable Communities grant, which would provide transit connection improvements to existing and proposed major transit stops within the Clairemont Mesa community. Priorities include pedestrian and bicycle connections and bus and van transit to light rail. These funds could be used to increase bus frequency on both Genesee and Balboa Avenues, as well as improve pedestrian and bicycle lanes connecting this region to transit.

Several comments have expressed concern that the DEIR assumes that seniors will not own cars and will solely rely on transit. As detailed in the Transportation Impact Study Addendum Table 1 (Appendix I-2), traffic calculations assumed that the multi-family units would generate six vehicle trips per day and the senior units would produce four trips per day, in accordance with the City of San Diego Land Use Code Trip Generation Manual. The DEIR accurately accounted for seniors using their own vehicles while living at the future residential development.

## Volume 1. Chapter 2 DEIR – Agency Responses

This chapter contains the comment letters received from public agencies on the proposed project DEIR and the County’s responses to comments related to the DEIR and/or issues related to efforts on the environment. Each letter, as well as each individual comment within the letter, has been given an assigned letter and number for cross-referencing. Responses are sequenced to reflect the order of comments within each letter. **Table V1.2-1** lists all public agencies who submitted comments on the DEIR during the public review period.

**Table V1.2-1  
List of Agency Commenters on DEIR**

Letter No.	Commenter	Date of Comment	Comment Page Number	Response Page Number
A1	Caltrans	11/21/2019	1-14	1-18
A2	City of San Diego	11/25/2019	1-21	1-30
A3	Office of Planning and Research	11/25/2019	1-52	1-53

**Subject:** FW: I-805 Clairemont Mesa CP Amendment and Rezone DEIR SCH # 2018091016  
**Attachments:** SD\_805\_Clairemont Mesa CP Amendment and Rezone DEIR.pdf

**From:** Dodson, Kimberly@DOT <[kimberly.dodson@dot.ca.gov](mailto:kimberly.dodson@dot.ca.gov)>  
**Sent:** Thursday, November 21, 2019 10:56 AM  
**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>  
**Cc:** [State.Clearinghouse@opr.ca.gov](mailto:State.Clearinghouse@opr.ca.gov); Eaton, Maurice A@DOT <[maurice.eaton@dot.ca.gov](mailto:maurice.eaton@dot.ca.gov)>  
**Subject:** I-805 Clairemont Mesa CP Amendment and Rezone DEIR SCH # 2018091016

Dear Marc:

Please see the attached comment letter for the Clairemont Mesa Community Plan Amendment and Rezone Project DEIR  
SCH # 2018091016.

A1-1

Regards,

**KIMBERLY D. DODSON, GISP**  
Caltrans District 11 Planning | Associate Transportation Planner  
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Making Conservation
a California Way of Life.

November 21, 2019

11-SD-805
PM 21.6

Clairemont Mesa Community Plan Amendment and Rezone Project
SCH#2018091016

Mr. Marc Cass
County of San Diego, Department of General Services
560 Overland Avenue, Suite #410
San Diego, CA 92123

Dear Mr. Cass:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environment Impact Report for the Clairemont Mesa Community Plan Amendment and Rezone Project located near State Interstate 805 (I-805). The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

A1-2

Caltrans has the following comments:

Traffic Impact Study

- Please clarify if the reduction assumptions for mixed-use (10%) and transit reductions (5%) noted on page ES 3 are based on the SANDAG VMT Reduction Tool.
Page ES 6 states for "Balboa Avenue, between Charger Boulevard and I-805 Southbound Ramps" to "Reclassify the roadway from 6-Lane Major Arterial to a 6-Lane Expressway prior to the project's total trip generation of 1,561 ADT. The significant traffic impact associated with the Proposed Project along this roadway would be fully mitigated with the implement of this measure." A reclassification of the roadway is not a mitigation measure.
Pages ES 7 and ES 10 state for Ramp Meters that there are no identified impacts, and mitigation is not required. Evaluation of

A1-3

A1-4

A1-5

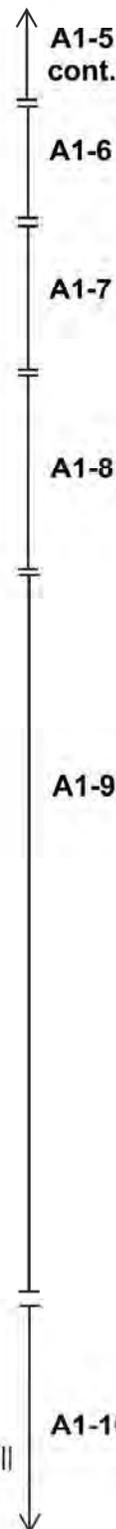
Mr. Marc Cass  
 November 21, 2019  
 Page 2

impacts at Caltrans ramp termini need to be based on Caltrans criteria, not on City of San Diego criteria.

- Page 11 Table 2.5 shows the City of San Diego Significance Determination Thresholds. What happens when Caltrans criteria for ramp intersection queues or delays is used?
- Page 10 of the Transportation Impact Study section 2.4 references the methodology for the calculation of demand per hour per lane. Max, ramp processing rate is 900 VEH/Hour/Lane. What happens when the project trips are added?
- Transit reductions were incorrectly applied and need to be removed. The City of San Diego Traffic Impact Study Manual has trip reductions for development within 1,500 feet of a transit station. The nearby bus stops are not considered a transit station and the trip generation needs to be revised accordingly.
- The *Technical Advisory on Evaluating Transportation Impacts in CEQA* dated December 2018 published by the Governor's Office of Planning and Research (OPR) page 13 references Pub. Resources Code, Section 21064.3 ""Major transit stop" means a site containing an exiting rail transit station, a ferry terminal serviced by either a bus or a rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.'" The project location is near a bus stop on Genesee Avenue where MTS bus route 41 has a morning and afternoon peak commute frequency of service interval of 9 minutes. MTS bus route 27 on Balboa Avenue, which is the nearest street perpendicular to Genesee Avenue, has a morning and afternoon peak commute frequency of service interval of 30 minutes. Based on the definition of "Major transit stop" by OPR the intersection of these two bus routes would not qualify since one of the routes frequency of service interval is greater than 15 minutes in the morning and afternoon peak commute period.

**Right-of-Way**

Any work performed within Caltrans' Right-of-Way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part



Mr. Marc Cass  
November 21, 2019  
Page 3

of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans' R/W, and any corresponding technical studies.

A1-10  
cont.

If you have any questions, please contact Kimberly Dodson, of the Caltrans Development Review Branch, at (619) 688-2510 or by e-mail sent to Kimberly.Dodson@dot.ca.gov.

A1-11

Sincerely,



Maurice Eaton, Branch Chief  
Local Development and Intergovernmental Review Branch

## Letter A1 Response

### Caltrans

- A1-1 This comment is introductory in nature and states that the commenter provides further comments in an attached letter. This comment is general in nature and no specific response is required.
- A1-2 This comment is introductory in nature and describes the purpose of the comments to follow. This comment does not address the adequacy of the DEIR and therefore no specific response is required.
- A1-3 This comment asks for clarification on the mixed-use and transit reductions and if they are based on the SANDAG VMT Reduction Tool. This comment is referencing Appendix I, which is based on a previous project description and was not analyzed as a project alternative in the DEIR. Appendix I-4 includes the correct project analysis presented in the DEIR. Regarding the reduction assumptions, the reduction percentages were obtained from Table 3 in the City of San Diego's Traffic Impact Study Manual.
- A1-4 This comment states that the reclassification of Balboa Avenue, between Charger Boulevard and I-805 Southbound Ramps is not a mitigation measure. It should be noted that the commenter is referring to the original TIA and not the mitigation in the TIA Addendum and DEIR that does not recommend reclassification. Reclassification of the roadway changes the volume capacity of the roadway. In this case where the mitigation is to reclassify Balboa Avenue between Charger Boulevard and I-805 Southbound Ramps from a 6-lane Major Arterial to a 6-lane Expressway, the roadway capacity increases from 50,000 daily traffic volume to 80,000, which would serve the additional project demand and improve vehicle operations to better than pre-project conditions. However, reclassifying entails altering the roadway's characteristics (e.g. speed, roadway width, land use frontages, etc.), and given the physical constraints of Balboa Avenue, reclassification was not determined to be feasible mitigation. Partial mitigation is, however, proposed but the impact remains significant and unavoidable.
- A1-5 This comment requests for the TIS and analysis presented in the DEIR to utilize the 2002 Caltrans Guide for the Preparation of Traffic Impact Studies (2002 Caltrans Guide) as thresholds of significance in assessing project impacts. The 2002 Caltrans Guide states that "Caltrans endeavors to maintain a target LOS at the

transition between LOS C and D on State highway facilities.” The significance criteria utilized in this case is supported by substantial evidence, and second, by its express terms, the text relied upon in the 2002 Caltrans Guide is permissive (“Caltrans endeavors”) and not mandatory (“Caltrans acknowledges that [maintaining target LOS] may not always be feasible”).

Under CEQA, the lead agency has discretion to determine the significance criteria by which to assess impacts. Pursuant to the CEQA Guidelines (Cal. Code Regs., tit. 14, § 15064.7), lead agencies are encouraged to adopt and publish significance thresholds for use in determining whether environmental impacts are significant. Where a question is raised regarding the relevance of an adopted threshold, a lead agency determination that the threshold applies will be upheld if supported by substantial evidence. (See *Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th 1059, 1072.)

Courts uphold lead agency discretion as to the determination of how to evaluate traffic impacts and which significance standards and methodologies to use. (See *Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 541 [upholding significance criteria on basis of performance standards adopted by local jurisdictions]; *Napa Citizens for Honest Gov’t v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 362 [upholding significance standard for traffic impacts developed by drafters of EIR].)

By its express provisions, the 2002 Caltrans Guide does not mandate its use when assessing impacts as the relevant text indicates its use is permissive, not mandatory -- “Caltrans endeavors to maintain a target LOS at the transition between LOS ‘C’ and LOS ‘D’ on State highway facilities,” (Caltrans Guide, p. 1 [emphasis added].) The use of the action verb “endeavor”—not “shall”, “must”, or “required”—demonstrates that use of the Caltrans Guide to establish thresholds of significance is not mandatory. (See, e.g., *San Francisco Tomorrow v. City and County of San Francisco* (2014) 229 Cal.App.4th 498, 519-522.)

In this regard, the City of San Diego’s approved Significance Determination Thresholds (Guidelines) were applied in the DEIR.

A1-6 This comment questions what would occur to Table 2.5 when Caltrans criteria for ramp intersection queues or delays is used. The commenter is referred above to Response to Comment A1-5.

A1-7 This comment questions what would happen when project trips are added to the ramp processing rate. The TIS analyzes ramp meter operations with the project traffic. The analysis results are included in Tables 2.4-5, 2.4-10, and 2.4-13. The proposed project is not expected to significantly impact the on-ramp operations with the additional project traffic.

A1-8 This comment states that transit reductions were incorrectly applied and need to be removed, as the nearby bus stops are not considered a transit station. The commenter is referred above to *Master Response: Transit*.

The Route 27 bus stops located at the Genesee Avenue/Balboa Avenue intersection currently has the highest boardings/alightings along the corridor within the Clairemont community, similar to the number of boardings/alightings of Route 41 (along Genesee Ave) stops. Additionally, Route 27 will service and connect to the future Mid-Coast Trolley Balboa Avenue station that is planned to open in year 2021. Therefore, given these reasons and per the SANDAG Smart Growth assumptions, it is reasonable to conclude increasing Route 27 is a high-priority for SANDAG and MTS to provide a robust east-west transit service in Clairemont that will connect the future Mid-Coast Trolley to communities in the east ([https://www.sandag.org/uploads/projectid/projectid\\_296\\_14002.pdf](https://www.sandag.org/uploads/projectid/projectid_296_14002.pdf)).

Consequently, since the project is identified by the SANDAG and the City to be in a planned TPA, a transit trip reduction is deemed appropriate to use in the analysis, in accordance with the City Traffic Impact Study Manual.

A1-9 This comment states that the project location does not qualify as a major transit stop. The commenter is referred above to Response to Comment A1-8.

A1-10 This comment states that any work performed within Caltrans' Right-of-Way will require discretionary review and approval by Caltrans and an encroachment permit would be required. The comment does not address the adequacy of the DEIR and therefore no specific response is required.

A1-11 This comment provides the contact information for Caltrans. The County acknowledges this comment. This comment is general in nature and does not address the adequacy of the DEIR and therefore no specific response is required.

**Subject:** FW: City of San Diego Comments on the Draft Environmental Impact Report for the Mount Etna Community Plan Amendment and Rezone Project  
**Attachments:** City of San Diego Comment Letter on the Mount Etna CPA Draft EIR.pdf; ATT00001.htm

**From:** Moore, Jordan <[JTMoore@sandiego.gov](mailto:JTMoore@sandiego.gov)>  
**Sent:** Monday, November 25, 2019 3:51 PM  
**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>  
**Cc:** Malone, Rebecca <[RMalone@sandiego.gov](mailto:RMalone@sandiego.gov)>; Vonblum, Heidi <[VonblumH@sandiego.gov](mailto:VonblumH@sandiego.gov)>; Chase, Julia <[JLChase@sandiego.gov](mailto:JLChase@sandiego.gov)>; Muto, Alyssa <[AMuto@sandiego.gov](mailto:AMuto@sandiego.gov)>; Stephens, Mark <[MGStephens@sandiego.gov](mailto:MGStephens@sandiego.gov)>; Szymanski, Jeffrey <[JSzymanski@sandiego.gov](mailto:JSzymanski@sandiego.gov)>; Avila-Zepeda, Felipe R <[FAVILAZEPEDA@sandiego.gov](mailto:FAVILAZEPEDA@sandiego.gov)>; Forburger, Kristen <[KForburger@sandiego.gov](mailto:KForburger@sandiego.gov)>  
**Subject:** City of San Diego Comments on the Draft Environmental Impact Report for the Mount Etna Community Plan Amendment and Rezone Project

Dear Mr. Cass,

Attached, please find the City of San Diego's comment letter on the Draft Environmental Impact Report for the Mount Etna Community Plan Amendment and Rezone Project. Thank you for the opportunity to provide comments on this project.

A2-1

Regards,

**Jordan Moore**  
Environmental Planner  
City of San Diego  
Planning Department

T (619) 236-5061  
[JTMoore@sandiego.gov](mailto:JTMoore@sandiego.gov)

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November 25, 2019

Marc Cass  
Department of General Services  
County of San Diego  
5560 Overland Avenue, Suite 410  
San Diego, CA 92123

Subject: **CITY OF SAN DIEGO COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MOUNT ETNA COMMUNITY PLAN AMENDMENT AND REZONE PROJECT**

Dear Mr. Cass:

The City of San Diego (City) Planning Department has received the Draft Environmental Impact Report (EIR) prepared by the County of San Diego (County) and distributed it to applicable City departments for review. The City, as a Responsible Agency under CEQA, has reviewed the Draft EIR and appreciates this opportunity to provide comments to the County. The City looks forward to continued coordination with the County and other local, regional, state, and federal agencies. In response to this request for public comments, the City has the following comments on the Draft Revised EIR for your consideration.

• • •

**TRANSPORTATION & STORM WATER DEPARTMENT – MARK G. STEPHENS, ASSOCIATE PLANNER – [MGStephens@sandiego.gov](mailto:MGStephens@sandiego.gov), 858-541-4361**

### **Background**

The City Storm Water Division has no record of receiving or being notified of the availability of the Notice of Preparation (NOP) for this Draft Environmental Impact Report (EIR). Further, the NOP does not appear to be included in the more than 3,000 pages of materials comprising the Draft EIR document and appendices, and the NOP posted on the project website consists of a two-page notice and omits the supporting Initial Study and Environmental Checklist that help define the Draft EIR scope and justify conclusions reached regarding potential project impacts.

The net result is that almost no information is provided on hydrology, water quality, or drainage infrastructure, and no supporting technical studies addressing these topics are included. These subjects are not listed among “Effects Found Not to Be Significant,” which is surprising considering public comments reflected in Appendix A: NOP Scoping Comments (pages 666-667 of the pdf file) include a reviewer specifically requesting the Draft EIR address management of demolition and construction activities to prevent discharges from the site that could cause water pollution.

A2-2

A2-3

A2-4

These concerns are exacerbated by the lack of specific project plans at this juncture. In essence the project is to provide "...a development-ready site, including demolition and removal of existing onsite structures and related facilities, and provision of stubbed out utilities."

A few sections of the Draft EIR do touch upon topics of interest to the City Storm Water Division. Page 1-4 includes a Stormwater Management Plan among County requirements for the demolition phase, but refers the reader to Section 3.8, Utilities and Service Systems for additional discussion, and this section doesn't appear to mention storm water.

Page 1-5, discussing the grading phase, alludes to erosion control features, including straw wattles, being installed once grading is completed.

Under 2.2 Hazards and Hazardous Materials, Mitigation Measure HAZ-1: Soil Contamination, Lead, and Asbestos Recommendations on page 2.2-18 should help address potential water pollution concerns associated with demolition and construction.

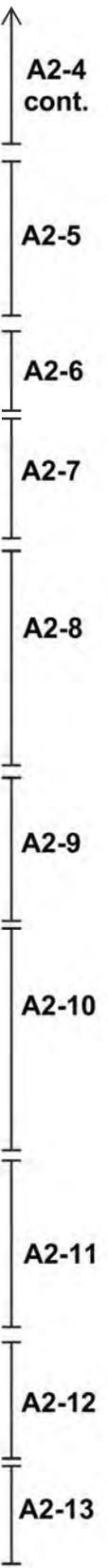
Under 3.4 Land Use and Planning, page 3.4-17 includes an item G. Storm Water Infrastructure, mentioning requirements for a Storm Water Pollution Prevention Plan (SWPPP) and referring the reader to Section 5.2.5, Hydrology, which states, "It is assumed that the limits of disturbance for the proposed project would require a Storm Water Pollution Prevention Plan (SWPPP)." This language seems to raise potential uncertainty over application of the requirement.

On pages 3.4-19 to 3.4-20, discussion of item E. Urban Runoff Management also refers to Section 5.2.5, Hydrology, and indicates the project site is not located within a designated floodplain or floodway. On page 3.4-22, discussion of Open Space and Environmental Resources Objectives also refers to Section 5.2.5, Hydrology.

Since the City of San Diego is identified as a "responsible agency" for this project under the California Environmental Quality Act (CEQA), providing a solid factual basis for conclusions reached regarding potential project impacts is essential. While recognizing the proposed project involves a relatively small already developed site with an objective of ultimately providing needed housing opportunities, information gaps identified in this Draft EIR need to be resolved. The following recommendations are intended to assure this is accomplished.

### Recommendations

- Include the Initial Study and Environmental Checklist prepared for the NOP. This should provide some of the information requested and needed to adequately address hydrology, water quality, and drainage infrastructure.
- Note that the project site drains to Tecolote Creek and Mission Bay and is part of the Mission Bay Watershed Management Area subject to the Mission Bay Water Quality Improvement Plan (WQIP).
- Identify existing drainage facilities in and around the project site and any issues or concerns associated with these facilities in the context of proposed site redevelopment.



- Address how site drainage and drainage infrastructure could be affected by demolition activities, site preparation, and stubbing out of utilities. A2-14
- Note that site redevelopment must also conform to applicable provisions of the City’s Jurisdictional Runoff Management Plan (JRMP), Storm Water Standards, Drainage Design Manual, and Storm Water Management and Discharge Control Ordinance. A2-15
- Identify or at least make an unequivocal commitment to identify and provide in a timely manner best management practices (BMPs) designed to prevent discharges that could cause water pollution during demolition and construction and following site redevelopment. A2-16
- Assure that cross-referenced sections contain the information referred to and that discussion and conclusions in various sections are internally consistent. A2-17

**DEVELOPMENT SERVICES DEPARTMENT – ENVIRONMENTAL ANALYSIS SECTION – JEFF SZYMANSKI, SENIOR PLANNER – [JSzymanski@saniego.gov](mailto:JSzymanski@saniego.gov), 619-446-5324**

The draft EIR includes the City of San Diego Climate Action Plan (CAP) checklist. The CAP checklist for the project indicates that the completion of Step 2 is not required as no specific development project is proposed at this time; however, it is reasonably foreseeable that approval of the project will allow for future development. The project should include a Supplemental Design Regulation that would require the preparation of a CAP checklist for future development to ensure compliance with the CAP. A2-18

**DEVELOPMENT SERVICES DEPARTMENT –TRANSPORTATION DEVELOPMENT SECTION – FELIPE AVILA-ZEPEDA, ASSOCIATE ENGINEER-TRAFFIC – [FAvilaZepeda@saniego.gov](mailto:FAvilaZepeda@saniego.gov), 619-446-5207**

We have reviewed the Draft Environmental Impact Report for the proposed Mount Etna Community Plan Amendment and Rezone Project and we have the following comments regarding the adequacy of the document: A2-19

**General Comments:**

1. While the DEIR states that the project would mitigate its direct significant impacts at the intersections of Genesee Ave and Balboa Ave [TRA-2] and Mt Everest Boulevard and Balboa Avenue [TRA-1], it states “the County cannot ensure that the City would implement adaptive signal controls along the Balboa Avenue corridor” in regard to the project’s significant direct impact on the segments of Balboa Ave between Cannington Drive and Charger Boulevard and between Charger Boulevard and I-805 SB ramps. The County can implement either installation of adaptive signal controls or other mutually acceptable mitigation measure through coordination with the City, which should be done prior to issuance of a Final EIR for the project. A2-20
2. The DEIR proposes to mitigate the project’s direct significant impact at the intersection of Balboa Avenue and Charger Boulevard [TRA-3] through a restriping of the northbound approach and signal modification to implement protected left turn phasing for northbound/southbound vehicles. However, this restriping would create a significant A2-21

offset in the northbound direction, which renders this mitigation infeasible as proposed. The EIR should propose feasible mitigation at this location and include conceptual design to demonstrate feasibility.

3. The DEIR proposes to mitigate the project's cumulative (Horizon Year 2050) significant impacts at the intersection of Genesee Avenue and Clairemont Mesa Boulevard [TRA-4] and Clairemont Drive and Balboa Avenue [TRA-5] with fair share contributions towards installation of adaptive traffic signal systems. The DEIR must identify the percentage fair shares now, and identify these as partial mitigations if full funding is not otherwise identified.
4. The DEIR shows a significant cumulative (Horizon Year 2050) project impact on the segment of Mt. Etna Drive between Mt. Everest Boulevard and Genesee Avenue under Access Option 1 (one access point only) and does not provide mitigation. This impact could be mitigated by the removal of on-street parking to provide a center left turn lane, or could be avoided by pursuing Access Option 2 (potentially the least impactful of the three access options). The DEIR should pursue one of these options and demonstrate feasibility rather than leaving this impact unmitigated.
5. The informational Vehicle Miles Traveled analysis provided in the DEIR states that the project would be screened out (and not require VMT impact analysis) due to its location within a 2035 Transit Priority Area. Per the City's draft criteria for VMT analysis, the project would not be screened out due to being in a 2035 TPA, but would be screened out based on its 100% affordable housing units affordable at equal to or less than 50% of Area Median Income.

**Specific Comments:**

1. Page i: List the missing sections 4.3, 4.4, 4.5 and 4.6 under "Project Alternatives"
2. Page iv: Table 2.3-13, should state Year 2022 for project "Buildout"
3. Page S-6: TRA-2 states that the County cannot assure that the City would implement adaptive signal controls along the Balboa Avenue corridor. County of San Diego can assure this through coordination with the City of San Diego and should coordinate prior to Final EIR.
4. Page S-6: TRA-2, remove "optimization of signal timing or" this is something done regularly by City signal operations staff and should not be considered a mitigation. (global comment)
5. Page S-6: TRA-3, provide a conceptual design to demonstrate feasibility in body of DEIR.
6. Page S-7: TRA-5 states that the County cannot assure that the City would implement adaptive signal controls along the Balboa Avenue corridor. County of San Diego can assure this through coordination with the City of San Diego and should coordinate prior to Final EIR
7. Page 1-3: The DEIR should clarify that the additional 1,500 SF will serve residents only and not generate trips, if that is correct.
8. Page 1-4: Discuss traffic control measurements during the demolition stage of the project.

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9. Page 1-4: Haul Route Plans must be approved by the City of San Diego in addition to the County. A2-33
10. Page 1-5: Section states that up to three vehicular access options could be allowed. Consider selecting one of these options prior to the Final EIR. A2-34
11. Page 1-6: Section 1.3, the following statement “The project site is located near the intersection of two major arterial roads, Genesee Avenue and Mount Etna Drive” should be corrected as “The project site is located near the intersection of two arterial roads, Genesee Avenue and Balboa Avenue” A2-35
12. Page 1-6: Section 1.3 should also mention the site’s relationship to nearby commercial uses. A2-36
13. Page 1-7: Section 1.4.3, should either describe the frequencies of service (MTS) or delete “frequent” services. A2-37
14. Page 1-7: Section 1.4.3, add statement describing what a major transit stop means under SB 743. A2-38
15. Page 1-11: Table 1-2 the Balboa Restaurant project at 6395 Balboa Avenue should be updated to include the following information PTS# 634180, SDP, application deemed complete 6/18/19. A2-39
16. Page 1-12: Table 1-2 the status should be updated to approved not yet demolished for the following projects (388165, 489476, 530427) A2-40
17. Page 1-13: Table 1-2 as of July 2019 the Morena Corridor Specific Plan has been adopted. Revise status. A2-41
18. Page 1-15: For the following statement “...Community Plan was adopted (City of San Diego 2011)” state date of adoption, not date of most recent CPA. A2-42
19. Page 2.2-3 (global): Top right of page states 2.5 Hazards and Hazardous Materials. Replace 2.5 with 2.2. A2-43
20. Page 2.4-1: Section 2.4 introduction should also include mention of Appendix I-4. A2-44
21. Page 2.4-1: Section 2.4.1.1 should state actual day(s) and date(s) of existing counts. A2-45
22. Page 2.4-9: “... anticipated peak hour demand does not exceed the average meter rate at either...” remove “average” from the statement, as City of San Diego methodology uses most restrictive meter rate. A2-46
23. Page 2.4-9: Table 2.4-3 ramp meter calculations should be shown separately for SOV and HOV lanes with actual SOV/HOV splits from Caltrans for these locations. A2-47
24. Page 2.4-9: This document should also provide a table showing maximum observed delay and maximum observed queue at each metered on-ramp. A2-48
25. Page 2.4-15: Section 2.4.3.1 should also mention Appendix I-4. A2-49
26. Page 2.4-15: Update statement to include “planned (2035)” “...Impact Study Manual were applied to the trip generation estimates to account for its location in a planned (2035) TPA with...” A2-50

27. Page 2.4-17: Table 2.4-5 should include delta and significance columns for each access option.
28. Page 2.4-20: Table 2.4-7, use most restrictive meter rate (all ramp meter comments apply to all scenarios and all calculations throughout the DEIR).
29. Page 2.4-20: Table 2.4-7, should use actual Caltrans data for each location
30. Page 2.4-20: Table 2.4-7, max observed delay and max observed queue info should also be included for Existing Conditions.
31. Page 2.4-23: "Near Term Plus Project (Year 2021) section; page 1-5 identifies completion of construction as end of 2022. DEIR should correct this inconsistency.
32. Page 2.4-24: Table 2.4-8 should include delta and significant? Columns for each of the three Access Options (global comment).
33. Page 2.4-28: This page should identify all project significant impacts as "direct".
34. Page 2.4-40: Vehicle Miles Travel Analysis: The Methodology section should add the City draft methodology in order that the Final EIR can be used by City decision makers.
35. Page 2.4-40: 2035 TPA is not criteria for being screened out per City draft VMT methodology; however affordable housing at equal to or less than 50% of AMI is screened out (see Appendix C of City draft).
36. Page 2.4-41: Impact TIA-3 "Cumulative" Plus Project should be identified as "Horizon Year 2050" Plus Project.
37. Page 2.4-43: Table 2.4-14 Please provide Synchro files for City review for mitigated scenarios.
38. Page 2.4-46 (global): Fair share percentage must be identified now in cumulative impact mitigation measures.
39. Page 2.4-48: the discussion of Mitigation Measures TRA-4 and TRA-5 should be revised to remove the following statement "Therefore, unless and until a specific mitigation program is created by the City to accommodate proportionate contributions toward the implementation of adaptive signal controls or other improvements at these locations, the County cannot assume that payment of its fair share of the mitigation improvements would reduce or avoid the project's cumulative impact at the intersections of Genesee Avenue & Clairemont Mesa Boulevard and Clairemont Drive & Balboa Avenue". Fair share will represent partial mitigation.
40. Page 2.4-48: Therefore, Cumulative plus Project impacts to these two intersections would remain significant and unavoidable, even with payment of \_\_\_\_% fair share contribution at Int # \_\_\_\_ and \_\_\_\_% fair share contribution at Int # \_\_\_\_.
41. Page 2.4-50: Table 2.4-17 for intersection #14 the statement of LTS is questionable demonstrate feasibility.
42. Page 2.4-50: Table 2.4-17 (NOTES) call outs SU1 and SU2 should be revised to state only partial mitigation is available.
43. Page 3.4-1: "Transit priority areas" means "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed

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within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” “Major transit stop”, as defined by Section 21064.3, means: “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods.” (City of San Diego 2019)” Site does not meet this criteria (see page 2.4-11).

- 44. Page 3.4-11: Section 3.4.3.1, should be revised to clarify the project is within a “Planned 2035 TPA” (global).
- 45. Page 3.4-15: Table 3.4-1 “The project would reduce regional vehicle miles travelled (VMT) by taking advantage of being in a planned TPA (Chen Ryan 2019).” This section should explain how project would reduce VMT or delete this sentence.
- 46. Page 4-1: “...partially mitigated but remain significant and unavoidable on a direct and cumulative level for transportation/traffic because improvements were either infeasible or not assured...” this section is not completely consistent with Transportation Section 2.4. Please correct for consistency.
- 47. Page 4-10: For the No Project/Existing Community Plan and Zoning Alternative, “...significant and unavoidable project impacts to roadway segments and intersections in the Clairemont Mesa community would increase and mitigation...” DEIR should provide documentation to support this conclusory statement.
- 48. Page 4-10: Table 4-1 should be labeled “Driveway” Trip Generation and should also include Cumulative Trip Generation info (rate of 20 ADT/KSF for medical office).
- 49. Page 4-10: Section 4.6 should state how much the project would have to be reduced to eliminate all less than fully mitigated transportation impacts.
- 50. Page 4-11: DEIR should provide a trip generation table for reduced intensity project alternative.
- 51. Page 4-12: Section 4.6.3.4 “...traffic would lessen project impacts on area intersections and would avoid a cumulatively significant...” DEIR must provide the backup documentation to support this conclusion.
- 52. Page 4-15: Table 4-3 DEIR must provide documentation for all conclusions stated.
- 53. Page 7-3: Table 7-1 Mitigation Measures TRAs (global) this section should address both direct and cumulative (HY 2050 + Project) impacts; project should mitigate all direct impacts; fair share is only appropriate for long term cumulative impacts (and will represent partial mitigation).
- 54. Page 7-3: Table 7-1 Mitigation Measures TRAs (global) this table should separately show direct and cumulative (long-term) impacts and mitigation.
- 55. Page 8-4: Section 8.5 “Chen Ryan, 2019. Transportation Impact...” This section should include all the “supplemental” documents to the TIS listed in the Table of Contents of Appendices.

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cont.

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Thank you for the opportunity to provide comments on the Draft EIR. Please contact Rebecca Malone, Senior Planner, directly via email at [RMalone@sandiego.gov](mailto:RMalone@sandiego.gov) or by phone at 619-446-5371, if there are any questions regarding the contents of this letter or if the County would like to meet with City staff to discuss our comments.

A2-80

Sincerely,



Alyssa Muto  
Deputy Director, Planning Department

RM/rm

cc: Reviewing Departments (via email)  
Review and Comment online file

## Letter A2 Response

### City of San Diego

- A2-1 This comment is introductory in nature and states that they provide further comments in an attached letter. This comment is general in nature and no specific response is required.
- A2-2 This comment is introductory in nature and describes the purpose of the comments to follow. This comment does not address the adequacy of the DEIR and therefore no specific response is required.
- A2-3 This comment states that the City of San Diego Storm Water Division was not notified of the Notice of Preparation (NOP) for the proposed project. The County mailed the NOP to the City of San Diego Planning Department on September 10, 2018 and October 8, 2018. In addition, the County has met with the City numerous times since the NOP was published.
- The comment correctly states that the NOP was not included in the DEIR, and that the NOP was posted online to the project website. The County mailed the NOP to all responsible agencies and interested parties, including the City Planning Department, on September 10, 2018 and October 8, 2018. The CEQA Guidelines do not require the NOP to be included as part of the DEIR, nevertheless, the NOP has been added as part of Appendix A of the Final EIR. The comment states that the Initial Study and Environmental Checklist were omitted from the NOP. However, an Initial Study or Environmental Checklist were not prepared for the proposed project, as it was determined early in the process by the County that an EIR was the appropriate CEQA document. The DEIR scope and conclusions are based on evidence in the administrative record.
- A2-4 This comment states that no information was provided in the EIR on hydrology, water quality, or drainage infrastructure, and states concern that these issues were not listed in Chapter 3, Environmental Effects Found Not to Be Significant. The commenter is referred to Chapter 5, Other CEQA Considerations, of the DEIR, specifically Section 5.2.5, Hydrology, (DEIR former page 5-8) which discusses hydrology, water quality, and drainage.
- A2-5 The comment correctly states that the DEIR lists a Stormwater Management Plan as a County requirement for demolition of the

proposed project (former page 1-4 of the DEIR). The comment incorrectly states that the DEIR refers to Section 3.8, Utilities and Service Systems, for stormwater issues. The sentence the commenter is referring to is regarding demolition debris and recycling, which is discussed in Section 3.8, Utilities and Service Systems.

- A2-6 This comment correctly notes that the Project Description (DEIR former page 1-5) details that erosion control features would be required during the grading phase, including straw wattles. This comment is general in nature and does not address the adequacy of the DEIR and therefore no specific response is required.
- A2-7 This comment correctly notes that Mitigation Measure HAZ-1 would help address potential water pollution concerns associated with demolition and construction. This comment does not address the adequacy of the DEIR and therefore no specific response is required.
- A2-8 This comment states that the language in Section 5.2.5, Hydrology, raises uncertainty regarding the requirement of the Storm Water Pollution Prevention Plan (SWPPP). The DEIR text in Section 5.2.5 on former page 5-8 is revised in the Final EIR as follows:
- ~~It is assumed that~~ Due to the limits of disturbance being larger than one acre, for the proposed project would require a Stormwater Pollution Prevention Plan (SWPPP).
- A2-9 This comment correctly states that discussions within Section 3.4, Land Use and Planning, refer to Section 5.2.5, Hydrology. It is acknowledged that the cross reference regarding floodplains is not included in Section 5.2.5, Hydrology. The DEIR text in Section 5.2.5 on former page 5-9 is revised in the Final EIR as follows:
- Drainage within the project site would continue to be serviced by the existing storm drain system. Additionally, no stream or river courses exist within the site vicinity that could be affected by the proposed project. In addition, the project site is not located within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain or floodway. Therefore, impacts on the existing drainage pattern regarding siltation or erosion and surface runoff on- or off-site would be less than significant.
- A2-10 This comment identifies the City of San Diego as a responsible agency. The comment is introductory in nature for the later

provided recommendations. This comment does not address the adequacy of the DEIR and therefore no specific response is required.

A2-11 This comment recommends for the Initial Study and Environmental Checklist to be provided. The commenter is referred above to Response to Comment A2-3.

A2-12 This comment recommends including information that the project site drains to Tecolote Creek and Mission Bay and is part of the Mission Bay Watershed Management Area. The DEIR text in Section 5.2.5 on former page 5-8 is revised in the Final EIR as follows:

It is assumed that Due to the limits of disturbance being larger than one acre, for the proposed project would require a Stormwater Pollution Prevention Plan (SWPPP). The project site drains to Tecolote Creek and Mission Bay and is part of the Mission Bay Watershed Management Area subject to the Mission Bay Water Quality Improvement Plan (WQIP). Compliance under the Construction Permit and SWPPP would ensure that construction activities would not degrade the surface water quality of receiving waters to levels that would be below the standards that are considered acceptable by the San Diego Regional Water Quality Control Board (RWQCB) or other regulatory agencies.

A2-13 This comment recommends identifying existing drainage facilities in and around the project site and any issues or concerns associated with these facilities in the context of the proposed project. At this time, the design for the future residential development project has not been developed, including the location of inlet/outlet structures. However, because the future residential will redevelop a developed site that is covered with impervious surfaces and will introduce landscape areas and stormwater facilities that will be pervious, the DEIR assumed that the amount of runoff from the site will either be the same or slightly less than the existing conditions and would not affect the capacity of the stormdrain system serving the project site. When the housing development design is advanced and the developer applies for City building permits, this assumption will be confirmed as part of the stormwater regulations compliance process.

A2-14 This comment recommends addressing how site drainage and drainage infrastructure could be affected by demolition activities,

site preparation, and stubbing out of utilities. As detailed in Section 5.2.5, Hydrology, (DEIR former page 5-8), during demolition and site preparation activities and during construction of the future development, exposed soil could temporarily increase the amount of sediment in runoff, which would enter the existing storm drain system. The proposed project would be required to obtain and comply with the Construction General Permit from the State Water Resources Control Board. Stormwater best management practices (BMPs) would be required to limit erosion, minimize sedimentation, and control stormwater runoff water quality during construction activities. Due to the limits of disturbance being larger than one acre, the proposed project would require a SWPPP. Compliance with existing regulations would prevent sedimentation and an increase of runoff from entering the drainage infrastructure. The DEIR text in Section 5.2.5 on former page 5-8 is revised in the Final EIR as follows:

Compliance under the Construction Permit and SWPPP would ensure that construction activities would not degrade the surface water quality of receiving waters to levels that would be below the standards that are considered acceptable by the San Diego Regional Water Quality Control Board (RWQCB) or other regulatory agencies. In addition, compliance with existing regulations would prevent erosion, sedimentation, and an increase of runoff from entering the existing drainage infrastructure.

A2-15 The comment recommends stating that the proposed project would be required to conform to applicable provisions of the City's Jurisdictional Runoff Management Plan, Storm Water Standards, Drainage Design Manual, and Storm Water Management and Discharge Control Ordinance. The DEIR text in Section 5.2.5 on former page 5-8 is revised in the Final EIR as follows:

The proposed project would be required to obtain and comply with the Construction General Permit from the State Water Resources Control Board (SWRCB). In addition, the proposed project would be required to conform to applicable provisions of the City's Jurisdictional Runoff Management Plan, Storm Water Standards, Drainage Design Manual, and Storm Water Management and Discharge Control Ordinance.

A2-16 This comment recommends identifying or committing to identify BMPs to prevent discharges that could cause water pollution during

demolition and construction and following site redevelopment. The commenter is referred to Section 5.2.5, Hydrology, (DEIR former page 5-8) of the DEIR, which states that stormwater BMPs would be required to limit erosion, minimize sedimentation, and control stormwater runoff water quality during construction activities. In addition, upon completion of construction of the future development, the project site would be developed and landscaped, where any additional BMPs would be incorporated to minimize discharge of pollutants into the existing municipal storm drain system.

- A2-17 This comment states to confirm that cross-referenced sections contain the information referred to and that conclusions are internally consistent. The commenter is referred above to Response to Comment A2-9.
- A2-18 This comment recommends including a requirement for the preparation of a City of San Diego Climate Action Plan (CAP) checklist in the Supplemental Design Regulations. The requirement to prepare a CAP Checklist is contained in the Supplemental Development Regulations under Environmental Protection Standards, which was contained in Appendix B to the DEIR. The residential housing developer will comply with this requirement as part of their building permit process.
- A2-19 This comment is introductory in nature, stating the Traffic Development Section of the Development Services Department has reviewed the DEIR and has comments to follow. This comment does not address the adequacy of the DEIR and therefore no specific response is required.
- A2-20 This comment states that the County could either install adaptive signal controls or other mutually acceptable mitigation measure through coordination with the City to offset the project's direct impacts to roadway segments along Balboa Avenue. As noted on former page 2.4-44 of the DEIR, there is insufficient right-of-way to expand the capacity of the impacted roadway segments along Balboa Avenue. However, based on subsequent interagency consultations conducted between the City and County in response to this comment, the DEIR has been revised to commit the project to installing traffic systems management technology at the two intersections that intersect with the impacted roadway segments. Implementation of the new Mitigation Measure TRA-3 at Cannington Drive & Balboa Avenue, as well as Mitigation Measure TRA-4 (formerly TRA-3 and revised in the Final EIR response to

this comment) at Charger Boulevard & Balboa Avenue would partially mitigate the project's direct impacts to roadway segments. However, because the impacts cannot be fully mitigated, the direct impact would remain significant and unavoidable in the FEIR.

A2-21 This comment states that the restriping proposed in TRA-3 would create a significant offset in the northbound direction, which renders mitigation infeasible. The proposed mitigation contained in TRA-4 (formerly TRA-3 but renumbered in the Final EIR) would restripe the existing northbound shared through lane to an exclusive through lane and change the signal phasing to protected left-turn phasing. Since the improvement includes only removing the left-turn from the existing shared left-through lane, it is not changing the alignment for the northbound through movement and therefore does not create a new offset. Consequently, this improvement is considered feasible and would mitigate the project's impact. A conceptual layout of the proposed improvements has been included in the revised EIR Appendix I-2 and based on feedback received at a coordination meeting between the County and City, the mitigation measure is considered acceptable to the City.

A2-22 This comment states that the DEIR must identify fair share contribution percentages, and identify these as partial mitigations if full funding is not identified. As part of the FEIR, the fair share percentages have been calculated and incorporated into Mitigation Measures TRA-5 and TRA-6 (formerly TRA-4 and TRA-5 in the DEIR). Even with payment of the fair share cost of the improvements, the cumulative impacts would remain significant and unavoidable since the measures are not fully funded. The DEIR text in Section 2.4.5 on former page 2.4-46 and 2.4-48 is revised in the Final EIR as follows:

**TRA-5: Genesee Avenue & Clairemont Mesa Boulevard Adaptive Signal Control System (All Access Options).**

Prior to issuance of the first building permit, Owner/Permittee shall pay its fair share (5.0 percent) toward ~~optimizing signal timing or~~ installing traffic systems management (TSM) strategies (e.g. adaptive signal technology) to maximize efficiency of the existing roadway through improved signal communications and operations, satisfactory to the City Engineer.

**TRA-6: Clairemont Drive & Balboa Avenue Adaptive Signal Control System (All Access Options).** Prior to issuance of the first building permit, Owner/Permittee shall

pay its fair share (4.3 percent) toward ~~optimizing signal timing or~~ installing traffic systems management (TSM) strategies (e.g. adaptive signal technology) to maximize efficiency of the existing roadway through improved signal communications and operations, satisfactory to the City Engineer.

A2-23 This comment states that the cumulative project impact on the segment of Mount Etna Drive between Mount Everest Boulevard and Genesee Avenue under Access Option 1 could be mitigated by removal of on-street parking or avoided by pursuing Access Option 2. Based on discussions with the City's Development Services Department on September 9, 2019, a two-way-left-turn lane on Mt Etna Drive between Genesee Ave and Mt Everest Blvd is not considered feasible as it would require the removal of on-street parking fronting the existing retail and offices near Genesee Ave, but more importantly, in front of the single family residents near Mt Everest Blvd. Therefore, there was no feasible mitigation provided that could increase capacity within the existing right-of-way and mitigate the project's impact, and the Mt Etna Drive roadway impact was identified to be significant and unavoidable.

This comment recommends for the County to select an access option prior to the Final EIR. The EIR will not specify a chosen access option at this time in order to maintain developer design flexibility. However, the CPA (Appendix B) Supplemental Design Regulation 9, Environmental Protection Standards, has been edited to include that project site access shall be determined to the satisfaction of the City Engineer prior to the issuance of a building permit.

A2-24 This comment states that the proposed project would not be screened out for VMT analysis due to being in a 2035 TPA, but would be screened out based on its 100 percent affordability. The DEIR text in Section 2.4.3.4 on former page 2.4-40 is revised in the Final EIR as follows:

The Regional TIS Guidelines, ~~and~~ OPR and City provides several screening thresholds to determine if a project is required to do a VMT analysis based on the project's land use and location. The proposed project would allow for 100 percent affordable housing units for residents who earn equal to or less than 50 percent of the Area Median Income (AMI) ~~and would be located in a planned (2035) TPA, which are~~ is one of the City criteria for VMT screening. Therefore, a

more detailed VMT analysis is not required and the proposed project is presumed to have a less than significant impact on VMT.

A2-25 This comment states that sections are missing from the Table of Contents. The DEIR text in the Table of Contents on former page i is revised in the Final EIR as follows:

4.1 Scope and Purpose .....4-1  
 4.2 Criteria for Selection and Analysis of Alternatives.....4-2  
 4.3 Rationale for the Selection of Alternatives.....4-3  
 4.4 No Project/No Redevelopment Alternative.....4-5  
 4.5 No Project/Existing Community Plan and Zoning  
 Alternative.....4-7  
 4.6 Reduced Intensity Project Alternative .....4-10  
 4.7 Summary of Alternatives .....4-14

A2-26 This comment states that Table 2.3-13 should have the Year 2022 in the table title. The addition of 2022 in the title of the table does not change the adequacy or data shown in the DEIR. As detailed in the DEIR Section 1.2.1.6 (DEIR former page 1-5), building occupancy is stated to occur in 2022. Inserting 2022 into the heading of the table is not appropriate given that the noise level calculations are based on a comparison of Existing and Near-term with Project traffic noise conditions. The DEIR text in Section 2.3, Noise, Table 2.3-13 on DEIR former page 2.3-25 and Table 2.3-14 on former page 2.3-26 are revised in the Final EIR as follows:

**TABLE 2.3-13**  
**ESTIMATED OFF-SITE TRAFFIC NOISE LEVELS – BUILDOUT NEAR-TERM YEAR WITH PROJECT CONDITIONS**

Roadway Segment	Existing Land Uses Located along Roadway Segment	CNEL (dBA)			Exceed Threshold?
		Existing	Existing	Project	
		Near-term	Near-term with Project	Increment	
		(A)	(B)	(B-A)	

**Table 2.3-14  
Estimated Off-Site Traffic Noise Levels – Future (2050) with Project Conditions**

Roadway Segment	Existing Land Uses Located along Roadway Segment	CNEL (dBA)			Exceed Threshold?
		Existing Future (2050) (A)	Existing		
			Future (2050) with Project (B)	Project Increment (B-A)	

A2-27 This comment states that that the County cannot assure that the City will implement adaptive signal controls along the Balboa Avenue corridor and should coordinate with the City related to TRA-2. However, specific to the location noted in this comment, the County is proposing to fully mitigate its direct impact to Genesee Avenue & Balboa Avenue by implementing TRA-2 as noted in the DEIR (former page 2.4-42).

A2-28 This comment states that optimization of signal timing is done regularly by City signal operations staff and that TRA-2 should not be considered a mitigation measure. However, the measure requires more than signal timing optimization. The DEIR does not conclude for this measure that the County cannot assure its implementation. Instead, as noted in the text below the measure on DEIR former page 2.4-42, the County is assuming they would implement the traffic systems management strategies at the Genesee Avenue & Balboa Avenue intersection and impacts would be less than significant. The DEIR text in Section 2.4.5 on former page 2.4-42, 2.4-46, and 2.4-48 is revised in the Final EIR as follows:

**TRA-2: Genesee Avenue & Balboa Avenue Intersection Modifications (Access Option 3).** Prior to issuance of the first building permit, Owner/Permittee shall assure by permit and bond the optimization of signal timing or installation of traffic systems management (TSM) strategies (e.g., adaptive signal technology) to maximize efficiency of the existing roadway through improved signal communications and operations satisfactory to the City Engineer. Improvements shall be completed and operational prior to first occupancy.

**TRA-45: Genesee Avenue & Clairemont Mesa Boulevard Adaptive Signal Control System (All Access Options).**

Prior to issuance of the first building permit, Owner/Permittee shall pay its fair share (5.0 percent) toward ~~optimizing signal timing or the cost of~~ installing traffic systems management (TSM) strategies (e.g. adaptive signal technology) to maximize efficiency of the existing roadway through improved signal communications and operations, satisfactory to the City Engineer.

**TRA-56: Clairemont Drive & Balboa Avenue Adaptive Signal Control System (All Access Options).** Prior to issuance of the first building permit, Owner/Permittee shall pay its fair share (4.3 percent) toward ~~optimizing signal timing or the cost of~~ installing traffic systems management (TSM) strategies (e.g. adaptive signal technology) to maximize efficiency of the existing roadway through improved signal communications and operations, satisfactory to the City Engineer.

Implementation of the ITS improvements noted above in **Mitigation Measures TRA-4-5** and **TRA-5-6** would partially mitigate the project's Cumulative plus Project impact at the two study intersections listed above ~~to a less than significant level~~ for all access options. These intersections are identified in the TSCMP as deficient and in need of repair. Improving signal timings could result in an increase in intersection capacity, vehicle throughput, and reduction in vehicle delays. However, the improvements are not fully funded at this time. ~~there is no specific mitigation program established by the City that would ensure the improvements would be implemented. Therefore, unless and until a specific mitigation program is created by the City to accommodate proportionate contributions toward the implementation of adaptive signal controls or other improvements at these locations, the County cannot assume that payment of its fair share of the mitigation improvements would reduce or avoid the project's cumulative impact at the intersections of Genesee Avenue & Clairemont Mesa Boulevard and Clairemont Drive & Balboa Avenue. Therefore, Cumulative plus Project impacts to these two intersections would remain significant and unavoidable~~ even with the fair share payments noted above.

A2-29 This comment states for the DEIR to include a conceptual design to demonstrate feasibility of TRA-3 (now renumbered TRA-4 in the Final EIR). As discussed in a County/City coordination meeting on

December 30, 2019, the restriping and exclusive through lane recommendations appear feasible. A conceptual design was prepared and included in the TIA (Appendix I-2) of the Final EIR.

A2-30 This comment states that the County should coordinate with the City related to TRA-5 and statements regarding the County's inability to assure certain mitigation in the DEIR. Coordination meetings were held between the County/City in response to this and other comments. Based on that input, the County has committed to fully or partially mitigating the project's direct impacts and partially mitigating its cumulative impacts and remove references to not being able to assure certain measures. The revisions to the DEIR integrated into the Final EIR related to assurance language do not change the conclusions reached in the Final EIR. Therefore, the impact associated with TRA-5 (now TRA-6 in the Final EIR) continues to be cumulatively significant and unavoidable.

A2-31 This comment states that the DEIR should clarify that the additional 1,500 square feet of community space will serve residents only and not generate trips. The DEIR text in Section 2.4.3.1 on former page 2.4-15 is revised in the Final EIR as follows:

It should be noted that freeway segments did not warrant evaluation because the proposed project would contribute less than 150 peak hour trips to nearby freeways. In addition, it should be noted that no trips were assigned to the proposed ground floor non-residential space, as the space would serve the future residents only, and would not generate additional trips.

A2-32 This comment states to discuss traffic control measurements during the demolition stage of the project. The DEIR text in Section 1.2.1.5 on former page 1-4 is revised in the Final EIR as follows:

Demolition would require the following administrative approvals from the County: Traffic Control Plan, Debris Management Plan, Haul Route Plan, Asbestos Abatement Plan, Lead Hazards Notification, Stormwater Management Plan, and a Site Specific Safety Plan.

A2-33 This comment states that haul routes must be approved by the City in addition to the County. The Haul Route Plans will be submitted to the County and City of San Diego to review and approve prior to construction.

A2-34 This comment recommends for the County to select an access option prior to the Final EIR. The EIR will not specify a chosen access option at this time in order to maintain developer design flexibility. However, the CPA (Appendix B) Supplemental Design Regulation 9, Environmental Protection Standards, has been edited to include that project site access shall be determined to the satisfaction of the City Engineer prior to the issuance of a building permit.

A2-35 This comment states that the DEIR should state that the project site is located near the intersection of two arterial roads. The proposed project is not located at the intersection of Genesee Avenue and Balboa Avenue, where adjacent commercial uses are located. The project site is located at the intersection of Genesee Avenue and Mount Etna Drive. However, it is noted that both are not major arterial roads. The DEIR text in Section 1.3 on former page 1-6 is revised in the Final EIR as follows:

The project site is located near the intersection of ~~two major arterial roads,~~ Genesee Avenue and Mount Etna Drive.

A2-36 This comment recommends for Section 1.3 to mention the project site's relationship to nearby commercial uses. As detailed in Section 1.3 (DEIR former page 1-6), the DEIR states that the site is surrounded by residential, office, and commercial land uses. Commercial land uses are further detailed in Section 1.4.3, Existing Onsite and Surrounding Land Uses (former page 1-7).

A2-37 This comment recommends for Section 1.4.3 to describe the frequencies of MTS service or delete the word frequent. Section 2.4.1.6 of the DEIR (former page 2.4-11) describes in detail the existing transit frequencies. Nevertheless, the DEIR text in Section 1.4.3 on former page 1-7 is revised in the Final EIR as follows:

The project site is served by Metropolitan Transit System (MTS) bus routes 27 and 41 with frequent services. MTS Bus Route #27 runs every 30 minutes during peak periods and hourly during off-peak period on weekdays and hourly on Saturdays. MTS Bus Route #41 runs every 15 minutes during peak periods and every 30 minutes during off-peak periods on weekdays.

A2-38 This comment recommends for Section 1.4.3 to describe what a major transit stop means under SB 743. The DEIR text in Section 1.4.3 on former page 1-7 is revised in the Final EIR as follows:

The project site is located within a planned (2035) transit priority area (TPA) as identified on the TPA map contained in the SANDAG’s San Diego Forward: The Regional Plan (SANDAG 2019), as well as the Smart Growth Map that uses those transit assumptions. The project site is in a TPA due to its location with high-frequency transit service on Genesee Avenue and planned high frequency bus service along Balboa Avenue being phased in by 2020 with planned rapid transit scheduled for 2035. Once funding for these additional transit services is secured by MTS, two high-frequency bus routes would intersect in the project area to support the TPA identification. The expanded transit service along Balboa Avenue would also provide connections to the trolley station being constructed at Balboa Avenue and Morena Boulevard, planned to be operational by 2021. In accordance with Senate Bill (SB) 743, TPA means an area within one-half mile of a major transit stop that is existing or planned. “Major transit stop”, as defined by Section 21064.3, means “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods”.

A2-39 This comment states that the Balboa Restaurant project at 6395 Balboa Avenue should be updated in Table 1-2 as application deemed completed by 6/18/19. The DEIR text in Table 1-2 on former page 1-11 is revised in the Final EIR as follows:

257308	Balboa Restaurant	6395 Balboa Ave	Proposed restaurant with drive-thru to replace existing Valvoline oil changer	<del>Application never submitted.</del> PTS# 634180, SDP, application deemed complete 6/18/19.
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It is important to note that even though the project status has been updated in Table 2-1, the cumulative analysis will not change. The cumulative projects list was developed during the time of the Notice of Preparation, which was released on September 10, 2018. A scoping and presentation of assumptions meeting occurred between the County, project team, and the City of San Diego’s Development Services Department (DSD) on December 19, 2018 to discuss the proposed project and transportation analysis assumptions. During this meeting, a cumulative projects list was developed and approved by the City of San Diego’s DSD staff, which included projects that have been approved during that time.

A2-40 This comment states that the status of projects 388165, 489476, and 530427 should be updated in Table 1-2 to approved not yet demolished. The commenter is referred above to Response to Comment A2-39. The DEIR text in Table 1-2 on former page 1-12 is revised in the Final EIR as follows:

388165	Mount Acadia CUP TPM*	3560 Mount Acadia Blvd	Demolish an existing commercial building and construct a 59,472 SF residential care facility and a 5,672 SF retail building	<u>Approved.</u> Building not yet demolished
489476	The Summit at MB – EOT*	3139 Clairemont Dr	Develop approximately 499 residential units which will replace an existing 323-unit apartment complex.	<u>Approved.</u> Building not yet demolished
530427	Fairfield Marriott Suites CDP*	4345 Mission Bay Dr	Demolish existing buildings and develop a 106-unit hotel	<u>Approved.</u> Buildings not yet demolished

A2-41 This comment states that the status of the Morena Corridor Specific Plan should be updated to adopted. The commenter is referred above to Response to Comment A2-39. The DEIR text in Table 1-2 on former page 1-13 is revised in the Final EIR as follows:

—	Morena Corridor Specific Plan	Western Clairemont Mesa and Linda Vista CPAs	Specific Plan for pedestrian-oriented village with mixed-use and employment adjacent to trolley stations.	<del>Final EIR circulated Feb 2019.</del> <u>Adopted.</u>
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A2-42 This comment states for the DEIR to include the date of adoption, not the date of the most recent CPA. While the DEIR uses the latest CMCP amendment date as the citation, the DEIR has been revised to acknowledge that the plan was originally adopted in 1989. The DEIR text in Section 1.8 on former page 1-15 is revised in the Final EIR as follows:

According to the adopted CMCP, future development of the vacant residential land and redevelopment opportunities could result in an additional 1,100 dwelling units (not including mixed-use development), totally 33,000 dwelling units or a three percent increase over the existing housing stock in the 15 years after the existing Community Plan was adopted in 1989 (City of San Diego 2011).

A2-43 This comment states that the header in Section 2.2, Hazards and Hazardous Materials, shows Section 2.5. The headers throughout Section 2.2 (former pages 2.2-2 through 2.2-20 are revised in the Final EIR as follows:

**2.52 Hazards and Hazardous Materials**

A2-44 This comment states that the introduction of Section 2.4 should mention Appendix I-4. The DEIR text in Section 2.4 on former page 2.4-1 is revised in the Final EIR as follows:

Information used in this section is from the Transportation Impact Study (TIS) (Appendix I-1), the TIS Addendum (Appendix I-2), ~~and~~ the VMT Addendum (Appendix I-3), ~~and~~ the revised traffic analysis tables and Synchro worksheets (Appendix I-4), prepared by Chen Ryan for the proposed project (Chen Ryan 2019), which are all included as Appendix I of this EIR.

A2-45 This comment states that Section 2.4.1.1 should state the day and dates that traffic counts were collected. The DEIR text in Section 2.4.1.1 on former page 2.4-1 is revised in the Final EIR as follows:

Traffic counts were conducted at the study area roadway segments and study area intersections ~~in January 2019 on~~ Tuesday, January 29, 2019, when all schools were in session and the weather was dry and normal.

A2-46 This comment states for the DEIR to remove to word average from page 2.4-9, as City of San Diego methodology uses the most restrictive meter rate. The ramp meter analysis was updated in the Final EIR using the most restrictive meter rate. The DEIR Tables 2.4-7A and 2.4-7B, 2.4-10A and 2.4-10B, 2.4-13A and 2.4-13B present the revised ramp meter analysis results, which are based on the most restrictive rate and analyzes the SOV and HOV lanes separately. Based on the City of San Diego's Significance Criteria, the proposed project would not cause a significant impact to any of the study ramp meters since the change of delay is less than two minutes under all the project scenarios.

A2-47 This comment states that Table 2.4-3 ramp meter calculations should be shown separately for SOV and HOV lanes. The commenter is referred above to Response to Comment A2-46.

A2-48 This comment states that the DEIR should provide a table showing maximum observed delay and maximum observed queue at each metered on-ramp. The commenter is referred above to Response to Comment A2-46. The most restrictive rates were used in the analysis, and field observations were conducted on December 11, 2019 to observe the meter rates, delays, and queuing on the on-ramps. The observed rates were consistent with the most restrictive rate provided by Caltrans District 11 and therefore, does not need to be calibrated to develop the maximum observed delay and

queue. The ramp meter table headers have been updated to clarify that the results represent maximum observe delay and queue.

A2-49 This comment states that Section 2.4.3.1 should mention Appendix I-4. The DEIR text in Section 2.4.3.1 on former page 2.4-15 is revised in the Final EIR as follows:

Information used in this section is from the Transportation Impact Study (TIS) (Appendix I-1), the TIS Addendum (Appendix I-2), ~~and~~ the VMT Addendum (Appendix I-3), and the revised traffic analysis tables and Synchro worksheets (Appendix I-4), prepared by Chen Ryan for the proposed project (Chen Ryan 2019), which are all included as Appendix I of this EIR.

A2-50 This comment states to update the statement on former page 2.4-15 to include “planned (2035)”. The commenter is referred above to *Master Response: Transit* for edits made to this discussion.

A2-51 This comment states that Table 2.4-5 should include delta and significance columns for each access option. The information is contained in Table 3 of Appendix I-2. In response to this comment, DEIR Table 2.4-5 is revised in the Final EIR to include the Change in Delay and Significant Impact columns from that appendix table.

A2-52 This comment states that Table 2.4-7 should use the most restrictive meter rate. The commenter is referred above to Response to Comment A2-46.

A2-53 This comment states that Table 2.4-7 should use Caltrans data for each location. Current and available Caltrans data was used for analysis. Regarding the comment on specifying the HOV/SOV on-ramp split, the commenter is referred above to Response to Comment A2-46.

A2-54 This comment states that Table 2.4-7 should include max observed delay and max observed queue for Existing Conditions. The commenter is referred above to Response to Comment A2-46 and A2-48.

A2-55 This comment states that the dates on page 2.4-20 and 1-5 should be consistent. At the time the DEIR began its analysis, the estimated year of completion for the proposed project was 2021. However, as the CEQA process schedule was extended for the proposed project, realistic construction is now estimated to be 2022.

A2-56 This comment states that Table 2.4-8 should include the delta and significance in columns for each of the three access options. The information is contained in Table 5 of Appendix I-2. In response to this comment, DEIR Table 2.4-8 on former page 2.4-24 is revised in the Final EIR to include the Change in Delay and Significant Impact columns from that appendix table.

A2-57 This comment states that all impacts on former page 2.4-28 should be identified as “direct”. The DEIR text in Section 2.4.3.1 on former page 2.4-28 is revised in the Final EIR as follows:

Based on the City’s Significance Determination Thresholds, outlined above in Table 2.4-4, the traffic generated by Access Options 1 and 2 would result in a significant direct impact at the following two study intersections (**Impact TRA-2**)

The DEIR text in Section 2.4.3.1 on former page 2.4-28 is revised in the Final EIR as follows:

Access Option 3 would result in a significant direct intersection impact at the following three study intersections (**Impact TRA-2**)

A2-58 This comment states that the methodology section should add the city draft methodology. However, the City’s new Traffic Impact Study Guidelines are currently in peer review and not formally adopted. Nonetheless, in response to this comment, the City’s draft screening were applied resulting in the project being screened out for detailed VMT analysis due to the affordable nature of the future housing. The commenter is referred above to Response to Comment A2-24, which shows revisions integrated into the Final EIR.

A2-59 This comment states that the 2035 TPA is not criteria for being screened out per City draft VMT methodology, however, affordable housing is screened out. The commenter is referred above to Response to Comment A2-24.

A2-60 This comment states that Cumulative Plus Project should be identified as Horizon Year 2050 Plus Project. As detailed in Section 2.4.3.1 of the DEIR (former page 2.4-30), the definition of the cumulative scenario is the 2050 horizon year conditions. Therefore, no editorial revisions were made in the Final EIR.

- A2-61 This comment requests for the Synchro files to be provided to the City for review. In response to this comment, the Synchro files were submitted to the City on December 12, 2019.
- A2-62 This comment states that fair share percentages must be identified in the cumulative impact mitigation measure. The commenter is referred above to Response to Comment A2-22.
- A2-63 This comment states that Mitigation Measures TRA-4 and TRA-5 should be revised, and that fair share will represent partial mitigation. The County agrees and the commenter is referred above to Response to Comment A2-27 and A2-28.
- A2-64 This comment states for the text on former page 2.4-48 to include fair share percentages. The commenter is referred above to Response to Comment A2-22.
- A2-65 This comment states for the DEIR to demonstrate feasibility of intersection #14. The commenter is referred above to Response to Comment A2-21.
- A2-66 This comment states for SU1 and SU2 to be revised to partially mitigated. The commenter is referred above to Response to Comment A2-27 and A2-28.
- A2-67 This comment states that the project site does not meet the criteria of being in a TPA. The commenter is referred above to *Master Response: Transit*.
- The Route 27 bus stops located at the Genesee Ave/Balboa Ave intersection currently has the highest boardings/alightings along the corridor within the Clairemont community, similar to the number of boardings/alightings of Route 41 (along Genesee Avenue) stops. Additionally, Route 27 will service and connect to the future Mid-Coast Trolley Balboa Avenue station that is planned to open in year 2021. Therefore, given these reasons and per the SANDAG Smart Growth map that references the Regional Plan, it is reasonable to conclude that once funding is secured increasing Route 27 is a high-priority for SANDAG and MTS to provide a robust east-west transit service in Clairemont that will connect the future Mid-Coast Trolley to communities in the east.
- A2-68 This comment states that Section 3.4.3.1 should clarify that the project is within a planned 2035 TPA. The commenter is referred above to *Master Response: Transit*.

A2-69 This comment recommends refined language for Table 3.4-1 regarding VMT. The DEIR Table 3.4-1 on former page 3.4-14 and 3.4-15 is revised in the Final EIR as follows:

Consistent: As indicated previously, the project would be located along MTS bus routes 27 and 41 that run along Genesee Avenue and Balboa Avenue in the project area, with the closest route 41 bus stop near the Mount Etna Drive/Genesee Avenue intersection, approximately 175 feet east of the project site. ~~The project would reduce regional vehicle miles traveled (VMT) by taking advantage of being in a planned TPA (Chen Ryan 2019).~~

A2-70 This comment recommends refined language on former page 4-1 to be consistent with Section 2.4. Without specifics on how about the statement highlighted in the comment is inconsistent with the traffic section, a response cannot be provided.

A2-71 This comment states that the DEIR should provide documentation to support that the No Project/Existing Community Plan and Zoning Alternative would result in increased significant and unavoidable impacts. The statement in the alternatives section (Section 4.5.3.4) is based on the fact that the No Project/Existing Community Plan and Zoning Alternative would produce more daily trips and higher peak hour volumes than the proposed project. Specifically, the proposed project is anticipated to generate a total of 2,018 daily trips, including 138 (33-in / 105-out) AM peak hour trips and 169 (115-in / 54-out) PM peak hour trips (see Table 1 in Appendix I-2), whereas the alternative would generate 3,395 daily trips, including 198 (159-in / 39-out) AM peak hour trips and 343 (103-in / 240-out) PM peak hour trips. Because of the volume of trips that would be generated by this alternative, the DEIR assumes that the impacts would increase as compared to the proposed project in proportion to the trip characteristics noted above. Because CEQA Guidelines Section 15126.6(d) requires that the impacts of alternatives need not be discussed at the same level of detail as the proposed project and does not require a discussion of mitigation, references to the effectiveness of project mitigation in reducing the impacts of the alternative are speculative and have been removed from the DEIR. Therefore, no additional documentation is required to support such statements. The DEIR text in Section 4.5.3.4 on former page 4-10 is revised in the Final EIR as follows:

Therefore, significant and unavoidable project impacts to roadway segments and intersections in the Clairemont Mesa

community would likely increase and mitigation (Mitigation Measure TRA-1 through TRA-3) would still be required under this alternative to mitigation for the project's direct impacts.

A2-72 This comment states that Table 4-1 should include the word “Driveway” in the table title and should include cumulative trip generation information. The “Medical Office” land use only includes driveway rates, so a cumulative trip generation table is not applicable. The DEIR Table 4-1 on former page 4-10 is revised in the Final EIR as follows:

**Table 4-1  
Driveway Trip Generation – No Project/Existing Community Plan and Zoning Alternative**

Land Use	Units	Trip Rate	% Daily	ADT	AM Peak Hour				PM Peak Hour			
					%	Trips	Split In	Out	%	Trips	Split In	Out
Office- Medical Office	70 ksf	50/ ksf	-	3,500	6%	210 (8:2)	168	42	10%	350 (7:3)	105	245
Office Residential Reduction due to Transit Stations*	-	-	3%	-105	5.5%	-12	-9	-32	2%	-7	-2	-5
<b>Total</b>				<b>3,395</b>		<b>198</b>	<b>159</b>	<b>39</b>		<b>343</b>	<b>103</b>	<b>240</b>

Source: Chen-Ryan 2019

Notes:

\* Trip reductions applied per the City of San Diego Traffic Impact Study Manual (July 1998)

\*\* Trip generation developed using methods in City of San Diego Land Use Code – Trip Generation Manual (May 2003)

A2-73 This comment states that Section 4.6 should state how much the project would have to be reduced to eliminate all less than fully mitigation transportation impacts. The purpose of an alternatives analysis in a DEIR is to identify a reasonable range of alternatives so as to provide meaningful public participation and informed decision-making. The alternatives can be limited to the ones that avoid or substantially lessen any of the significant impacts of the project but does not require the elimination of all significant impacts. There are alternatives contained in the DEIR that reduce the significant impacts of the proposed project, including one of the less than fully mitigated transportation impacts. Furthermore, such an alternative would not feasibly achieve the basic project objective of establishing the ability for a residential developer to construct affordable homes consistent with San Diego regional housing policy. Current housing policy at both the City and County encourage the maximization affordable housing stock to counter

the needs within the region. Therefore, an additional alternative is not warranted.

A2-74 This comment states that the DEIR should include a trip generation table for the Reduced Intensity Project Alternative. A new table, Table 4-2, has been added into the Final EIR

A2-75 This comment states that Section 4.6.3.4 should provide backup documentation to support the conclusion. However, Table 4-2 clearly shows that a cumulatively significant roadway segment impact would be avoided by the proposed project. In addition, given that the Reduced Intensity Project Alternative would produce 460 less daily trips than the proposed project (comparing Table 1 in Appendix I-2 and Table 4-2) and corresponding lower peak hour volumes, there is documentation in the record supporting the statement that traffic impacts would lessen under this alternative. No additional documentation is required.

A2-76 This comment states that documentation must be provided for all conclusions stated in Table 4-3. Table 4-3 is a summary comparison of the information and analysis contained in the body of the chapter. Refer to response to comments A2-71 and A2-75 for additional discussion.

A2-77 This comment states that mitigation measures should address both direct and cumulative impacts, that the project should mitigate all direct impacts, and that fair share is only appropriate for long term cumulative impacts. Fair share is only proposed in Mitigation Measures TRA-5 and TRA-6 to partially mitigate the project’s cumulative impacts to intersections. Refer to Response to Comments A2-20 and A2-22. The DEIR Table 7-1 on former page 7-3 and 7-4 is revised in the Final EIR as follows:

<b>Impact Number</b>
<b>Transportation and Traffic</b>
TRA-1 <u>(Existing Plus Project)</u>
TRA-2 <u>(Near-Term Plus Project)</u>
TRA-3 <u>(Cumulative Plus Project)</u>

A2-78 This comment states that mitigation measures should separately show direct and cumulative impacts and mitigation. The commenter is referred above to Response to Comment A2-77.

A2-79 This comment states that the reference to Chen Ryan should include all supplemental documentation. The DEIR text in Section 8.5 on former page 8-4 is revised in the Final EIR as follows:

Chen Ryan, 2019. Transportation Impact Study, Mt Etna – Clairemont Mesa Community Plan Amendment and Zone Change; Transportation Impact Study Addendum; VMT Addendum; Synchro Worksheets.

A2-80 This comment thanks the County for the opportunity to provide comments on the DEIR and provides contact information. The County appreciates the close coordination the City has provided in an effort to resolve issues associated with implementing the proposed project that are contained in this letter.



Gavin Newsom  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Kate Gordon  
Director

November 25, 2019

Marc Cass  
San Diego County  
5560 Overland Avenue, Suite 410  
San Diego, CA 92123

Subject: Clairemont Mesa Community Plan Amendment and Rezone Project  
SCH#: 2018091016

Dear Marc Cass:

The State Clearinghouse submitted the above named EIR to selected state agencies for review. The review period closed on 11/22/2019, and the comments from the responding agency (ies) is (are) available on the CEQA database for your retrieval and use. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

**Check the CEQA database for submitted comments for use in preparing your final environmental document: <https://ceqanet.opr.ca.gov/2018091016/2> . Should you need more information or clarification of the comments, we recommend that you contact the commenting agency directly.**

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

cc: Resources Agency

A3-1

## Letter A3 Response

### OPR

- A3-1        This comment states the State Clearinghouse submitted the DEIR for review to the selected state agencies, and indicated comments from responding agencies are available for retrieval on the CEQA database. This comment also acknowledges compliance with State Clearinghouse review requirements for draft environmental documents. This comment is general in nature and does not address the adequacy of the DEIR, and therefore no specific response is required.

### Volume 1. Chapter 3 DEIR – Individual Responses

This chapter contains the comment letters received from members of the public, including organizations and individuals, on the proposed project DEIR and the County's responses to significant environmental points that were raised in those comments. Each letter and each individual comment within the letter has been given an assigned letter and number for cross-referencing. Responses are sequenced to reflect the order of comments within each letter. **Table V1.3-1** lists all individuals who submitted comment letters on the proposed project during the public review period.

**Table V1.3-1  
List of Individual Commenters on the DEIR**

<b>Letter No.</b>	<b>Commenter</b>	<b>Date of Comment</b>	<b>Comment Page Number</b>	<b>Response Page Number</b>
I1	Julie	10/11/2019	1-56	1-58
I2	Michelle Freeland	10/11/2019	1-59	1-60
I3	Stuart Johnson	10/15/2019	1-62	1-64
I4	Jessica Bowlin	10/18/2019	1-67	1-70
I5	Candy Cumming	10/23/2019	1-73	1-75
I6	Lindsay Depalma	11/08/2019	1-77	1-78
I7	Candy Cumming	11/08/2019	1-80	1-81
I8	Denise Abell-Hove	11/12//2019	1-82	1-83
I9	Bruce Cole	11/15/2019	1-86	1-87
I10	Candy Cumming	11/17/2019	1-89	1-90
I11	Jill Hasselquest	11/18/2019	1-91	1-92
I12	Marija Hristova	11/20/2019	1-93	1-94
I13	Nazeeh Shaheen	11/20/2019	1-97	1-98
I14	Lisa Johnson	11/21/2019	1-99	1-123
I15	Kelly Lower	11/21/2019	1-147	1-149
I16	Arlene Spencer	11/22/2019	1-151	1-153
I17	Thomas Kirby	11/24/2019	1-155	1-159
I18	David Rogers	11/24/2019	1-163	1-164
I19	Gary Dixon	11/24/2019	1-166	1-167

**Table V1.3-1  
List of Individual Commenters on the DEIR**

<b>Letter No.</b>	<b>Commenter</b>	<b>Date of Comment</b>	<b>Comment Page Number</b>	<b>Response Page Number</b>
I20	Sherry Dixon	11/24/2019	1-168	1-169
I21	Lyn Booth	11/24/2019	1-170	1-172
I22	John Noble	11/24/2019	1-175	1-179
I23	Julie Wilds	11/25/2019	1-182	1-185
I24	Stephanie Pfaff	11/25/2019	1-189	1-190
I25	Jeremy Heath	11/25/2019	1-191	1-193
I26	Mitchell Tsai	11/25/2019	1-195	1-207
I27	Quentin Yates	11/25/2019	1-214	1-215
I28	Michael Dwyer	11/25/2019	1-216	1-219
I29	Cole Street	11/25/2019	1-225	1-227
I30	Janet Ingersoil	11/25/2019	1-230	1-231
I31	Holly Churchill	11/26/2019	1-233	1-235
I32	Cynthia Eldred	11/26/2019	1-237	1-238
I33	Tom Cebulski	11/26/2019	1-240	1-241
I34	Larry Sites	11/09/2019	1-242	1-243
I35	Darwin and Linda Saylor	11/21/2019	1-244	1-245

**From:** volunteers of Clairemontcares.com <sdclairemontcares@gmail.com>  
**Sent:** Friday, October 11, 2019 2:11 PM  
**To:** Jeremy Heath  
**Cc:** Cass, Marc  
**Subject:** Re: Draft EIR Comment for TPA designation

Thank you! I appreciate your help and clarification of this. This is exactly what we need to fight this. I am in the middle of putting together groups of people to go thru each chapter of that document and use a fine toothed comb and write up the problems. Can I add you to the group?

I1-1

Julie

On Fri, Oct 11, 2019, 12:47 PM Jeremy Heath <[jeremyheath@hotmail.com](mailto:jeremyheath@hotmail.com)> wrote:

A Transit Priority Area is defined by State Codes (NOT the City, County or Transit Provider). Because the City of San Diego states that an area is a TPA, does not make it a TPA.

In accordance with SB743, "Transit priority area" means "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." [transit-priority-map.pdf]

I1-2

21064.3.

"Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

[https://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?sectionNum=21064.3.&lawCode=PRC](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=21064.3.&lawCode=PRC)

Roughly defined as the area bound by

- Mt Herbert Ave: 0.59mi
- Mt Culbera Ave: 0.38mi
- Genesee Ct: 0.50 mi
- Mt Alifan Dr: 0.42 m

I1-3

In this area, MTS Route 27 and 41 exists. Route 41 is defined at a "Major transit stop" because it runs at 15-minute intervals. Route 27 is NOT a "Major transit stop" because it does not run at a 15-minute interval during the morning/evening rush hour. Since the California Code requires Two "Major Transit Stops" (21064.3) this area cannot be a Transit Priority Area and all modifiers used in the Draft EIR are invalid.

The expansion of Route 27 is not discussed in the current "San Diego

I1-3  
cont.

Forward: The Regional Plan" that was adopted by the SANDAG Board of Directors on October 9, 2015. There is a single picture within the Regional Plan, Figure A.7 "2035 High Frequency Local Bus Routes \*10 Minutes or Better All Day Service" that details approximately location of Route 41 and Route 27, indicating <15min running time. (Pg 284) This picture does not represent a plan, but more of a Wish of things that could come true. It should be noted that this picture contains routes that have since been canceled.

The county's own report states that is area transit is FAIR to POOR.

Transportation Amenities Rating (Table 3-8)

Transit: 35 (Fair/Poor) -- A few nearby transit options.

Walk: 72 (Good) - Most errands can be accomplished on foot

Bike: 73 (Good) - Class II bike lane

RES\_DO\_CrimeLabFamCtAFHAppA6.pdf

I have emailed San Diego Councilmember Chris Cate asking the city to fix the TPA designation. In addition, I spoke with Marc Cass of the San Diego County Government at the April open house for this project and he agreed that this is not a TPA zone and that the project would not use this designation.

-Jeremy Heath

## **Letter I1 Response Julie**

- I1-1            This comment expresses opposition to the proposed project and an intention to further analyze the DEIR. This comment does not address the adequacy of the DEIR and therefore no specific response is required. The commenter is referred above to *Master Response: Non-CEQA Issues*.
- I1-2            This comment provides a definition for a TPA, which is the same definition provided by the City of San Diego and detailed in Section 3.4.1 (former page 3.4-1) of the DEIR. The commenter is referred above to *Master Response: Transit Priority Area*.
- I1-3            This comment provides analysis of the project with consideration of the definition provided as part of the previous comment. The comment states that Route 27 is not a “major transit stop” and that the area cannot be a TPA. The commenter is referred to *Master Response: Transit Priority Area*.

**From:** Michelle Freeland <michelle@meetings-unlimited.com>  
**Sent:** Friday, October 11, 2019 2:41 PM  
**To:** Cass, Marc  
**Subject:** Save Clairemont's Community Core

To whom it may concern,

I am a resident of Clairemont, and residents have been advised that the County is pushing for a high density development at 5255 Mt Etna that requires an amendment to the Clairemont Community Core Plan. As a resident, I oppose this project for the following reasons:

- A.) This site is designated as part of the community core and has a commercial designation. We do not want this changed from commercial to residential I2-1
- B.) County is currently not able to answer the simple questions from the LUD 10 (A-C) and the ad hoc subcommittee from the CCPG voted against recommending this to the CCPG. I2-2
- C.) Per the community plan: *any reuse of the hospital facility should be a community – serving facility(pg 5)* I2-3
- D.) This amendment includes a ministerial review that removes the community from the process. I2-4
- E.) This adds **NO** benefit to the existing community. I2-5
- F.) The community plan also references protecting our single family community. *Therefore, requests for rezonings or other discretionary actions in these areas that could result in construction of any type of residential structures other than traditional single-family residential dwellings, with one dwelling unit per lot, should be denied.(Pg 8)* I2-6
- G.) Changing the zoning removes jobs and tax dollars that could be reinvested into the community I2-7

The County put out an RFP WITH THE EXPECTATION OF CHANGING THE ZONING. The actions of the county have made it clear that their goal is to do what is in the best interest of the developer and the county with little regard to the residents. Residents DO NOT WANT THIS REZONED! I2-8

Signed, Michelle Freeland

*Michelle Freeland, BS, CMP*  
Meetings Unlimited, Inc.  
PO Box 83397, San Diego CA 92138  
Ph: (858) 467-9921 I2-9

## Letter I2 Response Michelle Freeland

- I2-1 This comment expresses opposition to the proposed project. This comment does not address the adequacy of the DEIR and therefore no specific response is required. The commenter is referred above to *Master Response: Non-CEQA Issues*.
- I2-2 This comment expresses general opposition to changing the project site from commercial to residential. As detailed in Section 3.4, Land Use and Planning, under the proposed CPA, the site would be re-designated from Commercial-Community Center to Residential-High, changing its planned land use. As detailed within Section 3.4.3.1 (former page 3.4-10), while the project would require a CPA to allow for a future residential development, the associated land use change would not conflict with the environmental goals, objectives, or recommendations of the General Plan and CMCP with approval of the proposed CPA. Re-designating and rezoning the property as proposed would not result in less commercial development occurring in the community (former page 3.4-11). Table 3.4-1 in the DEIR (former page 3.4-12) provides an analysis of the project's consistency with the General Plan and CMCP goals, objectives, and policies applicable to the project. This comment is general in nature and does not address the adequacy of the DEIR.
- I2-3 This comment expresses concern that the County is not able to answer questions about the project's compliance with policies in the General Plan pertaining to amending the CMCP and states that a subcommittee voted against recommending the project to the Clairemont Community Planning Group. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required. The commenter is, instead, referred above to *Master Response: Non-CEQA Issues*.
- I2-4 This comment provides text from the 1989 CMCP stating that "any reuse of the existing hospital facility should be a community-serving facility". As detailed in Chapter 1, Project Description, of the DEIR (former page 1-3), the proposed project includes non-residential ground floor public spaces. The developer has indicated verbally that they intend to partner with a community-serving group, such as Serving Seniors, to utilize this space and provide a benefit to both the future residents and the senior community at large. Additionally, the proposed project would serve the community by providing residents in the area with the opportunity to live in an affordable

unit. As analyzed in Section 3.4, Land Use and Planning, Table 3.4-1, while the project would require a CPA and zone change, the proposed land use changes would not conflict with the CMCP.

- I2-5 This comment states that the CPA would allow for ministerial review of future development, which would remove the opportunity for community input. The ministerial process is governed by procedures contained in the SDMC Section 112.0502 and not by the policies in the CMCP. The commenter is referred above to *Master Response: Ministerial Review*.
- I2-6 This comment states that the proposed project provides no benefit to the existing community. This comment is broad in nature and does not address the adequacy of the DEIR and therefore no specific response is required.
- I2-7 This comment references text in the CMCP, which states “Therefore, requests for rezonings or other discretionary actions in these areas that could result in construction of any type of residential structures other than traditional single-family residential dwellings, with one dwelling unit per lot, should be denied.” This statement is pulled from a larger paragraph that specifically references Figure 8 of the CMCP, which does not characterize the project site as an area recommended for residential density ranges of zero to ten dwelling units per net residential acre. As analyzed in Section 3.4, Land Use and Planning, Table 3.4-1, while the project would require a CPA and zone change, the proposed land use changes would not conflict with the CMCP.
- I2-8 This comment states that changing the zoning removes jobs and tax dollars from the community. The comment raises economic, social, or political issues that do not relate to potential effects of the proposed project on the environment. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required. The commenter is referred above to *Master Response: Non-CEQA Issues*.
- I2-9 This comment expresses general opposition to the project, specifically with the rezone of the project site. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required. All comments are included in this Final EIR for consideration by the City and County prior to making a final decision on the project.

**From:** Stuart Johnson <sjohnson@corodata.com>  
**Sent:** Tuesday, October 15, 2019 6:09 PM  
**To:** Cass, Marc  
**Subject:** EIR for 5255 Mt. Etna Drive - public comment from one of the closest neighbors  
**Attachments:** 119101521090301243.jpg

Hi Marc,

I read over portions of the EIR document and have a couple concerns. The proposed project would be 70 feet tall, have 354 parking spaces for 404 units with an estimate of about 800 tenants. Aesthetics and parking are the main concerns and the conclusions of parts of the report seem to be very biased. I hope you will consider and include these points in the preparation of the final EIR.

- 3.1 Aesthetics; “Less Than Significant Impacts” - The findings state putting a 70 foot tall building, (currently zoned for 30’), next to single family residences with just an easement in between, “would not substantially degrade the surrounding visual character or quality. As such, the proposed project would not result in the creation of a negative aesthetic site or project and would not result in substantial alteration to the existing character of the area. Therefore, impacts would be less than significant.”

I believe this is wrongly categorized and should be relabeled as **“Significant and Unavoidable Impact”**. I live right on the other side of the easement, and when I imagine a 70 foot tall building and all its tenants looking down on me in my backyard the first thing that comes to mind is that it will be Aesthetically Unpleasing in a Very Significant and Unavoidable manner. A couple weeks ago I heard the mayor, Kevin Faulconer, on the radio say affordable housing would not result in tall buildings next to residential housing. That seems to be exactly what is being proposed with this development. The Impact Analysis of the following items seem to be severely biased and flawed.

- 3.1.1.1 – Views of the project site do not take into account the views from the closest neighborhood directly to the west. The views of clear sky from Mt. Castle Avenue should be considered. Viewpoint #7 should be redone from the backyards of houses on Mt. Castle Avenue; (one with the current view, and a second with the proposed structure super imposed to see the contrast between having the structure, and not having the structure). The current picture shows clear skies, and coincidentally, I find clear skies to be aesthetically pleasing, and huge buildings outside my windows to be Not aesthetically pleasing. That is why I bought a single family house in Clairemont instead of buying a condo downtown.
- 3.1.1.2 – Neighborhood Visual Character would be greatly impacted by having a 70’ tall building directly on the other side of the easement from single-family residential homes, (that are all currently single story with original roof lines from when they were built in 1958).
- 3.1.1.3 – Scenic Vistas – from my house it is currently fantastic to see the moon rise in the evening. Losing this would be a major aesthetic impact on my view and the view for all my neighbors. I love to see the stars and moon come over the horizon and my kids love looking at the stars through their telescope. With a 70’ tall building behind my single family residence I will be worried about perverts looking in my windows with their telescopes.
- 3.1.1.4 – Shade and Shadow – Waking up in the morning with the sun shining in my window is one of the reasons I purchased this property 10 years ago. Having the sun blocked would be a major aesthetic detriment. The shadow analysis starts at 9am, not when the sun rises, which is a major fault with the analysis.
- 3.1.1.5 – Light & Glare – I have never lived next to a building with large windows, and could imagine the sun reflecting off west facing windows and blinding me when I am enjoying my backyard. The report seems to skip over this even being a consideration.
- 3.1.3 – Issue 1, 2, 3, 4 & 7 – A significant aesthetics impact **DOES** occur with all these issues.
- 3.1.3.4 – This section states the height would be consistent with the Balboa Towers two buildings to the south. It is my understanding the reason the zoning is now a maximum of 30 feet was in response to

I3-1  
I3-2  
I3-3  
I3-4  
I3-5  
I3-6  
I3-7  
I3-8  
I3-9

those evil atrocities being built and the community wanted to ensure nothing like it could ever be built near our community again.

- Parking – Less than one parking spot for each unit will be provided, and there is not any mention of this in the report. Once the elderly stop driving they require care givers to come to their residence to provide services, and those care givers will drive. Low income people often work off hours; public transportation becomes sparse and non-existent on Sundays and off peak hours of the day. Relying on public transportation, that constantly has its budget getting cut is a good way to ensure the neighborhoods are flooded with cars. The only street for over flow parking is west towards Mt. Etna and the adjoining residential streets. A small number of over flow cars will quickly overwhelm the immediate neighborhood.

Going forward with the project in its current form will create Significant and Unavoidable Impacts to Aesthetics in several ways. I appreciate you taking all of these points into consideration and including them in the final EIR. I invite you and any other interested parties to come over to my house and spend some time in my backyard to see how the proposed project will change the aesthetics of our neighborhood and affect the lives of our families.

Thanks in advance, and I look forward to seeing you in the neighborhood.

Stuart, Carla, Elena, Lara & Douglas Johnson

4323 Mt. Castle Ave

San Diego, CA 92117

858-349-0728

stuartwjohnson@yahoo.com



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↑ I3-9  
cont.

I3-10

I3-11

## Letter I3 Response Stuart Johnson

- I3-1 This comment is introductory in nature and describes the commenter's general concerns with the proposed project. The comment notes that the project would include 354 parking spaces, which is a typographical error that has been corrected in the Final EIR (refer to *Master Response: Parking*, where the parking spaces have been changed to 404 spaces). The commenter is referred above to *Master Response: Parking*.
- I3-2 This comment states the project's impact to aesthetics should be considered significant and unavoidable, as the commenter's private views would be impacted significantly and avoidably. The DEIR uses the City's significance determination guidelines when assessing project impacts to aesthetics, and the guidelines state, views from private property are not protected by CEQA or the City of San Diego. The DEIR adequately evaluated the project's impacts to public views. The commenter is referred above to *Master Response: Privacy*. The effects of the 70-foot tall structure are addressed, however, under visual character, which takes into consideration the general patterns of urban development in the project area, including the adjacent single family neighborhood and adjacent Balboa Towers structures, and determined that the impact would be less than significant. The commenter is referred above to *Master Response: Building Height and Character*.
- I3-3 This comment states that views of the project site from the closest neighborhood directly to the west are not included and requests Viewpoint #7 be reevaluated from the backyards of houses on Mount Castle Avenue. As stated above in Response to Comment I3-2, the DEIR uses the City's significance determination guidelines when assessing project impacts to aesthetics, and the guidelines state that views from private property are not protected by CEQA or the City of San Diego. Therefore, the DEIR adequately evaluated the project's impacts to public views and determined that those impacts would be less than significant.
- I3-4 This comment expresses concern with the impact to community character from the proposed 70-foot height limit that would be allowed under the proposed project. The commenter is referred above to *Master Response: Building Height and Character*.

- I3-5 This comment expresses concerns regarding private views from the commenter's residence, and expresses concern with privacy. As stated above in Response to Comment I3-2, the DEIR uses the City's significance determination guidelines when assessing project impacts to aesthetics, and the guidelines state, views from private property are not protected by CEQA or the City of San Diego. Therefore, the DEIR adequately evaluates the project's impacts to public views. In addition, commenter is referred above to *Master Response: Privacy*.
- I3-6 This comment states that the shade and shadow analysis is insufficient and should consider shade and shadows impacts on private property prior to 9:00 a.m. The shade and shadow analysis within Section 3.1, Aesthetics, of the DEIR, includes industry standard times to analyze the various comprehensive shadow projections throughout the day at various times. Therefore, the DEIR adequately evaluates the project's impacts to shade and shadows. As noted in other responses to comments in this letter, views from private property are not protected by CEQA or the City of San Diego.
- I3-7 This comment expresses concern regarding glare from large windows associated with the future development, and states that the DEIR skips glare as a consideration. Glare is analyzed in Section 3.1.3.3 (former page 3.1-12) of the DEIR. While the design of the future development is unknown at this time, residential buildings typically use non-reflective building materials, such as stucco, wood, or stone veneer. While the building materials are unknown at this time, the project would be subject to the standards in the CPIOZ-A and reviewed for compliance during the building permit process. In compliance with the SDMC Section 142.0730, the proposed project would be required to have less than 50 percent of the building's exterior comprised of reflective materials that has a light reflectivity factor greater than 30 percent. Therefore, impacts related to glare would be less than significant. The DEIR adequately evaluated the project's impacts to glare.
- I3-8 This comment states that a significant impact to aesthetics does occur in regards to Issues 1, 2, 3, 4, and 7. This comment is general in nature and lacks specificity regarding the adequacy of the DEIR and therefore no specific response is required.
- I3-9 This comment states that using the adjacent Balboa Towers as an indicator of community character is not appropriate, as the towers were built prior to the 30-foot height limit in the community. It should

be noted that according to the CMCP, the West Clairemont Height Limitation Overlay Zone was originally adopted in 1972 to protect views to the Pacific Ocean and Mission Bay to the west and of Fortuna Mountain and Cowles Mountain to the east and the local open space canyons system. When the 1989 community plan was adopted by the City, a community-wide 30-foot height limit replaced the West Clairemont Height Limitation Overlay Zone and became an implementation tool in the Residential Element of the community plan to protect the low-density character of the predominantly single-family neighborhoods (page 135 of the CMCP). The Balboa Towers contained in the Commercial Core of the community are recognized in the 1989 community plan as relatively new medical buildings and are not the origin of the 30-foot height limit, as suggested in this comment. The commenter is referred above to *Master Response: Building Height and Character*.

I3-10 This comment expresses concerns with the amount of onsite parking that would be provided, specifically that there would be less than one parking spot for each unit, and over flow parking would occur on residential streets. As noted in Response to Comment I3-1, the typographical error that implied that the project would not be parked with one spot for each unit has been corrected in the Final EIR. The commenter is referred above to *Master Response: Parking*.

I3-11 The County acknowledges this comment as providing the conclusion of the comment letter, stating that the proposed project would result in significant and unavoidable impacts to aesthetics. All comments are included in this Final EIR for consideration by the County and City decision makers prior to making a decision on the project.

**From:** Jessica Bowlin <jsaff003@gmail.com>  
**Sent:** Friday, October 18, 2019 9:15 AM  
**To:** Cass, Marc  
**Cc:** SDClaremontCares@gmail.com  
**Subject:** EIR Input RE: Mt Etna Community Plan (SCH No. 2018091016)  
**Attachments:** EIS - RE- Mt Etna Community Plan No. 2018091016 - Bowlin Input.pdf

Mr. Cass,

Please find the Bowlin residence comments attached. We respectfully request the city honors the residents' desires.

I  
14-1

Many thanks!  
Jessica Bowlin  
4784 Mt Durban Drive

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RE: Draft Environmental Impact Report for Mt. Etna Community Plan and Rezone Project (SCH No. 2018091016

Date: October 18, 2019

To: Mr. Marc Cass

County of San Diego, Department of General Services

5560 Overland Avenue, Suite 410

San Diego, CA

I4-2

From: Mr. Stephen and Mrs. Jessica Bowlin

4784 Mt Durban Drive

San Diego, CA 92117

City of San Diego,

We oppose the rezoning of Mt Etna Community plan. Specifically, our 2-year old daughter suffers from environmental imposed asthma or allergy. We are concerned the added congestion to our community will further exacerbate her problems and we will be forced to leave the city so she can breathe cleaner air. We are contributors to the City's economic value with one of us working in biotech and the other for the Navy. With the added cars and pollution from the demolition and new residents, we believe this project is a major impact that the community residents are not in favor of.

I4-3

We purchased our home in 2015 for the community's character. We appreciate the trees and the ability to easily run over to Target or Sprouts for a quick missed dinner item. Family values are important, and adding a large structure to the neighborhood will create additional congestion to our already overcrowded schools and neighborhood businesses. Where are the resources to bring additional water, police services and schools to the community?

I4-4

I4-5

I4-6

Balboa and Genesee are a major thoroughfare in the city and the added traffic means more time away from families. Throwing 404 units in the middle of an already congested neighborhood further perpetuates the problem. If the city truly cares about families and mental health, you would consider how children are impacted when they have less and less time to spend with their moms and dads because of the increased commute.

I4-7

As for the size of the affordable housing, Clairemont has smaller apartment units, and we support smaller structures embedded in our community that meets the current height limits. Slamming up to 404 residential units turns our neighborhood into a UTC or Mission Valley that we oppose. We are fine with having some affordable housing embedded within apartments, but a massive building entirely dedicated to residents in transition can bring crime to a community that we consider relatively safe. We

I4-8

I4-9

understand that not all individuals in affordable housing are crooks, but statistics of crime near these structures speak for themselves. The data doesn't lie, and we are concerned our property value will diminish because new families will not want to move near a large Section 8 structure.

↑  
I4-9  
cont.  
I4-10  
↓

We appreciate our quiet neighborhood tucked away in our major metropolis. Please consider the community needs and either eliminate this project or keep it to less than 100 units. If so, you'll have our vote.

Kindest regards,



Stephen and Jessica Bowlin

## Letter I4 Response Jessica Bowlin

- I4-1 This comment is introductory in nature, and provides further comments in an attached letter. This comment is general in nature and no specific response is required.
- I4-2 This comment expresses opposition to the rezoning of the proposed project. This comment is general in nature and does not address the adequacy of the DEIR and therefore no specific response is required.
- I4-3 This comment expresses concern about health impacts related to air quality as a result of increased congestion and demolition of the existing building, which could impact residents that contribute to the economic value of the city. As detailed in Section 2.1, Air Quality, of the DEIR (former page 2.1-34), with incorporation of Mitigation Measure AIR-1, impacts from air quality would be reduced to a less than significant level. The comment is general in nature and does not address the adequacy of the DEIR.
- I4-4 This comment expresses concern with regard to the project's impacts on community character. The commenter is referred above to *Master Response: Building Height and Character*.
- I4-5 This comment express concern with the proposed project adding more students to already overcrowded schools. The commenter is referred above to *Master Response: Schools*.
- I4-6 This comment inquires about resources to provide additional water, police services, and schools to the community. Section 3.6, Public Services, of the DEIR analyzes project impacts on public services, including impacts to police services. As stated in the DEIR (former page 3.6-10), the project site would continue to be served by the San Diego Police Department (SDPD)'s Northern Division. The proposed project would not result in substantial adverse physical impacts associated with any police protection facilities, and impacts would be less than significant. The comment does not address the adequacy of the DEIR.
- Water resources are analyzed in Section 3.8, Utilities and Service Systems, of the DEIR. As detailed in Section 3.8.3.1 (former page 3.8-9), the City's PUD would continue to serve the project site, similar to existing conditions. The proposed project would not require the construction of new water treatment facilities or an

expansion of existing facilities, and impacts would be less than significant. The comment does not address the adequacy of the DEIR.

Regarding schools, the commenter is referred above to *Master Response: Schools*.

- I4-7 This comment expresses concern with congestion impacts as a result of the proposed project. Traffic impacts are analyzed in Section 2.4, Transportation and Traffic, of the DEIR. As detailed in Section 2.4.8 (former page 2.4-49), project impacts to study intersections and roadway segments would occur during the Existing plus Project phase, Near-term plus Project phase, and Cumulative plus Project phase, which would be mitigated or partially mitigated. The proposed project would not impact the intersection of Balboa Avenue and Genesee Avenue under all conditions, rather significant impacts would occur only with implementation of Access Option 3, which would be mitigated to less than significant with implementation of Mitigation Measure TRA-2. Further, while impacts to roadway segments along Balboa Avenue would occur during the Existing plus Project, Near-term plus Project, and Cumulative plus Project scenarios, however, not all roadway segments along Balboa Avenue would have impacts as a result of the proposed project. This comment is general in nature and does not address the adequacy of the DEIR and therefore no further response is required.
- I4-8 This comment expresses opposition to the height of the proposed project, and supports adhering to the 30-foot height limit. The commenter is referred above to *Master Response: Building Height and Character*.
- I4-9 This comment implies that crime is associated with affordable housing development and states that crime would increase as a result of the proposed project resulting in diminishing property values. The comment raises economic, social, or political issues that do not relate to potential effects of the proposed project on the environment and are not required topics for discussion in a CEQA document. The commenter is referred above to *Master Response: Non-CEQA Issues*. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I4-10 This comment expresses that the project should either not be approved or reduce the number of units to less than 100. The

commenter is referred above to *Master Response: Non-CEQA Issues*. This comment is general in nature does not address the adequacy of the DEIR and therefore, no specific response is required.

**Subject:** FW: Mt Etna EIR

**From:** Candy Cumming <[candy.cumming@gmail.com](mailto:candy.cumming@gmail.com)>

**Sent:** Wednesday, October 23, 2019 3:46 PM

**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>

**Subject:** Mt Etna EIR

Hello,

As a resident of Clairemont I would like to comment briefly on key points in the EIR for the Mt. Etna project.

I5-1

**Number of Units, Height Limit and Aesthetics**

I am all for adding additional residences here, provided they are built within the 30' height limit. The proposed 404 unit 70' tower is so out of place in a community of single family residences, apartments and condos under 30'. Why the alternatives were either 404 units, 300+ units or no units escapes me. What about 200 units built within the 30' height limit? Why is a structure within the 30' height limit not a viable option here?

I5-2

A 30' structure would make this affordable housing more in keeping with the aesthetics of the surroundings (single family homes, condos and apartments under 30'). And local residents who pay county taxes would be less likely to resent this structure and its inhabitants! It's in everyone's best interest to make this project fit into the community rather than be a 70' tower that overshadows private homes.

I5-3

I have gone door to door in my community, spending the better portion of an entire day, talking to neighbors about this. And while there were mixed feelings about affordable housing, there was unanimous desire to keep the 30' height limit. This opinion was also expressed by most at the workshop at Marston earlier this year. Why does the county seem to lend a deaf ear to this?

**Parking**

This complex will provide for apartments of 1,2 and 3 bedrooms yet does not provide even one parking space/unit. Having been born and raised in the NYC area and used effective transportation there, I don't see how most people can get around San Diego without a car. Apartment complexes without parking were also in NY ( I lived in one in Queens) and those residents parked on the streets in front of private homes for blocks!!! Let's face it. Not everything one wants/needs to do is on a transit line. Consider our major health care providers with centralized services spread throughout the city/county. It would be impossible to access many of those without the ability to drive there.

I5-4

**Traffic**

There will be minimal mitigation of the traffic at the intersections of Balboa/Genesee and on Balboa from I-80- to I-5. These areas already have a poor rating. Adding more cars (as most residents will probably have at least one car/unit) will just add more traffic and cause more gridlock. The current transportation infrastructure is inadequate and while there are plans for improvements in the future, traffic concerns need to address the present situation. And to reiterate: Not everything one wants/needs to do is on a transit line. Consider our major health care providers with centralized services spread throughout the city/county. It would be impossible to access many of those without the ability to drive there.

I5-5

I5-6

**No Infrastructure Improvements**

This 404 unit, which could easily house nearly 1000 residents will place more demands on police, fire and schools. And we are already underserved in these areas as I have heard from policemen and firemen who have spoken at CCPG meetings. Parents and teachers have mentioned that the schools are already crowded. Until you can provide the adequate infrastructure to handle such a large influx of residents, you should not build this structure.

I5-7

My hope is that you respect the wishes and wisdom of the residents,  
Candy Cumming  
Mt. Bolanas Court

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## Letter I5 Response Candy Cumming

- I5-1            This comment is introductory and general in nature. No specific response is required.
- I5-2            This comment expresses concern with the height of the building and states that the project would be out of character of the single family residences. In addition, the comment inquires about potential alternatives to the proposed project, and why an alternative within the 30-foot height limit was not considered. As detailed in Chapter 4, Project Alternatives, of the DEIR, the focus of the alternatives analysis is on the ability to reduce or substantially lessen the significant impacts of the proposed project. As aesthetics was not determined to have significant impacts, the Reduced Intensity Project Alternative was developed to reduce the proposed project's direct traffic impacts which would be significant and unavoidable. A 30-foot high residential structure would prevent the future developer from constructing a project that achieves the basic project objective of being consistent with the San Diego regional housing policies that are looking to maximize the construction of affordable housing to meet the regions' projected demands. In addition, a 30-foot height limit would not allow the housing developer to use articulation or architectural treatments to create an aesthetically pleasing and high quality building, also a stated project objective in the DEIR. The commenter is referred above to the *Master Response: Building Height and Character* for additional discussion on this topic. The commenter also questions why no units were proposed as an alternative. The DEIR was prepared in compliance with the CEQA Guidelines, including Section 15126.6, which states that a No Project Alternative shall be evaluated along with its impact. The purpose of the No Project Alternative is to allow decision makers to compare the impacts of approving the proposed project with impacts of not approving the proposed project.
- I5-3            This comment expresses concerns regarding community character, and recommends keeping the project within the 30-foot height limit. The commenter is referred above to *Master Response: Building Height and Character*.
- I5-4            This comment expresses concerns with the amount of onsite parking that would be provided as part of the proposed project. As noted in *Master Response: Parking*, the typographical error that implied that the project would not be parked with one spot for each

unit has been corrected in the Final EIR. The nearby medical offices, shopping and transit links would support those residents who do not drive or own a car. The commenter is referred above to *Master Response: Parking* and the *Master Response: Transit* for additional discussion on these topics.

- I5-5 This comment expresses concerns with the minimal traffic mitigation at the intersection of Balboa Avenue and Genesee Avenue and along Balboa Avenue from Interstate (I-) 805 to I-5. The commenter is referred above to Response to Comment I4-7.
- I5-6 This comment states that the City's current transit infrastructure is inadequate. The commenter is referred above to *Master Response: Transit*.
- I5-7 The comment expresses concerns with the proposed projects impacts to public services, including police, fire, and schools and questions why no infrastructure improvements would be required to serve the project. The commenter is referred above to Response to Comment I4-6 with regard to police protection services. Regarding schools and fire services, the commenter is referred above to *Master Response: Schools* and *Master Response: Fire Protection Service*, respectively. The DEIR estimates that the project would be occupied by 829 residents and is based on the population generation rates for the Clairemont Mesa community developed by SANDAG, which is lower than the estimate provided by the commenter. The comment is general in nature and does not address the adequacy of the DEIR.
- I5-8 The County acknowledges this comment as providing the conclusion of the comment letter. All comments are included in this Final EIR for consideration by the County and City prior to making a final decision on the project.

**Subject:** FW: Comment on 5255 MT. ETNA DRIVE

**From:** Lindsay J Depalma <[ldpalma@ucsd.edu](mailto:ldpalma@ucsd.edu)>  
**Sent:** Friday, November 08, 2019 11:19 AM  
**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>  
**Subject:** Comment on 5255 MT. ETNA DRIVE

Hello!

I own (and live) on the corner of Balboa and Genesee, on the edge of the Pacific Bluffs TownHomes. I am extremely concerned about population density at this intersection. This intersection already significantly backs up with traffic during commuting hours and the existing volume of traffic already concerns residents who like to (or must) walk or bike in the area for groceries etc..

I6-1  
I6-2  
I6-3  
I6-4

The impact of traffic and transportation is a significant one, and it can be mitigated by building fewer units. I do not agree with the rezoning of this property (in general), but if it is going to be rezoned and housing is going to be built I urge decision makers to reject the builders request for a "density bonus." Please respect our community and the voices in our community as we ask that you do not exacerbate the negative impacts on our community by allowing even MORE people than the initial rezone allows. This intersection simply doesn't have the infrastructure to allow so many more bodies and cars. Please minimize the number of new residential units--- make decisions like it was your neighborhood, and you lived across the street.

Respectfully,

Lindsay J. DePalma  
PhD Candidate  
Sociology Department  
University of California, San Diego  
*Email:* [ldpalma@ucsd.edu](mailto:ldpalma@ucsd.edu)  
*Website:* [LindsayDePalma.com](http://LindsayDePalma.com)

## Letter I6 Response Lindsay Depalma

- I6-1 This comment is introductory in nature and describes the commenter's general concerns with the proposed project, specifically with regard to the proposed density and related traffic impacts at the intersection of Balboa Avenue/Genesee Avenue. The comment states traffic impacts are significant, and can be mitigated with a reduced density alternative. Impacts to the intersection of Balboa Avenue/Genesee Avenue are predicted to occur only if all three access options are used in the future; should the housing developer only need two access options, the impact would be avoided and no mitigation would be required at that location. As detailed in Chapter 4, Project Alternatives, of the DEIR (former page 4-12), the Reduced Intensity Project Alternative would still cause significant impacts to Existing, Near-Term, and Cumulative plus Project traffic conditions on the roadway network surrounding the project site. However, the reduced trip generation and peak hour traffic would lessen project impacts on area intersections and would avoid a cumulatively significant roadway segment impact along Balboa Avenue between its intersections with Charger Boulevard and the Interstate 805 southbound ramps. Direct impacts to intersections, including Balboa Avenue/Genesee Avenue, would be lessened but not avoided and mitigation (Mitigation Measures TRA-1, TRA-2 and TRA-4) would still be required under this alternative.
- I6-2 This comment expresses opposition to the rezone of the project site. The commenter is referred above to *Master Response: Non-CEQA Issues*. The commenter provides a recommendation to disallow the future developer from taking advantage of the density bonus. The commenter is referred above to *Master Response: Affordable Housing Density Bonus*.
- I6-3 This comment states that the Balboa Avenue/Genesee Avenue intersection cannot support the proposed project. Traffic impacts are analyzed in Section 2.4, Transportation and Traffic, of the DEIR. As noted above under response to comment I6-1, impacts to the intersection of Balboa Avenue/Genesee Avenue are predicted to occur only if all three access options are used in the future; should the housing developer only need two access options, the impact would be avoided and no mitigation would be required at that location. This comment does not address the adequacy of the DEIR and therefore no further response is required.

I6-4            This comment states the recommendation to minimize the number of units on the project site. The commenter is referred above to *Master Response: Non-CEQA Issues*. The County acknowledges this comment and all comments are included in this Final EIR for consideration by the County and City decision makers prior to making a decision on the project.

**Subject:** FW: Mt Etna EIR. Fire protection

-----Original Message-----

From: Candy Cumming <candy.cumming@gmail.com>

Sent: Friday, November 08, 2019 2:39 PM

To: Cass, Marc <Marc.Cass@sdcounty.ca.gov>

Cc: Parsons, Omar <Omar.Parsons@sdcounty.ca.gov>; Fletcher, Nathan (BOS) <Nathan.Fletcher@sdcounty.ca.gov>;

ChrisCate@sandiego.gov

Subject: Mt Etna EIR. Fire protection

Hello Marc,

I want to speak as a daughter of a NYC fireman killed in the line of duty when I was a kid and as a canyon homeowner who had a fire in the canyon directly behind my house.

1.

Father killed in line of duty

You definitely need to make it easy for an engine to get to a potential Mt. Etna high-rise apartment building QUICKLY.

Otherwise you place the firefighters, residents and neighbors in a high risk situation.

As you know from the EIR, traffic is already getting a very low score in the Balboa, Genesee, Clairemont Dr. and Clairemont Mesa Boulevard areas. These are the main ways we get around in Clairemont. A lot more cars will be here if the Mt. Etna build continues to be developed as desired by the County and Chelsea.

Since we don't have an Engine Company nearby and on a perfect low-traffic day it would take at least 8 minutes (approx) to get here, what happens when it's really busy?

I7-1

2.

Fire in my backyard (I live on Tecolote Canyon)

Many years ago I was working at home and I just happened to hear a crackle and then see a puff of smoke. Before I ever saw a flame, I called 911. By the time the firefighters arrived, most of the canyon was engulfed in flames. Mind you, this was in the morning, after peak traffic hours. Fortunately, it was morning and the wind had yet to begin. Had I not called it in as early as I had or had it been later in the afternoon or on a windy day, many of us would have lost homes and who knows what else? Lives?

I7-2

This brings me to this potential scenario:

Mt. Etna apartment complex is in flames. Firefighters can't get there for at least 10 minutes or more. It's a windy day and winds are strong from the east. Embers fly. And they fly right into Tecolote Canyon. And that would create a really bad situation. The canyon ignites and spreads. It could get really out of control as the recent fires in California. Do I need to say more?

I7-3

Does the county really want to be so blind to this potential catastrophe? If any of you had a fire come as close as the one I mentioned came to me, you might become a little more concerned about the situation.

Looking forward to your response,  
Candy Cumming

**Letter I7 Response  
Candy Cumming**

- 17-1            This comment raises concerns regarding fire protection services, specifically the ability of the SDFD to respond to an incident during peak commuting hours. The commenter is referred above to *Master Response: Fire Protection Services*. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- 17-2            This comment describes a past experience with a brush fire in Tecolote Canyon that came in close proximity to the commenter's property. The commenter is referred above to *Master Response: Fire Protection Services*. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- 17-3            This comment details a potential scenario that includes a fire from the project site spreading to Tecolote Canyon. The commenter is referred above to *Master Response: Fire Protection Services*. This comment is speculative in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

**Subject:** FW: 5255 mt etna

**From:** Denise Abell-Hove <[dabellhove@yahoo.com](mailto:dabellhove@yahoo.com)>

**Sent:** Tuesday, November 12, 2019 12:39 PM

**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>

**Subject:** 5255 mt etna

70 foot tower with 404 units. Have we learned nothing from cities in the eastern part of the U.S. with “project” buildings of high density low income? They become cesspools of poverty, crime and despair.

18-1

What tools can be used to avoid this happening?

1. Adequate recreation. Will there be an onsite gymnasium? Outdoor basketball court? Multi age playgrounds? A room big enough to hold events like dances?
2. Adequate access to social services. Will there be onsite class rooms for education? Onsite headstart? An employment office? Ease of purchase of bus passes?
3. Adequate policing. Will there be security guards? Are the P.D. planning on putting in a substation? Metal detectors? What are the plans to deal with gangs, tagging, drug dealing, weapons, underage drinking? Security cameras?
4. Adequate screening of residents. Will there be background checks? If someone is mentally ill, what are the plans to deal with emotional and physical outbursts? What happens when a pimp sets up housekeeping with his girls? What is to keep someone from renting out bed space in their unit, effectively turning it into a flop house?
5. Adequate maintenance. How fast will the elevators be repaired? What about the urine smell in the stairwells? How quickly will grafetti be removed? How often will the dumpsters be emptied? What will be the tolerance level for roaches and vermin?
6. Adequate noise abatement. How much noise insulation will the units have? what will be the limit on dogs and cats and how will that be enforced? Curfew time for a quiet zone, say 10pm to 7am and how to handle offenders? What will be the policy for loud music blaring from cars parked in the parking lot?
7. Adequate parking. Don't make the mistake of thinking poor folks don't own cars. They own several, only one of which is working. It will be the death knell for surrounding businesses if their parking is all taken up by residents.

18-2

18-3

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Thank you for your time and consideration in reading this and responding.

18-9

Sent from [Mail](#) for Windows 10

## Letter I8 Response Denise Abell-Hove

- I8-1 This comment raises concerns regarding poverty and crime with respect to the development of high density affordable housing. The comment raises economic, social, or political issues that do not relate to potential effects of the proposed project on the environment. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required. The commenter is referred above to *Master Response: Non-CEQA Issues*.
- I8-2 This comment inquires about onsite recreational facilities, such as gymnasium, basketball court, or playground. While the recreational features of the future residential development have not been defined at this time, Project Description, (former page 1-3) of the DEIR states that the future residential development would include 1,500 square feet of additional uses that would activate the ground flood and provide community benefit for residents and the surrounding community. In addition to the community space, residential support uses would also be integrated into the residential development on the project site. The developer has indicated verbally in community meetings that they intend to partner with a community-serving group, such as Serving Seniors, to utilize this space and provide a benefit to both the future residents and the senior community at large. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I8-3 This comment inquires if the project would include any social services, such as classrooms for education, the Head Start program, an employment office, or a place to purchase bus passes easily. The commenter is referred above to Response to Comment I8-2 related to proposed non-residential ground floor public spaces. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I8-4 This comment inquires about onsite security guards and security features, a potential new police substation on the project site, and plans to deal with criminal activity. The DEIR analyzes Police Services in Section 3.6, Public Services, (former page 3.6-11) which concludes the proposed project would not require the addition of new police facilities. Additionally, the comment raises economic, social, or political issues that do not relate to potential

effects of the proposed project on the environment. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required. The commenter is referred above to *Master Response: Non-CEQA Issues*.

- I8-5 This comment inquires about the screening of future residents. The developer has indicated verbally in community meetings that each prospective resident will be required to commit to a standard background check, which will screen for criminal records. The comment raises economic, social, or political issues that do not relate to potential effects of the proposed project on the environment. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required. The commenter is referred above to *Master Response: Non-CEQA Issues*.
- I8-6 This comment raises concerns regarding the maintenance of the proposed project after construction. The developer will be required to maintain the future residential development in accordance with their ground lease and development and disposition agreement with the County. The comment raises economic, social, or political issues that do not relate to potential effects of the proposed project on the environment. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required. The commenter is referred above to *Master Response: Non-CEQA Issues*.
- I8-7 This comment raises concerns related to noise impacts of the proposed project, including noise from the units, domestic animals, quiet zones, and cars in the parking lot. The DEIR analyses impacts related to noise in Section 2.3, Noise, beginning on former page 2.3-1. As detailed in Section 2.3.3.1 (DEIR former page 2.3-17), project operation of the future residential development would not increase the overall ambient noise levels and impacts would be less than significant. As detailed on DEIR former page 2.3-21, operation of the future development would be subject to the City's Noise Ordinance standards and the City's Code Enforcement Division that limit operational noise to a maximum level at the property line. This comment does not address the adequacy of the DEIR.
- I8-8 This comment raises concerns related to parking. The commenter is referred above to *Master Response: Parking*. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

18-9            The County acknowledges this comment and all comments are included in this Final EIR for consideration by the County and City decision makers prior to making a decision on the project.

**Subject:** FW: Mt. Etna

**From:** [damoose2@netzero.net](mailto:damoose2@netzero.net) <[damoose2@netzero.net](mailto:damoose2@netzero.net)>

**Sent:** Friday, November 15, 2019 10:31 PM

**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>

**Subject:** Mt. Etna

Dear Marc;

I am writing to you to express my concerns for a new construction development in the Clairemont area of San Diego. Let me start by saying I have lived in the Clairemont Mt. Street area of San Diego since 1957. I have seen massive development of the land east of Genessee avenue. In 1957 there was just miles of open land east of Genessee avenue. We used to drive dune buggies where the Balboa?Genessee shopping center is now. I have seen the gradual increase in traffic congestion in Clairemont over the years. I am concerned about the height of the affordable housing development planned construction on Mt. Etna for several reasons The building, over 30 feet in height would be an aircraft hazard in the elevated area of Clairemont. The building construction is very near an active airport where the building height could be an obstacle to low flying aircraft. Secondly, the density of the population to this area by construction of a compact housing building will not only present increased traffic, but it will present an increased parking problem due to inadequate parking provided for in the building's construction. Concerns have also been raised about lack of additional police, fire protection for increased population density. Additional concerns about the over crowding of schools due to an increase in population density. I have seen the increase in traffic congestion on Balboa avenue over the years and I fear that Clairemont will become much like Pacific Beach and Mission Beach where parking is a premium and getting in and out of the area in the morning and around rush hour is a bottle-neck.

Please consider my concerns and the concerns of others in regard to the construction of this construction on Mt. Etna.

Sincerely;

Bruce Cole

19-1

19-2

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19-7

## Letter I9 Response Bruce Cole

- I9-1 This comment describes the commenter's history living in the vicinity of the project. This comment is general in nature and does not address the adequacy of the DEIR and therefore no further response is required.
- I9-2 This comment states the commenter has seen an increase in traffic congestion within Clairemont over 50+ years. Traffic impacts of the project are analyzed in Section 2.4, Transportation and Traffic, of the DEIR. This comment is general in nature and does not address the adequacy of the DEIR and therefore no further response is required.
- I9-3 This comment raises concerns with the proposed project being an aircraft hazard due to its height with consideration for the proximity to the nearest airport. As stated in DEIR Section 2.2.3.6, Hazards and Hazardous Materials, (former page 2.2-16) the proposed project is not designated within a safety zone under the Montgomery Field Airport Land Use Compatibility Plan (ALUCP) or the Marine Corp Air Station Miramar ALUCP. The future development would be required to have a determination of no hazard to air navigation from the Federal Aviation Administration (FAA) prior to issuance of any building permit by the City of San Diego. Compliance with FAA regulations would be required as a condition of the building permit; therefore, as noted in the DEIR, safety hazards for people residing or working in the vicinity of a public or private airport would be less than significant.
- I9-4 This comment raises concerns with the impacts to parking as a result of the proposed project. The commenter is referred above to *Master Response: Parking*. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I9-5 This comment raises concerns regarding the impact to police, fire and school services as a result of the proposed project. Section 3.6, Public Services, of the DEIR analyzes project impacts on public services, including those noted in this comment. As stated in the DEIR (former pages 3.6-9 and 3.6-11), the proposed project would not result in substantial adverse physical impacts associated with the need to expand any police or fire protection facilities, and impacts would be less than significant. The commenter is referred

above to *Master Response: Fire Protection Services*. Further, the DEIR states (former page 3.6-13), the proposed project would not result in substantial adverse physical impacts associated with the need for new school facilities. The commenter is referred above to *Master Response: Schools*. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

I9-6 This comment raises concerns with traffic and parking. The commenter is referred above to Response to Comments I9-2 and I9-4.

I9-7 The County acknowledges this comment and all comments are included in this Final EIR for consideration by the County and City decision makers prior to making a decision on the project.

**Subject:** FW: Mt Etna EIR feedback

-----Original Message-----

From: Candy Cumming <candy.cumming@gmail.com>

Sent: Sunday, November 17, 2019 12:05 PM

To: Cass, Marc <Marc.Cass@sdcounty.ca.gov>

Cc: kevinfaulconer@sandiego.gov; ChrisCate@sandiego.gov; Fletcher, Nathan (BOS)

<Nathan.Fletcher@sdcounty.ca.gov>; Passons, Omar <Omar.Passons@sdcounty.ca.gov>; Buddy Bohrer <bbohrer@chelseainvestco.com>

Subject: Mt Etna EIR feedback

Hello Marc,

Our community is willing to meet you the county and Chelsea half way: Why not build a unit that's within the 30' height limit that's more in line with the general esthetics of the neighborhood? Unfortunately, this wasn't mentioned in the EIR as an alternative! Why not?

I10-1

With fewer residents, there would be less impact on traffic (it's already pretty poor) , schools, fire and police.

Not only would a smaller building be more appropriate to the neighborhood, it would be better received by the residents.

I10-2

Respectfully,  
Candy Cumming

## Letter I10 Response Candy Cumming

- I10-1            This comment requests the County consider building within the established 30-foot height limit to conform to the existing aesthetics of the neighborhood, and states this was not considered as an alternative to the proposed project. As detailed in Chapter 4, Project Alternatives, of the DEIR, the focus of the alternatives analysis is on the ability to reduce or substantially lessen the significant impacts of the proposed project. As the DEIR analysis determined that the project would not result in significant aesthetics impacts, maintaining the 30-foot height limit was not a criteria for developing the range of alternatives. It should, however, be noted that the No Project/Existing Community Plan and Zoning Alternative, wherein a commercial office development would be constructed on site, would be capable of adhering to the 30-foot height limit identified in the Community Plan. A 30-foot high residential structure would prevent the future developer from constructing a project that achieves the basic project objective of being consistent with the San Diego regional housing policies that are looking to maximize the construction of affordable housing to meet the regions' projected demands. In addition, a 30-foot height limit would not allow the housing developer to use articulation or architectural treatments to create an aesthetically pleasing and high quality building, also a stated project objective in the DEIR. The commenter is referred above to the *Master Response: Building Height and Character* for additional discussion on this topic.
- I10-2            This comment states a smaller building with fewer residents would have less impact on traffic, schools, fire and police. Although this statement is generally consistent with the analysis of the Reduced Intensity Project Alternative, a smaller residential development would prevent the future developer from constructing a project that achieves the basic project objective of being consistent with the San Diego regional housing policies that are looking to maximize the construction of affordable housing to meet the regions' projected demands. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no further response is required.

The County acknowledges this comment and all comments are included in this Final EIR for consideration by the County and City decision makers prior to making a decision on the project.

**Subject:** FW: Draft EIR -Proposed affordable homes at Genesee and 5255 Mt Etna (former County Crime Lab site)

**From:** Jill <[jhassel@san.rr.com](mailto:jhassel@san.rr.com)>

**Sent:** Monday, November 18, 2019 3:37 PM

**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>

**Subject:** RE: Draft EIR -Proposed affordable homes at Genesee and 5255 Mt Etna (former County Crime Lab site)

Attention: Marc Cass

The current proposed housing development at the Mt Etna site is for a 70 ft building, including 404 units. I believe this is **too large for this site**. I am in favor of a smaller housing unit development such as the environmentally superior alternatives with either **250** units or 312 units, and **30 ft** or under. I am also in favor of a mixed use development, including both commercial and residential units.

My concerns include:

- There will be considerable traffic problems due to the increase in traffic in an area that already has heavy traffic.
- There will be increased demand on our already stretched thin fire and police staff (these services are already understaffed and short on equipment).
- The housing development residents will not have adequate transit support to get to the trolley if they wanted it for their primary mode of transportation.
- The safety services within the building appear to be inadequate considering there will be developmentally handicapped and seniors in the building.

Please consider the desires and concerns above and from other current Clairemont residents in your decisions. I would very much like this project to work for both the residents of the development and the residents of our neighborhood.

Thank you for your consideration.

Jill Hasselquist

5036 Mt Frissell Drive

I11-1

I11-2

I11-3

I11-4

I11-5

I11-6

## Letter I11 Response Jill Hasselquist

- I11-1 This comment expresses concern that the proposed project is too large for the project site. The commenter suggests that a smaller development, such as the Reduced Intensity Project Alternative, or a mixed use development would be better suited for the site. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required. The commenter is referred above to *Master Response: Non-CEQA Issues*.
- I11-2 This comment raises concerns regarding impacts to traffic resulting from the proposed project. This comment is general in nature and does not address the adequacy of the DEIR and therefore no further response is required.
- I11-3 This comment raises concerns with the impact to police and fire staff as a result of the service demands associated with the proposed project. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I11-4 This comment states that the City's current transit infrastructure is inadequate. The commenter is referred above to *Master Response: Transit*. No specific response is required because of the general nature of the comment.
- I11-5 This comment raises concerns regarding safety services within the future development for handicapped and seniors. As detailed in the DEIR, Project Description, (former page 1-3) residential support uses would also be integrated into the residential development on the project site. The developer has indicated verbally that they intend to partner with a community-serving group, such as Serving Seniors, to utilize this space and provide a benefit to both the future residents and the senior community at large. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I11-6 The County acknowledges this comment and all comments are included in this Final EIR for consideration by the County and City decision makers prior to making a final decision on the project.

**Subject:** FW: Mount Etna EIR project

**From:** Marija Hristova <[marijahristova@yahoo.com](mailto:marijahristova@yahoo.com)>

**Sent:** Wednesday, November 20, 2019 9:51 PM

**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>

**Subject:** Mount Etna EIR project

Good day Mr. Marc Cass,

We have multiple concerns about the proposed development at 5255 Mt. Etna Dr. We reviewed the EIR, and there here is a list of some of our concerns:

- Safety impacts of this project on the residents and the neighboring community. Within the EIR it is stated that the "facilities" for safety services are adequate. This means that the "buildings" for the safety services are adequate. This does not include staffing (which we are MASSIVELY understaffed for fire) and for trucks. The closest ladder truck for a 70ft building is 7 miles away. With the increased traffic on the roads due to this project and the numerous projects down by the new trolley line, this means at least 10 minutes (if they traveled at 60mph the entire way.) Considering that there are developmentally handicapped, and seniors in the building that may or may not be able to traverse the five stories of stairs(no elevator when there is a fire) this is a very big deal. I12-1
- Emergency response time for current apartments and single family homes will be affected due to increase of traffic. I12-2
- Street parking in the area will be consumed by the development residents, visitors, and staff members. This will affect the residential neighborhood the development is located in. I12-3
- Traffic will be significantly increased in the area. No detailed studies have been done to determine if repainting the Mt. Everest Ave lanes to have one dedicated left-turning lane will improve the traffic situation. It might actually make things works because cars won't be able to make a right turn on red if there are cars going straight in front of them. I12-4
- Developmentally handicapped and senior persons will need 24 hour on-site support services. I12-5
- Placing developmentally handicapped individuals will affect the safety of the residents as well as the school students. Mt. Everest Academy is next door to this development, and the school has an open campus. Students from other nearby schools also walk or bike in the area to get to and from school. I12-6
- Neighborhood schools will be affected with this population increase. Holmes Elementary is already overcrowded. I12-7
- Increased need for nearby grocery stores. I12-8
- In the EIR there is an ecologically superior alternative which is 312 units and there is no description of the height. We are asking they use this or go lower to 250 units and 30 feet or under. I12-9
- Balboa Library is already overcrowded and will be even more affected by this development. The same thing will happen with the nearby Recreation Centers. I12-10
- Clairemont infrastructure (water, plumbing, gas and electric, etc.), which is already substandard and old, will get impacted even more. I12-11

Thank you,  
Marija Hristova and family

[Sent from Yahoo Mail on Android](#)

## Letter I12 Response Marija Hristova

- I12-1 This comment is introductory in nature and states the commenter has multiple concerns with the proposed project, detailed in further comments. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I12-2 This comment raises concerns with safety impacts as a result of understaffed fire stations. The commenter is referred above to *Master Response: Fire Protection Services*.
- I12-3 This comment raises concerns regarding impacts to emergency response times due to the increase of traffic associated with the proposed project. As detailed in Section 2.4.3.2 (former page 2.4-38), the proposed project would meet all requirements for access and ingress/egress of emergency vehicles. Driveways and internal access roads would be constructed in accordance with California Fire Code and SDMC requirements. Additionally, the City's traffic signals currently and would continue to provide emergency response signal preemption, which allows emergency vehicles right-of-way through the corridor to help reduce response time.
- I12-4 This comment raises concerns with parking overflowing to the surrounding streets as a result of the proposed project. The commenter is referred above to *Master Response: Parking*. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I12-5 This comment states traffic will significantly increase in the area, and that no detailed studies have been completed to determine if a dedicated left turn lane on Mount Everest Boulevard would improve traffic. An analysis was conducted for this mitigation measure (TRA-1). Restriping the northbound and southbound approaches to provide a separate left-turn lane a shared through-right turn lane, and converting the northbound and southbound left-turn phasing to protective would improve the efficiency of the signal and reduce the overall intersection delay to better than pre-project conditions. Please refer to Table 2.4-16 in the DEIR.
- I12-6 This comment states developmentally handicapped and senior persons will need 24-hour onsite support services. The comment raises social issues that do not relate to potential effects of the proposed project on the environment. This comment does not

address the adequacy of the DEIR, and therefore no specific response is required.

- I12-7 This comment raises concerns regarding safety of nearby residents and school children at Mt. Everest Academy with the placement of developmentally handicapped individuals at the project site. The comment raises economic, social, or political issues that do not relate to potential effects of the proposed project on the environment. This comment does not address the adequacy of the DEIR, and therefore no specific response is required. The commenter is referred above to *Master Response: Non-CEQA Issues*.
- I12-8 This comment express concern with the proposed project adding more students to already overcrowded schools. The commenter is referred above to *Master Response: Schools*.
- I12-9 This comment states that there would be an increased need for nearby grocery stores. The comment raises economic, social, or political issues that do not relate to potential effects of the proposed project on the environment. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I12-10 This comment states the commenter's recommendation to move forward with the environmentally superior alternative or a lower unit count to abide by the 30-foot height limit. The commenter is referred above to *Master Response: Affordable Housing Density Bonus* and *Master Response: Building Height and Character*. It should be noted that the 30-foot height limit is not feasible under the Reduce Intensity Project Alternative, similar to the proposed project. The DEIR text in Section 4.6.1 (former page 4-11) is revised in the Final EIR as follows:

Under this alternative the permitted unit count would be reduced from 404 units to 312 units. All other aspects of the project (including building above the 30-foot height limit) would remain the same as the proposed project, except that the required amount of parking would be reduced to reflect the lower number of residents.

The County Board of Supervisors will hold a public hearing to certify the EIR and either approve the proposed project or one of its alternatives (and the Planning Commission and City Council will hold hearings to consider the certified EIR and approve the CPA and rezone). While an environmentally superior alternative has

been identified in the EIR, decision makers are not required to approve that alternative. Should decision makers approve the proposed project, a Statement of Overriding Considerations will be required, which documents the decision makers' views on the ultimate balancing of the merits of approving a project (including social and economic factors such as the need for affordable housing in the region), despite its environmental impacts.

I12-11 This comment states the Balboa Library is currently overcrowded and the proposed project would increase demand on this facility, as well as having a similar impact on recreational facilities. The DEIR analyzes impacts to libraries in Section 3.6, Public Services (DEIR former pages 3.6-13 to 3.6-14), which states that the future applicant for the residential development would be required to pay the most current City development impact fees related to library facilities prior to issuance of a building permit, and concludes the proposed project would not result in substantial adverse physical impacts associated with the need for new or physically altered area libraries. Further, impacts to recreational facilities are analyzed in Section 3.7, Recreation and Park (former page 3.7-7), which concludes that "the future developer would be providing for the development of additional parklands, either through the payment of development impact fees or by directly constructing or providing the parkland, and the increased use of existing parks and recreational facilities would not result in substantial physical deterioration of the existing facilities.

I12-12 This comment states the proposed project would have an impact on infrastructure, including water, plumbing, gas, and electric utilities. The DEIR analyzes impacts to Utilities in Section 3.8 (former pages 3.8-9 through 3.8-14), which concludes there would not be a need for new or expanded water, wastewater, natural gas, communication systems, or solid waste facilities. This comment is general in nature and does not address the adequacy of the DEIR.

**Subject:** FW: Project Mt. Etna EIR

**From:** [zoomiv@yahoo.com](mailto:zoomiv@yahoo.com) <[zoomiv@yahoo.com](mailto:zoomiv@yahoo.com)>

**Sent:** Wednesday, November 20, 2019 9:55 PM

**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>

**Subject:** Project Mt. Etna EIR

Hello Mr. Marc Cass,

After reviewing the proposed development at 5255 Mt. Etna Dr. we have multiple concerns.

- Safety impacts of this project on the residents and the neighboring community. Within the EIR it is stated that the "facilities" for safety services are adequate. This means that the "buildings" for the safety services are adequate. This does not include staffing (which we are MASSIVELY understaffed for fire) and for trucks. The closest ladder truck for a 70ft building is 7 miles away. With the increased traffic on the roads due to this project and the numerous projects down by the new trolley line, this means at least 10 minutes (if they traveled at 60mph the entire way.) Considering that there are developmentally handicapped, and seniors in the building that may or may not be able to traverse the five stories of stairs(no elevator when there is a fire) this is a very big deal. I13-1
- Emergency response time for current apartments and single family homes will be affected due to increase of traffic. I13-2
- Street parking in the area will be consumed by the development residents, visitors, and staff members. This will affect the residential neighborhood the development is located in. I13-3
- Traffic will be significantly increased in the area. No detailed studies have been done to determine if repainting the Mt. Everest Ave lanes to have one dedicated left-turning lane will improve the traffic situation. It might actually make things works because cars won't be able to make a right turn on red if there are cars going straight in front of them. I13-4
- Developmentally handicapped and senior persons will need 24 hour on-site support services. I13-5
- Placing developmentally handicapped individuals will affect the safety of the residents as well as the school students. Mt. Everest Academy is next door to this development, and the school has an open campus. Students from other nearby schools also walk or bike in the area to get to and from school. I13-6
- Neighborhood schools will be affected with this population increase. Holmes Elementary is already overcrowded. I13-7
- Increased need for nearby grocery stores. I13-8
- In the EIR there is an ecologically superior alternative which is 312 units and there is no description of the height. We are asking they use this or go lower to 250 units and 30 feet or under. I13-9
- Balboa Library is already overcrowded and will be even more affected by this development. The same thing will happen with the nearby Recreation Centers. I13-10
- Clairemont infrastructure (water, plumbing, gas and electric, etc.), which is already substandard and old, will get impacted even more. I13-11

Thank you,  
Nazeeh Shaheen and family

[Sent from Yahoo Mail on Android](#)

**Letter I13 Response**  
**Nazeeh Shaheen**

- I13-1            This comment is introductory in nature and states the commenter's concerns are detailed in the comments below. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I13-2            The remaining portion of this letter is identical to concerns  
through        expressed in Comment Letter I12. Commenter is referred to  
I13-12         Response to Comments I12-2 through I13-12.

**Subject:** FW: DEIR question  
**Attachments:** Mt Etna EIR Comments Lisa Johnson.docx

**From:** lisa nordquist <[atonefitness@yahoo.com](mailto:atonefitness@yahoo.com)>  
**Sent:** Thursday, November 21, 2019 3:25 PM  
**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>  
**Subject:** Re: DEIR question

Thank you Marc.

(I don't know how you do read this stuff all the time! I guess you have to be wired for it? My eyes [and brain] hurt!)

Please confirm you've received the attachment.

Thanks Again,  
Lisa

I14-1

Mt. Etna Zone Amendment EIR Comments and Questions  
Per Lisa Nordquist-Johnson, Claremont Resident

From Summary

I14-2

“**Reduced Intensity Project Alternative.** This alternative would result in the same CPA and zone change as the proposed project and the existing vacated former Crime Lab facility would be demolished. Under this alternative, the site would be entitled for the construction of a 312-unit affordable housing community, which would house approximately 633 people. This alternative was developed to reduce the traffic impacts by decreasing the unit count to a point where at least one traffic impact would be reduced to less than significant. Significant and unavoidable impacts to a segment of Balboa Avenue near I-805 would be avoided by this alternative.”

“**The Reduced Intensity Project Alternative would be the environmentally superior alternative from the remaining alternatives because it would reduce vehicle trips and avoid significant and unavoidable traffic impacts associated with the proposed project at one roadway segment location and lessen significant impacts at intersections and other roadway segments in the study area. This alternative would also meet many of the basic project objectives.**”

**Commented [DJ1]:** If this is the environmentally superior alternative, that meets many of the basic project objectives, why isn't it the option of choice?  
Doesn't this CEQA document and this outcome clarify the best option?  
On what grounds can the developer/county choose the environmentally unsound option when there are unmitigable impacts involved?

**EIR Comments and Questions (to be addressed)**

1.2.1.2 Community Plan Amendment

I14-3

The following is a summary of the key elements of the CPIOZ-A supplemental development regulations, while the details are contained in Appendix B to this EIR.

- Provide for multifamily residential uses that complement the surrounding community core and existing single family residential uses.
- Non-residential ground floor public spaces or uses would be required.
- Maximum building height would not exceed 70 feet above grade, including accessory building features such as parapets, elevator towers, and stairwells.
- Building articulation would be implemented to create visual interest, to enhance the pedestrian experience, to assist in diminishing the overall mass of buildings, and to create variation from an exterior perspective.
- Residential open space would be required including private exterior open space and common space.

**Commented [DJ2]:** Is this document stating that this zoning change compliments the existing single family residential uses? If so, how? There are 30-50' differences in building heights and roughly 50 more people per acre—how is this complimentary?  
How does mult family residential compliment the retail and commercial zoning?

I14-4

**Environmental Setting 1.4 (p 33)**

The project site is served by Metropolitan Transit System (MTS) bus routes 27 and 41 with frequent services. The project site is located within a planned (2035) transit priority area (TPA)

**Commented [DJ3]:** Not TPA until 2035. (leaves 13 yrs w/o increased service)  
27 runs to e-w Balboa every 30-60 min/no service on sundays)

**I14-4 cont.** as identified on the TPA map contained in the SANDAG’s San Diego Forward: The Regional Plan (SANDAG 2019). In accordance with Senate Bill (SB) 743, TPA means an area within one-half mile of a major transit stop that is existing or planned.

**I14-5** The County will consider written comments received on the EIR in making its decision whether to certify the EIR as complete and in compliance with CEQA, and also whether to approve or deny the project.

**I14-6** Per Table 1.2 Cumulative Projects List,

2.1 Significant Impacts  
Regional  
Clean air (pg 67)

**I14-7** San Diego Association of Governments San Diego Forward: The Regional Plan In 2015, the SANDAG Board of Directors adopted San Diego Forward: The Regional Plan. This plan combines the Regional Comprehensive Plan (RCP) with the 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), adopted in 2012. The Regional Plan identifies the five following strategies to move the San Diego region toward sustainability:

- Focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure, including transit,
- Protect the environmental and help ensure the success of smart growth land use policies by preserving sensitive habitat, open space, cultural resources, and farmland,
- Invest in a transportation network that gives people transportation choices and reduces greenhouse gas emissions,
- Address the housing needs of all economic segments of the population, and
- Implement the Regional Plan through incentives and collaboration.

**I14-8** Site demolition & Prep (p 80)  
Construction-Related Health Risk Table 2.1-8 provides a breakdown of maximum risk per construction phase and total risk...As previously stated and shown in Table 2.1-7, the maximum incremental increase in cancer risk would be up to approximately 14-in-one million for construction risk for residential receptors and 0.4-in-one million for school receptors. Health risk for residential receptors would exceed the SCAQMD significance threshold of 10-in-one million for residential receptors, and therefore, impacts would be potentially significant (Impact AIR-1), and Mitigation Measure AIR-1, detailed below, would be required.

**I14-9** 2.2.1.5 Electric Magnetic Fields (p 91)  
The project site is adjacent to a 50-foot wide SDG&E easement with two sets of overhead transmission lines. Extremely low frequency (ELF) electric and magnetic fields (EMF) include alternating current (AC) fields and other electromagnetic, nonionizing radiation from 1 Hz to 300

**Commented [DJ4]:** Is the city or the county deciding if it's own EIR is certifiable? How are the check and balances justified in this process?

**Commented [DJ5]:** The CMPU is not considered in the traffic impacts analysis. Neither is the Morena Corridor Specific Plan or the mid-Coast trolley expansion. Balboa Specific Plan is not even listed—why not? The totals of these approvals are between 15-20,000 more units and will assuredly effect impacts, like TIS. The impacts of all projects and updates must be included.

**Commented [DJ6]:** Clairemont plan area is not urban, it's suburban.

**Commented [DJ7]:** Existing transportation is insufficient

**Commented [DJ8]:** What is the plan? Where is the funding coming from? Infill dev requires higher spending to mitigate impacts.

**Commented [DJ9]:** How is this being accomplished by choosing the highest density project w the most impacts?

**Commented [DJ10]:** Where is the funding for the transportation network? TPA wo any funding for a TPA is not a f'n TPA.

**Commented [DJ11]:** Is there a disclosure to the residents and employees?

I14-9  
cont.

Hz. Power lines, like electrical wiring and electrical equipment, produce ELF fields at 60 Hz (OSHA 2016). This EIR does not consider EMF in the context of the CEQA analysis of potential environmental impacts because: [1] there is no agreement among scientists that EMF creates a potential health risk, and [2] there are no defined or adopted CEQA standards for defining health risk from EMF.

I14-10

(p 97)  
2.2.3.1 Wildland Fires Issue 1: Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?  
Impact Analysis Community Plan Amendment and Rezone The project includes an amendment to the CMCP and a rezone of the project site that would allow for a residential development with a maximum of 404 units. According to CALFIRE, the project site is not within a very high fire hazard severity zone (CALFIRE 2009). The project site itself is developed with the vacant Crime Lab facility and is immediately surrounded by existing development. The future development would be required to be developed consistent with the California Fire Code, as adopted by the City, and would be 2.5 Hazards and Hazardous Materials Mount Etna Community Plan Amendment and Rezone Project 2.2-12 San Diego County Project No. WT-4224097 Public Draft Environmental Impact Report October 2019 constructed with a protective system of sprinklers and fire hydrant services. As detailed in Chapter 1.0, Project Description, the future development would include three potential access options. All driveways would be constructed per the City Fire Marshal's Standards and would provide adequate access throughout the project site for emergency responders. As the future development would be required to demonstrate consistency with all applicable California Fire Code regulations and would be reviewed by the City Fire Code Official prior to permit issuance, impacts regarding risk of loss, injury, or death involving wildland fires would be less than significant.

**Commented [DJ12]:** Project is surrounded on 3 sides with VHFHRZ within .25 or .5 mi distance. And another VHFHZ less than 3 mi in the 4<sup>th</sup> side. All evac routes are hazardous fire zones.

**Commented [DJ13]:** How will the SDFD evac the dependent, aging and disadvantaged population? What is the evacuation plan for the non-driving population? How is rescue to be accomplished without a ladder engine?

I14-11

2.232 Hazards near schools  
The closest school to the project site is Mount Everest Academy, an independent study K through 12 school located approximately 0.1 mile to the west of the project site...  
Site Demolition and Preparation The proposed project includes the demolition of the existing unoccupied buildings and related facilities on-site, disposal of the demolition debris, mass grading of the site, and existing utilities stubbed out to the project site boundary. As detailed in Chapter 1.0, Project Description, the proposed site demolition and preparation would include the removal of the existing 4,000-gallon UST. Any required soil remediation would be completed following demolition activities, in compliance with applicable federal, state, and local regulations. A portion of the existing single-story building on the western portion of the site was constructed in 1964. Asbestos and lead materials were phased out in the mid to late 1970s, and therefore, due to the age of the existing building, asbestos and lead materials could be present in the structure. As detailed in Chapter 1.0, Project Description, demolition of the existing structure would require administrative approvals, including but not limited to a Debris Management Plan, Haul Route Plan, Asbestos Abatement Plan, and Lead Hazards Notification. Due to removal of the UST and potential to encounter contaminated media, including asbestos and lead materials, the proposed project would result in a potentially significant impact related to handling hazardous materials within a quarter-mile of a school (Impact HAZ-1). In accordance with the Phase I ESA (Appendix G), Mitigation Measure HAZ-1, detailed below, would be required,

**Commented [DJ14]:** I am concerned the mitigations for these elements will not be sufficient, especially so near two elementary schools.

Furthermore the air quality monitoring station is in another plan area, so how will we know if construction air quality impacts are significant?

I14-11 cont. ensuring that handled hazardous materials during construction would not adversely affect nearby students or staff. The potential for hazardous emissions exposure during site demolition and preparation is addressed in Section 2.1, Air Quality, of this EIR.

I14-12 2.2.3.3 Emergency Plans Issue 3: Would the project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?  
 Impact Analysis Community Plan Amendment and Rezone The project site is located in a developed area with existing access to major roads that provide routes for emergency evacuation. Primary evacuation routes consist of the major interstates, highways, and prime arterials within the City. The project site is served by the San Diego Police Department (SDPD) and San Diego Fire-Rescue Department (SDFD). As further detailed within Section 3.6, Public Services, of this EIR, SDPD and SDFD would continue to serve the project site under the proposed project. The future development would be required to meet all requirements for access and ingress/egress of emergency vehicles, in accordance with the California Fire Code and City Municipal Code requirements. However, construction of the future development could include driveway reconfiguration, which could require lane closures and interfere with emergency response services and evacuation routes. Therefore, due to the potential for lane closures, the proposed project would result in a potentially significant impact related to interfering, even temporarily, with emergency access (Impact HAZ-2), and Mitigation Measure HAZ-2, detailed below, would be required.

Commented [DJ15]: If these routes and intersections are currently or will be rated E or F with completion of this project, and evacuation routes requires passage thru Very High Fire Hazard Risk Zones (HFHRZ), it appears as if it would interfere w safe evacuation of new (possibly existing residents).

Commented [DJ16]: Can probable lane closures be scheduled in lower fire season? Cooler, rainier months

I14-13 2.2.4 Cumulative impact analysis (p103)  
 A cumulative impact related to emergency evacuation plans would occur if development on the project site and surrounding developments would not provide adequate access to regional evacuation routes. As discussed above, the proposed project would not interfere with the implementation of any regional response to evacuation plans.

Commented [DJ17]: The project's major arteries, and virtually every escape route, all pass thru canyons—VHFHZones which are interconnected. If one catches fire it is highly likely many others will as well. Furthermore, if many of the populations is dependent or elderly, or not independently mobile/not driving, how do they evac? Will there be buses parked on site to evac vulnerable populations in case of emergency?

I14-14 2.4 Traffic & Transportation (p 141)  
 Existing conditions  
 As shown on Figure 2.4-1, the project study area includes 20 intersections (two of which include metered freeway ramps) and 20 roadway segments including Genesee Avenue, Mount Everest Boulevard, Mount Etna Drive, and Balboa Avenue. The proposed project would not contribute enough traffic (150 peak hour trips in a single direction) to require analysis of any mainline freeways.

Commented [DJ18]: Why is the traffic study assuming the 800+ residents living there will not be using any of the mainline freeways to get to work or school? That is asserting that 15-20% of the population won't commute on the highways system.

I14-15 Are turn lanes are considered "arterial driving lanes"?

I14-16 (142) LOS  
 The City of San Diego considers LOS D or better during the AM and PM peak hours to be acceptable for intersection and roadway segment LOS.

Commented [DJ19]: Does this mean that the city considers LOS of E or F to be unacceptable?

I14-17 (p 37) 1.7 List of Past, Present, and Reasonably Anticipated Future Projects in the Project Area

I14-17 cont. Cumulative projects in the vicinity of the proposed project were identified through a search of City development applications and ongoing project construction, conducted at the time of the analysis began and the NOP was published in September 2018. These cumulative projects form the setting for the cumulative analysis presented in this EIR. Cumulative projects are summarized in the following Table 1-2:

Table 1-2

Cumulative Projects List

Project ID	Project*	Address	Project Description	Status
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- **Clairemont Mesa Community Plan Update** Planning Area Community Plan Update Plan. update ongoing; currently adding over 5k units to total 11k (wo density bonuses)
- **Mid-Coast Trolley** Construction North of the Old Town Transit Center to UTC Transit Center. Light rail line; Under construction
- **Morena Corridor Specific Plan**—Western Clairemont Mesa and Linda Vista CPAs  
Specific Plan for pedestrian-oriented village with mixed-use and employment adjacent to trolley stations. Final EIR circulated Feb 2019

\* Project taken into consideration in the traffic impact analysis based o

I14-18 (p 149) 2.4.1.4 Existing **Pedestrian** Conditions

I14-19 **ADA** compliance is not intact at 5 locations.

I14-20 2.4.1.6 Existing Transit Conditions

The project site is not directly served by transit. Fig 2.4-2

Only 2 buses cover this area: MTS 41 (n-s) and 27 (e-w). The latter only runs m-f, and at ½ hour intervals at am/pm peak hours and 60 MIN interval for off-peak/sats; does not run on sundays. Again, this does not allow residents access to public transit (trolley) in a timely manner or enable peak commuting. The 41 is sufficient.

I14-21 (p 153) Regional  
The project site is located within a planned (2035) TPA identified on the TPA map contained in the SANDAG's San Diego Forward: The Regional Plan (City of San Diego 2019).

I14-22 (p 155) 2.4.3.1 Traffic Generation and Existing Capacity Issue 1:  
Would the project result in traffic generation that would cause an intersection, roadway segment, freeway segment, interchange or ramp to operate at LOS E or F under either direct or cumulative conditions and exceed the significance thresholds detailed in Table 2.4-4?  
It should be noted that freeway segments did not warrant evaluation because the proposed project would contribute less than 150 peak hour trips to nearby freeways.

**Commented [DJ20]:** From the list of other projects in which the EIR impacts were considerate, the traffic assessment does not include the following those listed here; it does not mention the Balboa Specific plan update.

Why are these impacts not considered?

Some have been found to have significant impacts in a separate EIR.

**Commented [DJ21]:** I have concerns about access to the trolley as there are no means of pedestrian or bicycle or scooter access for commuters on Balboa Westbound. The bus 27 is insufficient service/frequency at this point and there are no plans to increase routes or frequencies.

**Commented [DJ22]:** Will this be addressed/completed with project? If not, why not?

**Commented [DJ23]:** Existing transit conditions are inadequate. And no funding is allotted for additional transit w approval of this project.

**Commented [DJ24]:** There is no funding dedicated for improved transportation (per MTS as of 11-12-19). If there is funding, where can I access that information?

**Commented [DJ25]:** How can the document assert this?

And is it assuming the 163 will not be used by residents or won't be a path of travel? Will resident not travel southbound on Genesee? The 163 and Southbound Genesee are not acknowledged anywhere in the EIR.

I14-23 (p 156) Impact Analysis  
 The proposed project trip generation estimates were derived utilizing the trip generation rates outlined in Table 1 of the City of San Diego Land Development Code – Trip Generation Manual 2003. Additionally, trip reductions from the City’s Traffic Impact Study Manual were applied to the trip generation estimates to account for its location in a TPA with high-frequency transit service on Genesee Avenue and high frequency transit service planned along Balboa Avenue by 2035.

Consequently, the following trip reductions were applied to the project’s trip generation estimates to take credit for future residents using transit in lieu of driving:

- Daily trips = 5 percent
- AM Peak Hour trips = 9 percent
- PM Peak Hour trips = 6 percent

Taking into account these trip reductions, the proposed project is anticipated to generate a total of 2,018 daily trips, including 138 AM peak hour trips and 169 PM peak hour trips.

**Commented [DJ26]:** 2035? But project completion is 2022. So a 13-year gap in adequate mobility exists, wo rapid transit or feasible transportation to the trolley.

If these credits were applied based on the 2035 plan for rapid transit, but those conditions are not in place at this time, or at the project completion date (or more than a decade thereafter, the credits should not be offered.

TIS needs to be reassessed.

**Commented [DJ27]:** Over 2,000 trips with credit for pt use. How many without public transport use or mission of MTS 27 (as it is unfeasible to use for peak hour commute)?

I14-24 (p 160) Table 2.4-7 Ramp Metering Analysis – Existing plus Project

**Commented [DJ28]:** The only highway ever referred to is the 805. Why? The assumption is that the 805 is the ONLY highway the residents will use is erroneous. When the I-5 (<3mi), 52 (2mi) and 163 (<3mi) are all within 3 miles.

I14-25 (p 179) 2.4.3.3 Circulation Movements and Alternative Transportation  
 Issue 3: Would the project result in a substantial impact upon existing or planned transportation systems?

**Commented [DJ29]:** Seeming substantial impacts on existing

I14-26 Issue 5: Would the project result in substantial alterations to present circulation movements that restrict access to public or private land?  
 The analysis of impacts under Issue 3 are addressed by Significance Determination Thresholds 5 and 6 as detailed in Section 2.4.3, above.

**Commented [DJ30]:** Access to the private residences in close proximity would be reduced significantly. The two SDUSD campus properties would be limit circulation, esp during peak hours when school drop off occurs.

I14-27 Impact Analysis Project implementation would not interfere or conflict with General Plan Mobility Element policies or with implementation of planned transportation improvements in the area, as detailed in the evaluation of transportation objectives of the CMCP Transportation Element in Table 2.6-1. The project would not require changes to the existing circulation network and would be consistent with the planned circulation network including mobility planning efforts identified in the CMCP. Additionally, the project site is located in an urbanized area and would not impact existing roadways that provide direct public access to beaches, parks, or other open space areas. Therefore, impacts related to circulation movements and inconsistency with existing or planned transportation systems would be less than significant  
 ...It would, however, encourage use of transit services in the project area by constructing affordable housing in a TPA.

**Commented [DJ31]:** How is it that this project would not require changes when there is no transit east-west transit or to trolley?

**Commented [DJ32]:** Clairemont is not urban; it is a single family, planned suburban community

**Commented [DJ33]:** Mt. Etna park is less than 1 mile from project site and would be impacted directly and immediately. As would two elementary schools (which are slated to become joint use fields), and access to Tecolote canyon preserve would also be impacted (traffic study is incomplete as it does not cover more than 1/10<sup>th</sup> a mile south of the project (down Genesee, toward Tecolote canyon open space access points)

I14-28 (p 180) Impact Analysis

**Commented [DJ34]:** Affordable housing in a TPA that has no funding for increased mobility and substandard transport services is not a TPA.

I14-28 cont. The Regional TIS Guidelines and OPR provides several screening thresholds to determine if a project is required to do a VMT analysis based on the project's land use and location. The proposed project would allow for 100 percent affordable housing units and would be located in a planned (2035) TPA, which are criteria for screening. Therefore, a more detailed VMT analysis is not required and the proposed project is presumed to have a less than significant impact on VMT.

Commented [DJ35]: "Planned TPA", but what is the plan until 2035?

Commented [DJ36]: How can this be if the traffic impacts are significant? Again several significant intersections/road seg/highways were omitted, south on Genesee and the 5, 52, 163.

I14-29 (p 186) Roadway segments  
The implementation of adaptive signal controls along the Balboa Avenue corridor, as well as signal modifications at the Charger Boulevard & Balboa Avenue intersection recommended in Mitigation Measure TRA-3 would partially mitigate the project's impacts. However, the County cannot assure that the City would implement adaptive signal controls along the Balboa Avenue corridor. Therefore, the roadway segment impacts would remain significant and unavoidable for all access options.  
Same is said for the roadways seg and mitigation TRA-3 (p 188)

Commented [DJ37]: Some of the mitigations are "we can't guarantee it" so would possibly remain "unavoidable"? Can the city and county work together to assure the public safety and mobility?

I14-30 (p 188) Intersections  
Implementation of the improvements noted above in Mitigation Measures TRA4 and TRA-5 would mitigate the project's Cumulative plus Project impact at the two study intersections listed above to a less-than-significant level for all access options. These intersections are identified in the TSCMP as deficient and in need of repair. Improving signal timings could result in an increase in intersection capacity, vehicle throughput, and reduction in vehicle delays. However, there is no specific mitigation program established by the City that would ensure the improvements would be implemented. Therefore, unless and until a specific mitigation program is created by the City to accommodate proportionate contributions toward the implementation of adaptive signal controls or other improvements at these locations, the County cannot assume that payment of its fair share of the mitigation improvements would reduce or avoid the project's cumulative impact at the intersections of Genesee Avenue & Clairemont Mesa Boulevard and Clairemont Drive & Balboa Avenue. Therefore, Cumulative plus Project impacts to these two intersections would remain significant and unavoidable.

Commented [DJ38]: So the mitigations cannot be assured? The city and county cannot agree to repair 2 failing intersections?

I14-31 (p 199) City of SD General Plan  
In its introduction, the Urban Design Element of the General Plan states: *As the availability of vacant land becomes more limited, designing infill development and redevelopment that builds upon our existing communities becomes increasingly important. A compact, efficient, and environmentally sensitive pattern of development becomes increasingly important as the City continues to grow. In addition, future development should accommodate and support existing and planned transit service (City of San Diego 2008).*

I14-32 (p 200) Clairemont Mesa Community Plan

I14-32  
cont.

The CMCP includes an Urban Design Element that identifies Clairemont Mesa’s distinctive image and how this image can be preserved and translated into the built environment. The CMCP states that the community’s distinctive attributes include the well-established single-family neighborhoods, low-scale character adjacent to canyons and parks, and a park setting with trees planted in street medians and along sidewalks. To protect the low-scale character of the community as well as vistas to Mission Bay and the Pacific Ocean, the Clairemont Mesa Height Limitation Zone was established in 1989, maintaining a 30-foot height limit throughout the majority of the community. The CMCP notes that with the lack of significant undeveloped land in the community, changes in housing will undoubtedly occur by the replacement of existing housing with new housing, probably at higher densities.

**Commented [DJ39]:** The community’s distinctive attributes have not changed. The CCPG CPU ad hoc committee has repetitively asked for maintenance of the community character and attributes including lower density infill and maintenance of the 30’ height limit.

I14-33

(p 201) 3.1.3 Analysis of Project Effects and Determination as to Significance For purposes of this EIR, the identified significance thresholds are based on criteria provided in the City of San Diego’s CEQA Significance Determination Thresholds (City of San Diego 2016). Accordingly, a significant aesthetics impact would occur if the project would:

- Issue 1: Result in a substantial obstruction of any vista or scenic view from a public viewing area as identified in the community plan;
- Issue 2: Result in the creation of a negative aesthetic site or project;
- Issue 3: Result in project bulk, scale, materials, or style which would be incompatible with surrounding development;
- Issue 4: Result in substantial alteration to the existing or planned character of the area, such as could occur with the construction of a subdivision in a previously undeveloped area. Note for substantial alteration to occur, new development would have to be of a size, scale, or design that would markedly contrast with the character of the surrounding area;
- Issue 5: Result in the loss of any distinctive or landmark tree(s), or stand of mature trees as identified in the community plan;
- Issue 6: Result in substantial change in the existing landform;
- Issue 7: Result in substantial light or glare which would adversely affect daytime or nighttime views in the area.

**Commented [DJ40]:** Affirmative issue 2 (see below)  
The height of a residential building will create a negative aesthetic of large scale tower.

**Commented [DJ41]:** Affirmative issue 3 (see farther below)  
The scale of residential is beyond anything zoned in the plan area.

**Commented [DJ42]:** Affirmative issue 4 (see below)  
The proposed zoning changes and project is a substantial change to residential scale.

**Commented [DJ43]:** The proposed project deviates from the established theme and character in several ways.

First, the character of the community core area is non-residential, but commercial/retail. A mixed-use classification is still not in alignment with the character and zoning of the area, but would maintain the established themes better than solely residential zoning and project. (Mixed use is the intended zoning for the CPU currently in process with the CCPG).

Second, architectural theme is not prominent bc the area is older retail and commercial—once a master planned community, turned infill. However, themes for the commercial and retail exist, per newly remodeled shopping centers (Target/Home Depot and Vons/Kohls), as well as the residential.

The area’s predominately single-story commercial and retail spaces (excluding the two towers built prior to the current CP) is 1- & 2-story buildings, with one 3-story building to the north. The residential styles are 1 & 2 story, single family and up to 2 story mult-family. Architectural style is contemporary, but themes are influenced by Prairie, Ranch, Spanish, and traditional styles.

**Commented [DJ44]:** This project will radically degrade the visual character for existing residents.

I would assert that effect to character and aesthetics cannot be compiled until a visual of the project is offered by the developer. How are changes to visual character to be assessed without renderings? Setbacks? Landscaping?

I14-34

3.1.3.4 Adverse effects to visual character (issues 2 & 4 from above)

... In addition, the existing community does not have an established architectural theme, and therefore the proposed project would not be deviating from an established thematic character.

While the height of the future on-site structure would be increased from one and two-story buildings to a maximum height of 70 feet... (state there are 2 other tall bldgs. 8 & 10 storeis)

In addition, as the future development would be an affordable housing project, the development would be allowed to exceed the community’s 30-foot height limit overlay, in accordance with the SDMC Section 101.0452.5.D. Although implementation of the proposed project would include new development that would change the use and visual characteristics of the project site, it would not substantially degrade the surrounding visual character or quality. As such, the proposed project would not result in the creation of a negative aesthetic site or project and would not result in substantial alteration to the existing character of the area. Therefore, impacts would be less than significant.

I14-35 (p 203) 3.1.3.5 Incompatible w surrounding development (issue 3 from above)  
 As previously detailed, the proposed project would allow for the future development of a maximum of 404 residential units with a height of up to 70 feet. While the exact design of the future development is unknown at this time, the proposed CPIOZ-A supplemental development regulations included in Appendix B of this EIR provide urban design regulations applicable to the future residential development. These regulations include building setbacks, landscape and streetscape regulations, and building articulation standards to diminish overall mass of buildings and create variation from an exterior perspective. While building materials and style are unknown at this time, the project would be subject to the standards in the CPIOZ-A and reviewed for compliance during the building permit process, which would ensure building materials and styles compatible with the surrounding development. In addition, the existing community does not have an established architectural theme, and therefore the proposed project would not be deviating from an established thematic character.

While the height of the structures on site would be increased from one and two story buildings to a maximum height of 70 feet the proposed height would be consistent with the two existing Balboa Towers that are located south of the project site, which are seven stories and ten stories in height.

I14-36 (p 207) 3.1.4 Cumulative Impact analysis  
 The proposed project, when considered with other projects in the cumulative area, could have the potential to change the visual character of the surrounding area. However, because the area surrounding the project site is existing residential and commercial uses, the visual character or quality of the project site and surrounding area would not be substantially degraded. The proposed project would be consistent with the existing height of existing buildings to the south and would be required to adhere to proposed CPIOZ-A supplemental development regulations included in Appendix B of this EIR. Therefore, when considered with other projects, the project's incremental contribution to impacts on visual character or quality would not be cumulatively considerable.

I14-37 (p 208) 3.1.7 Conclusion  
 Although implementation of the proposed project would include new development that would change the use and visual characteristics of the project site, it would not substantially degrade the surrounding visual character or quality. As such, the proposed project would not result in the creation of a negative aesthetic site or project and would not result in substantial alteration to the existing character of the area, such as a subdivision in a previously undeveloped area.

I14-38 (p 224) 3.2.2.4 Local  
 City of San Diego Climate Action Plan

**Commented [DJ45]:** 404 units on just over 4 acres is incompatible with the surrounding development. Where else is Clairemont or surround communities has this density been allowed? Where else in the city of San Diego (outside of the downtown district) has this size and density of building been approved?

**Commented [DJ46]:** Then how do we know it will be compatible? Design regulations allow too much sway and developer representatives have stated on 11-12-19 that they would not allow for additional landscape or pedestrian setbacks for entrance into the building (on Genesee). Developer has stated building will go to sidewalk (to allow for massive density).

**Commented [DJ47]:** An existing architectural character exists for residential and commercial/retail separately, but not as a combined mixed use because it is not the characteristic of this area for mixed use or residential facing major arterial. This is also uncharacteristic in that all existing residential (single or multi fam) sets back from major arteries in the area; none sit w/o set backs on the sidewalks, as has been promised by the developer. Again, the design features of this project are undefined, therefore impacts are not assessible, therefore not answerable in this EIR, until drawings are produced.

**Commented [DJ48]:** 70' residential is incompatible w surrounding development. 8 & 10 story medical building is not 8 & 10 story residential.

**Commented [DJ49]:** As stated previously, this proposal does not meet or congeal with the surrounding projects in the area. There is nothing like this, of this size, scale or density in the area.

**Commented [DJ50]:** These are older, non-residential buildings. Residential buildings have different impacts to visual character. Close proximity of residential and commercial buildings of mass scale do not belong in a suburban master planned community. It does not fit with the visual character or aesthetics of the plan area.

**Commented [DJ51]:** In section 3.1.4.3 report states "the proposed project would not result in the creation of a negative aesthetic site or project and would not result in substantial alteration to the existing character of the area". This says the opposite.

**Commented [DJ52]:** This is akin to a 400 unit housing subdivision, but vertical in dimension.

I14-38  
cont.

The City adopted its Climate Action Plan (CAP) in December 2015. With implementation of the CAP the City seeks to reduce emissions 15 percent below baseline emissions by 2020, 40 percent below by 2030, and 50 percent below by 2035.

The City has identified the following five strategies to reduce their GHG emissions and meet their 2020, 2030, and 2035 targets:

1. Energy- and water-efficient buildings
2. Clean and renewable energy
3. Bicycling, walking, transit, and land use
4. Zero waste and waste management
5. Climate resiliency

These strategies are integral to reaching the City's target emission reductions and are implemented via the CAP Consistency Checklist. The checklist evaluates a project's consistency with the strategies and compares against three criteria:

1. Project's consistency with existing General Plan
2. Assessment of project's design features for compliance with CAP strategies
3. If a project is inconsistent with land use or zoning, then is the project in a transit priority area that allows for more intensive development than assumed under the CAP

The strategies and checklist developed under the CAP would encourage not only emissions reductions, but increases in building energy and transportation efficiency improvements.

**Commented [DJ53]:** Regarding the city's CAP 5-strategies to meet emissions goals:  
Though the project is to be built to efficiency standards, target #3, Bicycling, walking transit and land use, pedestrian walking and cycling routes are insufficient, unsafe and do not allow distance commuting from the area. There are not guarded bike lanes or sidewalks out of the area, except north bound on Genesee, there is a sidewalk that runs the length (to 52 at least). Bi-pedal transport is hindered greatly by topography of canyons, that do not allow cyclists and peds to move about or out and out the community easily. Motorized mobility is essential for residents in this area and unless properly funded electrical fleet is employed to the area, vehicular emissions will not decrease but increase, directly opposing the CAP. (Please see the TIS in the EIR for evidence of at least 2,000 additional vehicular trip/days in the area.

Furthermore, the CAP consistency checklist, the designation of a TPA is unfounded and unfunded at this time. Per MTS (as of 11/19) there are no plans or funds to improve transit in the area. The single East-West running bus line 27 is far below transit standards and does not run on Sundays.

**Commented [DJ54]:** Not according to the TIS: 5+ intersections and roadways become E or F rated. Vehicular trips would increase by over 2,000 per day and no new transit routes are planned for the area. Transportation efficiency would decrease. VMT and emissions would increase. This is rezoning/project a direct contradiction to the CAP.

**Commented [DJ55]:** Presumptive assertion at best. There is no funding currently in place for "future improvements" and reduction of VMT per capita is gross overstatement. Credit allotted in the TIS for transit use are overreaching and inaccurate based on ridership rates throughout San Diego/MTS. (4.1% of pop uses public trans) <https://www.voiceofsandiego.org/topics/news/how-san-diegos-transit-system-stacks-up-nationally-in-four-charts/>

**Commented [DJ56]:** High frequency transit is not in place. TPA status will not go into effect until 2035, therefore VMT and emissions for the 13 years w/ high frequency transit in place needs to be included in the EIR.

**Commented [DJ57]:** Is not consistent w/ state's goals or CAP. How are 2k more trips a day consistent?

**Commented [DJ58]:** How do the cumulative project demonstrate compliance w/ goals? How is this monitored and by whom?

**Commented [DJ59]:** If the TIS itself states the traffic will permanently increase, so will use of transportation energy. VMT and emissions impacts will be significant when minute 4% pub transport usage is considered.

I14-39

(p 231) 3.2.4 Cumulative Impact Analysis

Transportation

Fuel Buildout of the project and related projects in the region would be expected to increase overall vehicle miles travelled (VMT); however, the siting of development near transit priority areas consistent with 2016 RTP/SCS goals would result in reduced VMT per capita and the effect on transportation fuel demand would be minimized by future improvements to vehicle fuel economy pursuant to Federal and State regulations. ... The project is located in a planned TPA with high frequency transit services immediately adjacent to the site on Genesee Avenue. The project's location near public transit would help reduce vehicle trips to and from the site and reduce the amount of fossil fuel used by the project. Siting land use development projects near transit facilities is consistent with the State's overall goals to reduce VMT pursuant to SB 375, and as outlined in the 2016 RTP/SCS for the region. Cumulative projects would need to demonstrate consistency with these goals and incorporate project design features or mitigation measures as required under CEQA that would also ensure related projects contribute to transportation energy efficiency. Therefore, as the project would be located in a TPA near public transit and commercial/retail areas and incorporate a TDM program consistent with State goals for reducing VMT, the project would not have a cumulatively considerable impact related to transportation energy, and impacts would be less than significant.

I14-40 (p 235) 3.3 Greenhouse gas emissions  
 The Federal Government and State of California recognized that anthropogenic GHG emissions are contributing to changes in the global climate, and that such changes are having and will have adverse effects on the environment, the economy, and public health. . . . In addition, rising temperatures and shifts in microclimates associated with global climate change are expected to increase the frequency and intensity of wildfires (USGCRP 2018, OPR 2018).

Commented [DJ60]: FIRE>>>If the Federal and State governments, and this EIR concede that wildfires frequency and intensity will increase with climate change, then consideration of the proximity of this building to VHFHRZonc, additional services for this area, and specific evacuation plans for this building in light of all evacuation routes passing thru VHFHRZs. 360 degree surround by high fire hazard risk zones.

I14-41 (p 239)  
 According to CARB, the potential impacts in California due to global climate change may include: loss in snow pack; sea level rise; more extreme heat days per year; more high ozone days; more large forest fires; more drought years; increased erosion of California’s coastlines and sea water intrusion into the Sacramento and San Joaquin Deltas and associated levee systems; and increased pest infestation (USGCRP 2018).

I14-42 3.4 Land Use & Planning  
 (p 259)  
 Comments related to land use received during the public comment period for the Notice of Preparation (NOP) included concerns that the project would differ from the goals expressed for the community of Clairemont Mesa within the city of San Diego and that the County should consider other land uses for the project site. These concerns have been considered and addressed, as applicable, in the following evaluation of the project’s potential to impact land use and planning. The suggestion to consider land uses other than residential is addressed in Chapter 4.0, Alternatives. The NOP and all comment letters received in response to the NOP are included in Appendix A of this EIR.

Commented [DJ61]: The CCPG in Dec 2018 testified in front of the SD Planning commission to have this application for zoning change denied. After careful review, the CCPG decided that this zoning change did not meet the requirements of the current CP. Furthermore, the current CPU has zoned this land mixed use, therefore it does differs from future intended use of the land. The community has repeatedly appealed and asked for a modification to this application/project. Stating public comment has been addressed is incorrect. The clear majority of comments request a smaller project, less density and height, and therefore less impacts. The community and Subcommittee of the CCPG has requested the Reduced Intensity project in 11/19.

I14-43 (p 259) 3.4.1 Existing conditions  
 The project site is located within a highly built environment surrounded by a mixture of commercial and residential development and within a designated planned 2035 transit priority area (TPA) (City of San Diego 2019). Land uses immediately surrounding the project site include: retail and office uses to the north (across Mount Etna Drive); retail and office uses to the south; retail uses, including Genesee Shopping Center, to the east (across Genesee Avenue); and a 50-foot-wide San Diego Gas and Electric (SDG&E) electrical transmission line easement to the west with single-family residential uses further west on the other side of the easement area. A medical office building is located immediately adjacent to the project site to the northeast (i.e., at the southwest corner of Mount Etna Drive and Genesee Avenue).

Commented [DJ62]: Existing community is old and highly built out. Area population is almost twice as dense as SD average (~4k/per sq mi) with Clmt plan area density high at over ~7,450 persons per sq mi. (pop of 82k/useable land of just over 11 sq mi). Commercial and residential areas have been segregated as a defined part of the master plan. Current CP update designates this property as mixed use residential-commercial at significantly lower densities. (44-73 du/a)

I14-44 \*\*\*The Transit Priority Areas map is based on the adopted SANDAG San Diego Forward Regional Plan. In accordance with SB 743, “Transit priority areas” means “an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” “Major transit stop”, as defined by Section 21064.3, means: “a site containing an existing rail transit station, a ferry terminal served by either a bus or

Commented [DJ63]: The residential in this area is single family, detached housing with a majority being single story. A 70’, 100 unit per acre building adjacent to existing residential causes

Commented [DJ64]: What is the improvement program?

I14-44  
cont.

rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods.” (City of San Diego 2019)\*\*\*

**Commented [DJ65]:** Location is not a major transit stop. It only has 2 buses serving the area and one of those does not have bus frequency of 15 min or less (Bus 27 is 30 min at peak times, 60 min on off peak/ Saturdays on NO SERVICE on Sundays).

I14-45  
cont.  
below

3.4.2.3 City of SD General Plan

(p 262) Land use & Community planning  
The Land Use Element establishes a structure for the diversity of each community and includes policy direction to govern the preparation of community plans. The element addresses zoning and policy consistency, the plan amendment process, airportland use planning, balanced communities, equitable development, and environmental justice.

**Commented [DJ66]:** According to the city's preparatory documents, Clairemont is under the 70% AMI threshold for income. This is an impoverished area with an average income of 67,000/yr. When coupled with the massive amount of low-income rentals in the Clairemont area (over 3,800 apartment units serving 80% AMI or lower, not incl sf-detached [see below]), and considering the abundance of HUD and affordable units within a 6/10ths of a mi radius of this project (~365), this project would further upset the balance of low to moderate, and moderate to high AMI housing units available in the area. This is not equitable development. Please explain how this is equitable development.

I14-46

(p 263) Clmt Mesa Comm Plan

Originally approved in 1989, the CMCP was most recently revised in April 2011, and the City is currently in the process of completing a comprehensive update of the CMCP.

Diane Apts., 4860 Clairemont Mesa Blvd.  
Elivia Apts., 5355 Clairemont Mesa Blvd.  
Cerro Pueblo Apts., 2835 Clairemont Dr.  
Barclay Square Apts., 6363 Beadnell Way  
La Casa Balboa Apts., 6106 Beadnell Way  
The Stratton Apt., 3884 Caminito Aguilar  
Park Genesee Apts., 5550 Genesee Ct.  
Bay View Apts., 4340 Moraga Ave.--not sure this is reduced income  
Mesa Vista Apts., 7980 Linda Vista Rd.  
Crandall Apts., 2154 Garston St.  
Riviera de Ville Apts., 3235 Armstrong St.  
Sorrento Towers, 2875 Cowley Way

I14-47

Project Description, of this EIR, the project site is designated by the CMCP as Commercial-Community Center and is located within Community Plan Implementation Overlay Zone (CPIOZ) Type B (CPIOZ-B). Land uses permitted under the Commercial-Community Center designation include shopping areas with retail, service, civic, and offices uses for the community at large within three to six miles, with single-family residential prohibited, and a floor-area ratio (FAR) of 0.25-2.0 (City of San Diego 2015)

... According to the CMCP, only commercial uses should be permitted in the Community Core of the Clairemont Mesa Community; residential uses should not be permitted in order to preserve the core as the commercial center of the community (City of San Diego 2011). With regard to the CPIOZ-B designation, this designation requires proposed development to be processed under a Site Development Permit decided in accordance with the Decision Process 3 (e.g., staff level review, hearing officer hearing, decision to approve or deny) (SDMC Sections 112.0501 and 132.1402(b)). However, certain projects, such as affordable housing projects, may be processed under a Site Development Permit (SDP) decided in accordance with the Decision Process 2 (e.g., staff level review, staff decision to approve/deny) (SDMC Sections 112.0501 and 132.1402(b)).

**Commented [DJ67]:** We have been told repeatedly by city that it hasn't been updated since 1989, but it was revised in 2011.

**Commented [DJ68]:** In existing CMCP commercial areas are to remain such to preserve community core. Future CMCP the 2 types of zoning co-exist, but this building should contain commercial or retail on site.

**Commented [DJ69]:** This decision, even though written into the CMCP, is made privately by staff planners?

**Commented [DJ70]:** So, the CCPG and CMCP are irrelevant? City staff will decide how they see fit. How is this compliant with necessary public input? Or community planning group existence?

I14-48

(p 264)

The Residential Element seeks to maintain Claremont Mesa's low-density character of predominately single-family neighborhoods and encourage rehabilitation where appropriate. This element presents objectives to guide future residential development within the Clairemont Mesa community in a manner that would provide a diversity of housing options, ensure that future development is compatible with the existing neighborhood and does not overburden existing community or neighborhood facilities, and locate higher density housing near the commercial areas along transportation corridors. This element also seeks to provide adequate off-street parking.

**Commented [DJ71]:** This element of the CMCP CLEARLY defines the type and variety of housing appropriate for the plan area. This rezone and project is not compatible w existing neighborhood.

**Commented [DJ72]:** Will impact facilities and services.

**Commented [DJ73]:** Though the rezone and project meets this objective in higher density near commercial areas, it does not address transportation or assure adequate parking.

I14-49

(p 266) 3.4.3 Analysis of Project Effects and Determination as to Significance  
 For purposes of this EIR, the identified significance thresholds are based on criteria provided in the City of San Diego’s California Environmental Quality Act CEQA Significance Determination Thresholds (City of San Diego 2016). A significant land use and planning impact would occur if there would be a/an:

- Issue 1: Inconsistency/conflict with an adopted land use designation or intensity leading to significant physical effects on the environment;
- Issue 2: Inconsistency/conflict with the environmental goals, objectives, or guidelines of a General or Community Plan;
- Issue 3: Substantial incompatibility with an adopted land use plan;
- Issue 7: Physical division of an established community.

- Commented [DJ74]: This zone conversion would eliminate the possibility of commercial or retail use for the property.
- Commented [DJ75]: Inconsistent with existing community plan and current update.
- Commented [DJ76]: Building height and density divides existing single family residential from commercial center.

I14-50

(p 267-9) 3.4.3.1 General/Community Plan Land Use Designation and Zoning Consistency  
 Issue 1: Would the project result in an inconsistency/conflict with an adopted land use designation or intensity leading to significant physical effects on the environment?  
 Impact Analysis Community Plan Amendment and Rezone

... publicly serving uses have occupied the property for the last 50+ years. Specifically, the Clairemont General Hospital was constructed on the site in 1961 and operated until 1989 when the site was purchased for County use. On March 1, 1994, the Board of Supervisors authorized the relocation of the Sheriff’s Criminal Investigations Division (a community serving facility) to the project site, which operated on the project site until 2018. No commercial development has every occurred on the project site.

Commented [DJ77]: Broad publicly serving uses, including retail or commercial, with tax generating revenue and job opportunities should be occupying the site.

I14-51

... Therefore, re-designating and rezoning the property as proposed would not result in less commercial development occurring in the community (County of San Diego 2018) and residential development of a former public-serving use site would not result in significant physical effects on the environment because: (1) the project site is already developed with urban uses; (2) the project site is surrounded by urban uses, (3) the project would allow for infill redevelopment to replace underutilized buildings with multifamily housing; (4) the project site is located within a TPA where higher urban density in close proximity to transit is encouraged; and (5) as an affordable housing project, the project would implement the housing goals expressed in the General Plan and CMCP. Therefore, the land use and planning impacts associated with the proposed project would be less than significant.

Commented [DJ78]: The site area is zoned for commercial/retail—it is surrounded by such. Approval would eliminate the possibility of it ever having the opportunity for becoming such. This is prime retail land with major retail anchor next door (Rite Aid) and across the street (Home Depot & Target).

Commented [DJ79]: IF the zoning is converted from commercial to residential, how does it not result in less commercial development? Zone conversion is an exemplary sample of killing employment, retail and commercial uses of land use.  
 According to the July 2019 of the SANDAG Employees & Regional employment centers, there are only 3,000 jobs in the Clairemont area.; rated as one of the lowest level of employment centers at tier 4.

I14-52

3.4.3.2 General/Community Plan Land Use  
 Objective/Policy Consistency Issue 2: Would the project result in an inconsistency/conflict with the environmental goals, objectives, or guidelines of a General or Community Plan, or a substantial incompatibility with an adopted land use plan?  
 Impact Analysis

Commented [DJ80]: This is a false statement. This is not a TPA, no funding is allotted to be so in the next 13 yrs.

- (p 270) Table 3.4-1
- I14-52 cont.** This project/zoning change is incompatible with the community plan in, but not limited to, the following areas:
1. Land Use/Zoning
- I14-53** 2. CMCP
- I14-54** 3. Mobility
- I14-55** 4. Transit
- I14-56** 5. Bicycling
- I14-57** 6. Public facilities
- (con't table 3.4-1)  
Clairemont Mesa Community Plan  
Under Residential Objectives
- I14-58**
1. Provide a diversity of housing options in selected locations of the community.
- I14-59 cont. below** 3. Provide development guidelines to help ensure that new development is compatible with the existing neighborhood and does not overburden community or neighborhood facilities.
- I14-60 cont. below** 5. Provide adequate off-street parking
- (p 288) 3.5.2.4 Local  
City of San Diego General Plan
- i14-61**

- Commented [DJ81]:** This is not zoned now, nor in the updated community plan efforts as a solely residential property or at the height and density being proposed.
- Commented [DJ82]:** Land uses permitted under the Commercial-Community Center designation include shopping areas with retail, service, civic, and offices uses for the community at large within three to six miles, with single-family residential prohibited, and a floor-area ratio (FAR) of 0.25-2.0 (City of San Diego 2015)
- Commented [DJ83]:** According to the current CMCP, only retail/commercial uses should be permitted in the Community Core of the Clairemont Mesa Community; residential uses should not be permitted in order to preserve the core as the commercial center of the community (City of San Diego 2011).
- Commented [DJ84]:** Due to topography of steep hills throughout the community walkability is limited to the direct mesa upon which the project sits. Connect-ability and pedestrian-friendly options both north and south, and east and west are extremely limited and unsafe.
- Commented [DJ85]:** As repeatedly stated, current transit options are subpar at best, and nowhere near TPA intended parameters. No improvements are planned for 13 years, and when requested, answers to what would be funded or included thereafter are non-existent or insecure.
- Commented [DJ86]:** Bike mobility is similar to ped mobility (see above): very limited and extremely unsafe
- Commented [DJ87]:** Extremely old facilities, including libraries and schools (some of the oldest in SD), and Fire protection is far, far below NFPA standards. City of SD is out of compliance on multiple areas of Fire Code 1710, namely, number of staff to residents, under equipped for brush fire (CMP area has 2.14 miles of canyons/VHFHRZ) and high-rise buildings such as one proposed, and lagging response times. Police station or substation does not exist for nearly 100K resident area.
- Commented [DJ88]:** This project contributes to imbalance of lower AMI concentrated areas in the direct 1/4 mile circumference as well as the greater Clairemont areas' fairly density of multi-family unit rentals of 80% AMI or less. (Segregating lower income earners' housing together diverse?)
- Commented [DJ89]:** Rezone and project is not compatible w existing sf neighborhood and lower density multi-family neighbors, with 3-4 stories difference in the existing residential structures and proposed. Overburden may occur to existing elementary school (Holmes/at capacity) ... [2]
- Commented [DJ90]:** -this is yet TBD, plans are not yet available to the public. Thus far, developer pledges 1 spc per unit, but units are 2 & 3 bdrm. Parking needs to consider employees, visitors, service persons as building w be populated by needier pop (DD, senior, etc.). ... [3]

I14-61  
cont.

The City of San Diego General Plan Housing Element 2013-2020 was adopted by the City Council in 2013. The Housing Element serves as a policy guide to address the comprehensive housing needs of the city. The following policies related to population and housing are relevant to the proposed project.

Policy HE-B.5: Emphasize the provision of affordable housing in proximity to emerging job opportunities throughout the City of San Diego. Jobs/housing linkages should be considered through the community plan update process. This desired linkage should be reflected through appropriate land use designations and zoning.

**Commented [DJ91]:** Per SANDAG's 2019 report on Job Centers, Clairemont has one of the lowest job offerings in the county, at a mere 3,000. This plan area is 3<sup>rd</sup> from the bottom of the lowest tier of job opportunities, Tier 4.

I14-62

According to the adopted CMCP, future development of the vacant residential land and redevelopment opportunities within the community could result in an addition of 1,100 dwelling units (not including mixed-use development), totaling 33,000 dwelling units or a three percent increase over the existing housing stock in the 15 years after the existing Community Plan was adopted (City of San Diego 2011).

**Commented [DJ92]:** If this is so, why is Clairemont being designated as an appropriate area for increased housing, especially w/o adequate transportation?

**Commented [DJ93]:** The land use designation and zoning change to over 100 units/ac is incompatible w job availability.

**Commented [DJ94]:** Where is this? Which aspect of the CMCP? And which vacant land?

I14-63

(p 293) 3.5.7 Conclusion

While the proposed project has the potential to increase the residential population by up to 829 residents in the project area, this growth would be well within the anticipated population growth for the community and city. In addition, the population growth would not exceed the projections within the community on which the City has based plans related to the provision of public services, utilities, and other amenities to adequately serve its residents. Furthermore, the proposed project would not induce population growth beyond what is already projected for the city. Therefore, impacts related to substantial unplanned population growth, either directly or indirectly, would be less than significant.

**Commented [DJ95]:** What are the plans for public services? Clairemont is not listed for an increase of (police or) fire protection at least for another 12 years.

I14-64

(p 295) Public Services  
3.6.1 Existing Conditions

3.6.1.1 Fire protection and life safety

The next closest fire station is Fire Station 37, located approximately 1.5 miles northwest of the project site at 5064 Clairemont Drive, which is equipped with a fire engine.

**Commented [DJ96]:** Station 37 is in Scripps Ranch.

**Commented [DJ97]:** 1.8 miles away

I14-65

(p 295) In 2018, the SDFD and EMS were able to meet the 7.5-minute response time standard 74 percent of the time (City of San Diego 2019a). In addition, to provide an effective response force for serious emergencies, a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes from the time of 911-call receipt in fire dispatch 90 percent of the time (City of San Diego 2018a). In 2018, the SDFD and EMS were able to meet the 10.5-minute response time standard 82 percent of the time (City of San Diego 2019a).

**Commented [DJ98]:** As reported in this EIR minimum standard of 7.5 minute medical and small fire response time 90% of the time, is only being met 74% of the time. And minimum standard of 10.5 minute multiple unit response time 90% of the time is only being achieved 82% of the time, thus standard is not being met.

Public Services element of Fire & Life Safety are not up to standards of the General Plan Policies. Response times are almost double the national fire code standard of a 4 minute response time per National Fire Protection Agency (NFPA) standards.

I14-66

3.6.1.3 Schools

The project site is located within the San Diego Unified School District (SDUSD), which serves over 130,000 students ranging from preschool through grade 12 in 226 educational facilities with approximately 13,560 staff (City of San Diego 2018c). The project site is located within the

**Commented [DJ99]:** The EIR states that response times are based on national standards, and in fact they General Plan was based on national standards but was change last year to accommodate poor response times.

I14-66  
cont.

SDUSD attendance boundaries of Holmes Elementary School, Marston Middle School, and Clairemont High School (SDUSD 2019). Table 3.6-1 identifies the address, capacity, and enrollment at each of these schools. Other SDUSD schools located in the vicinity include Lafayette, Cadman, Sequoia and Field Elementary Schools, Montgomery and Innovation Middle Schools, Madison High School, Empower and Kavod Charter Schools, and roughly half a dozen other SDUSD facilities.

**Commented [DJ100]:** This school is at capacity and has been for years. What is the plan for the students in the proposed building? Which school will they attend instead? And where is said school located-- how far away is it? Will this then further impact traffic with more commutes to school?

(p 296) 3.6.1.2 Police Protection

The San Diego Police Department (SDPD) provides police services throughout the city, where services include patrol, traffic, investigative, records, laboratory, and support services. The SDPD is divided into nine divisions, and of April 2019, included 1,773 sworn police officers (City of San Diego 2019h). The project site is served by the Northern Division located at 4275 Eastgate Mall, approximately 4.8 miles north of the project site (City of San Diego 2019h). The Northern Division serves a 41.3 square mile area with a combined service population of 225,234 people. A total of 139 sworn officers are currently assigned to the Northern Division (City of San Diego 2019h).

**Commented [DJ101]:** Currently assigned at all levels of police department. How many beat 112 patrolling officers are on duty at one time? If residents increase by 1,000 in number 1 year from now, how does that change the allocation of officers to the area?

I14-67

The SDPD currently uses a five-level priority dispatch system, which includes in descending order of importance: priority E (Emergency), One, Two, Three, and Four. The calls are prioritized by the phone dispatcher and routed to the radio operator for dispatch to the field units. The priority system is designed as a guide, allowing the phone dispatcher and the radio dispatcher discretion to raise or lower the priority as necessary based on information received. In 2017, the SDPD responded to Priority E calls within 6.9 minutes, which was under the established target of 7.0 minutes; Priority 1 calls within 16.3 minutes, which was over the established target of 14.0 minutes; Priority 2 calls within 43.7 minutes, which was over the established target of 27.0 minutes; Priority 3 calls within 102.6 minutes, which was over the established target of 80.0 minutes; and Priority 4 calls within 151 minutes, which was over the established target of 90.0 minutes (City of San Diego 2019e).

**Commented [DJ102]:** Not meeting established response times?

The response times in 2016 for Beat 112, where the project is located within the Northern Division, in minutes were: Priority E calls within 8.1 minutes; Priority 1 calls within 20.6 minutes; Priority 2 calls within 50.3 minutes; Priority 3 calls within 91.1 minutes; and Priority 4 calls within 279.7 minutes (City of San Diego 2019h).

**Commented [DJ103]:** With the nearest police station almost 5 miles from project site, and the division meeting zero of minimum standards for response time, how is this building adequately served? Please explain.

**Commented [DJ104]:** Northern Division is almost 5 miles from building location. Response times for police also exceed standards. It would appear, particularly during peak traffic hours, this higher risk population building will be put at greater risk with delayed police response times and a station removed outside of the plan area.

I14-68

(p 297) Libraries

North Clairemont Branch located on Clairemont Drive, approximately 1.4 miles northwest of the project site; and the 4,437 square foot Clairemont Branch located on Burgener Boulevard, approximately 2.3 miles northwest of the project site.

**Commented [DJ105]:** Mileages listed to library from site are inaccurate.

The CMCP recommends that the Balboa and Clairemont Branches be expanded, based on an increase in the circulation of books from the community (City of San Diego 2011). In 2002, the

I14-68  
cont.

City Council approved a program to build or improve 24 libraries throughout San Diego, including the Balboa branch, however **funding for this project has not yet been identified** (City of San Diego 2019k).

(p. 300) 3.6.2.3 Local City of San Diego General Plan

The Public Facilities, Services, and Safety Element of the General Plan identifies a number of **policies intended to ensure adequate public services are available to serve future development.**

PF-D.1. Locate, staff, and equip fire stations to meet established response times as follows:

1. To treat medical patients and control small fires, the first-due unit should arrive within 7.5 minutes, 90 percent of the time from the receipt of the 911 call in fire dispatch. This equates to 1-minute dispatch time, 1.5-minute company turnout time, and 5-minute drive time in the most populated areas.
2. To provide an effective response force for serious emergencies, a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes from the time of 911 call receipt in fire dispatch, 90 percent of the time.
  - This response is designed to confine fires near the room of origin, to stop wildland fires to under 3 acres when noticed promptly, and to treat up to 5 medical patients at once.
  - This equates to 1-minute dispatch time, 1.5-minute company turnout time, and 8-minute drive time spacing for multiple units in the most populated areas.

PF-E.2. Maintain average response time goals as development and population growth occurs. Average response time guidelines include: Priority E Calls (imminent threat to life) within 7 minutes; Priority 1 Calls (serious crimes in progress) within 12 minutes; Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes; Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes; and Priority 4 Calls (minor requests for police service) within 90 minutes.

I14-69

**In the City of San Diego’s Public Facilities, Services, and Safety Element of the General Plan** it clearly states in PF-C.3:

“Satisfy a portion of the requirements of PF-C.1 through physical improvements, when a nexus exists, that will benefit the affected community planning area when projects necessitate a community plan amendment due to increased densities.”

PF-C.6-b. (Maintain public facilities financing plans (PFFP) to guide the provision of public facilities)

**Evaluate and amend or update financing plans at developer expense for consistency if needed, when community plans are amended to increase density or intensity according to the following guidelines:**

I14-70

**Commented [DJ106]:** The General Plan also states in Facility Type Prioritization PF-B.3 “Conformance with community plans and public facilities financing plans (PFFPs). **Additionally consider community priorities, when preferences are expressed in the community plan, PFFP, or by a vote of the recognized community planning group.**”

The CMPG Clairemont Plan Update Subcommittee formally requested additional fire equipment and services for this area.

Furthermore, the Clairemont community has identified community-level priorities (as noted in the NOP section of this EIR) regarding fire/police and expressed numerous concerns over first responder facilities, staffing and equipment shortcomings and delays. This should be prioritized.

PF-B.3 “Project is within an existing or potential village area in a community that currently does not meet General Plan-identified public facilities guidelines or acceptable levels of service, for the type of facility or service being considered.”

In section PF-C.1-a.the plan clarifies policies to **“Require development proposals to fully address impacts to public facilities and services. a. Identify the demand for public facilities and services resulting from discretionary projects.”**

PF-C.1-d goes on to affirm **“Provide public facilities and services to assure that current levels of service are maintained or improved by new development within a reasonable time period.”**

**Commented [DJ107]:** Does this not apply to the amendment? Facilities and services must at least be improved in the areas of fire & life safety and police protection.

**Commented [DJ108]:** Due to the lack of adequate response times and over extended coverage area of the serving police stations, the fire and safety service to this area fire is compromised in the following ways:

1. Service times do not meet national or city standards
2. Facilities are 50 and 60 years old respectively
3. Each station is equipped with only one engine, unable to service the plan amendment or building height of 70’.

The proposed building height would require a ladder truck and high-rise response protocol.

- I14-70 cont.
- Evaluate community public facility and service existing conditions, including characteristics such as size, condition, age, performance, and other relevant factors;
  - Consider the age of the existing financing plan;
  - Assess available resources to perform a financing plan update; and
  - Examine community development pressure and relationship to General Plan prioritization policies.

**Commented [DJ109]:** Station 36 was built in 1969 and serves 5.32 square miles—beyond the standard 3-mi city radius.

Station 27 was built in 1959 and serves 5.8 square miles—beyond the allocated 3-mile radius.

- I14-71
- PF-D. Fire Rescue
- PF-D.2. Determine fire station needs, location, crew size and timing of implementation as the community grows.
- a) Use the fire unit development performance measures (based on population density per square mile) shown in Table PF-D.1 to plan for needed facilities. Where more than one square mile is not populated at similar densities, and/or a contiguous area with different density types aggregates into a population cluster area, use the measures provided in Table PF-D.2.

**Commented [DJ110]:** As reported in this EIR minimum standard of 7.5 minute medical and small fire response time 90% of the time, is only being met 74% of the time. And minimum standard of 10.5 minute multiple unit response time 90% of the time is only being achieved 82% of the time, thus standard is not being met. Public Services element of Fire & Life Safety are not up to standards of General Plan Policies. Response times are almost double the national fire code standard of a 4 minute response time per National Fire Protection Agency (NFPA) standards.

- I14-72
- b) Reflect needed fire-rescue facilities in community plans and associated facilities financing plans as a part of community plan updates and amendments.

**Commented [DJ111]:** In alignment with the General Plan, CMP amendment that increase density require further investigation of updated facilities and or services.

**Commented [DJ112]:** Will additional facilities financing be part of the plan amendment? If so, when? If not, why not?

TABLE PF-D.2 Deployment Measures To Address Future Growth by Population Clusters

Area	Aggregate Population	First-Due Travel	Time Goal
Metropolitan	> 200,000 people	4 minutes	
Urban-Suburban	< 200,000 people	5 minutes	
Rural	500 - 1,000 people	12 minutes	
Remote	< 500	> 15 minutes	

- I14-73
- PF-D.4. Provide adequate fire station site area (typical site is approximately 0.75 acre) and allow room for station expansion with additional considerations:
- Consider the inclusion of fire station facilities in villages or development projects as an alternative method to the acreage guideline;
  - Where density and development constrain site size consider a multi-story station;
  - Acquire adjacent sites that would allow for station expansion as opportunities allow; and
  - Gain greater utility of fire facilities by pursuing joint use opportunities such as community meeting rooms or collocating with police, libraries, or parks where appropriate.

**Commented [DJ113]:** What is the acreage on our 2 existing fire stations?

**Commented [DJ114]:** The new and existing communities would be truly served with Station 36 being relocated into this building. (the property that station 36 occupies could be offered to the existing library to expand.)

- I14-74
- PF-D.5. Maintain service levels to meet the demands of continued growth and development, tourism, and other events requiring fire-rescue services.
- a. Provide additional response units, and related capital improvements as necessary, whenever the yearly emergency incident volume of a single unit providing coverage for an area increases to the extent that availability of that unit for additional emergency responses and/or non-emergency training and maintenance activities is compromised. An excess of 2,500 responses annually requires analysis to determine the need for additional services or facilities.
- PF-D.6. Provide public safety related facilities and services to assure that adequate levels of service are provided to existing and future development.

**Commented [DJ115]:** Station 36 serviced almost 1,995 calls in 2018 and is on track to reach 2400-2500 calls in 2019. This station is slammed already! Amending to add another 800-1200 residents, essentially overnight, will significantly impact life safety in the area. Thus, Fire and life safety need to be reassessed for this area and both station 36 & 27.

**Commented [DJ116]:** This speaks clearly to this scenario.

**Commented [DJ117]:** If adequate levels of service are not currently being provided, how will this amendment and added density impact the already short serviced area and population? How is it effect incoming population?

I14-75 PF-D.7. Evaluate fire-rescue infrastructure for adherence to public safety standards and sustainable development policies (see also Conservation Element, Section A).

Commented [DJ118]: This aspect of impacts needs to be studied further and inadequate services address fully.

I14-76 PF-D.12. Protect communities from unreasonable risk of wildfire within very high fire hazard severity zones.  
a. Assess site constraints when considering land use designations near wildlands to avoid or minimize wildfire hazards as part of a community plan update or amendment. (see also LU-C.2.a.4)

Commented [DJ119]: Per city's CEQA Determination Threshold sections: M. PUBLIC SERVICES and FACILITIES Appendix G of the CEQA "Guidelines asks whether a project would result in substantial adverse physical impacts from the construction or alteration of governmental facilities needed to maintain acceptable service ratios, response times, or other performance objectives for any of the public services."

I14-77 cont. below (p 302) 3.6.3 Analysis of Project Effects and Determination as to Significance  
For purposes of this EIR, the identified significance thresholds are based on criteria provided in the City of San Diego's CEQA Significance Determination Thresholds (City of San Diego 2016). Accordingly, a significant public services impact would occur if the project would:

SDFD Station 27 & 36 lack the proper apparatus to serve this building. 5 stories or more is considered a high-rise and requires a ladder truck. The facilities of stations 27 & 36 cannot house the proper equipment (ladder truck) to service this building. (They are too old/small.)

I14-78 Issue 1: Have an effect upon, or result in a need for, new or altered governmental services to:

Fire stations & Equipment listings:  
<https://www.sandiego.gov/fire/about/firestations>

1. Fire protection/Life Safety
2. Police protection
3. Schools
4. Parks/Recreational Facilities
5. Libraries
6. Maintenance of public facilities, including roads.

"The guidelines also discuss health and safety issues that can result from the introduction of people to hazardous or overcrowded situations as significant impacts: Section 15065(d), Mandatory Findings of Significance states, 'The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.'"

I14-79 As discussed in detail in Section 3.5, Population and Housing, this project component does not have the potential to result in permanent population growth, and, as such, does not have the potential to increase the need for governmental services to the extent that would require the construction of new facilities.

Additionally, adequate response times by stations with the proper equipment currently fall short of response times 26% of the time & 18% of the time respectively.

Commented [DJ120]: Significance Determination Thresholds (City of SD 2016)

I14-80 (p 303) 3.6.3.1 Fire Protection/Life Safety Issue  
1a: Would the proposed project have an effect upon, or result in a need for new or altered governmental services to fire protection/life safety?

"Section 15126.2 (a) of CEQA specifically addresses the need to disclose potential significant effects to public services and states, "An EIR shall identify and focus on the significant environmental effects of the proposed project ... Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by physical changes, and other aspects of the resource [... [4]

Impact Analysis Community Plan Amendment and Rezone  
Currently, the project site contains the former San Diego County Regional Crime Lab facility, which is non-operational and vacant and as such, generates minimal demand for fire protection and life safety services. The project includes an amendment to the Clairemont Community Plan and a rezone that would allow for a future development on the project site, including a maximum of 404 multifamily residential units. While the future development could propose a reduced number of units, for the purposes of CEQA the following analysis evaluates the worst-case scenario of full buildout allowed under the amendments to the Community Plan and rezone of the project site.

Commented [DJ121]: Fire and police fall short of GP policies and national standards. Please see above comments.

According to the American Community Survey from the San Diego Association of Governments (SANDAG), the community of Clairemont Mesa had an average multi-family person per

Commented [DJ122]: How's that it will not result in permanent population growth? The lease to Chelsea is for 99 years...so won't there be an increased population for multiple generations (99 years)? Isn't the intention for the building to be occupied by a population of humans for the length of the lease? Won't the rezoning allow this density on this land parcel at least until the next CMU?

I14-80 cont. household size of 2.05 people (City of San Diego 2019). Assuming an average household size of 2.05 people, maximum buildout of 404 units allowed by the project would have the potential to generate an additional 829 residents in the Clairemont Mesa community. These additional residents would create a net increase in demand for fire protection and life safety services from the SDFD Fire Stations 36 and 37, which could result in potentially significant impacts to fire protection and life safety services.

**Commented [DJ123]:** This building will have 254 family units and 150 senior units of up to 3 bedrms. I believe the max number of occupants is 8. To presume only 2 people will occupy each unit is erroneous. Therefore, the total number of occupants will be higher than 829.

I14-81 However, while the project would allow for a future residential development that could generate up to an additional 829 residents in the community, implementation of the project would not result in a substantial increase in calls for fire protection and life safety service for several reasons. First, while the project would allow for the conversion of the site from commercial office uses to residential uses, the project site is currently served by SDFD and EMS as the site is contained within their service area. While the SDFD is currently not meeting the City's response time standards, the site is already being served by the SDFD and EMS, and project implementation would not expand the SDFD and EMS service area boundaries or increase the amount of urban land requiring fire protection and life safety services.

**Commented [DJ124]:** "THESE ADDITIONAL RESIDENTS WOULD CREATE A NET INCREASE FOR FIRE AND LIFE SAFETY SERVICES...which could RESULT IN SIGNIFICANT IMPACTS TO FIRE AND LIFE SAFETY SERVICES.

Does not this warrant mitigations to the fire facilities, equipment and staffing at both stations?

**Commented [DJ125]:** More than 70% of calls are medical. A building of underserved, developmentally disabled and workforce housing will not be calling for emergency services?

I14-82 Additionally, the future applicant for the residential development would be required to pay the most current City development impact fees related to fire protection service and facilities prior to the issuance of a building permit. Payment of the development impact fees would be based off the total number of units proposed for the future residential development and would ensure that the future residential project contributes its fair-share contribution to provide funding for the SDFD and associated facilities.

Prove that. I want stats on this.

**None of the reasons listed here explain why project implementation would not result in an increase in need for fire and life safety.** The project is infill development land being in the service area, and vacant, proves exactly the opposite: service will increase tremendously w several hundred high-risk residents in a high rise building.

I14-83 Therefore, the proposed project would not result in substantial adverse physical impacts associated with the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for any fire protection or life safety service agencies. As such, the impacts would be less than significant.

**Commented [DJ126]:** It would increase the amount of urban land requiring protection and particularly life safety services. It would also require service in an entirely different way. The building proposed (5 stories or greater) is considered a high rise and requires different response protocols by SDFD, including number and types of vehicles, staff and equipment—including a helicopter if a fire were to break out.

**Commented [DJ127]:** What are those fees? What would they total?

**Commented [DJ128]:** This is not true. It will result in adverse physical impacts.

I14-84 (p 304) 3.6.3.2 Police Protection  
Issue 1b: Would the proposed project have an effect upon, or result in a need for new or altered governmental services to police protection?

Impact Analysis

Community Plan Amendment and Rezone As stated above, the project site is served by SDPD's Northern Division located at 4275 Eastgate Mall, approximately 4.8 miles north of the project site (City of San Diego 2019h). Additional police protection services are provided by the Police Community Relations Office located at 4439 Olney Street, approximately 2.9 miles southwest of the project site.

**Commented [DJ129]:** Does this site service the building for emergency calls? If so, how many patrol officers are stationed at this location?

I14-85 Similar to the analysis provided above for Issue 1a, the future residential development allowed by the project has the potential to generate up to an additional 829 residents in the Clairemont Mesa community, which would increase demand on the SDPD. However, the project site is contained in the SDPD service area, where police protection services are already being provided to the site. Because the site is already being served by the SDPD, project implementation would

**Commented [DJ130]:** How many calls are currently routed to the existing building/land use? Services currently provided include no people; it is a vacant building and chained off parking lot.

- I14-85 cont. not expand the service area boundaries or increase the amount of urban land requiring police protection services. Moreover, while the project would allow for a different type of land use on the project site, the change in land use and higher density of the residential development is not anticipated to substantially increase calls for police protection services to the extent that necessitate the construction of new police facilities.

Commented [DJ131]: The project would absolutely increase the amount of police protection services required by at least 829 times.

Commented [DJ132]: A high density, high-rise affordable multi-family building will not increase calls and need for protective services?  
Why does the SDPD have an entire element program designated to safe multi-family development (on the city website)?
- I14-86 In addition, the future applicant of the residential development would be required to pay the most current City development impact fees prior to issuance of a building permit. Payment of the development impact fees are to ensure that adequate funding is provided to SDPD to support the project.

Commented [DJ133]: What are those fees and when are they paid?
- I14-87 Therefore, the proposed project would not result in substantial adverse physical impacts associated with the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for any police protection services. Impacts would be less than significant.

Commented [DJ134]: Will it or won't it? It says above it will.
- I14-88 (p 331) 4.1 Project alternatives  
Scope  
Because an EIR must identify ways to mitigate or avoid significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the purpose of an EIR's alternatives discussion is to focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if the alternatives would impede to some degree the attainment of the project's objectives or be more costly. Further, CEQA requires that an EIR identify the environmentally superior alternative from among the alternatives.
- I14-89 (p 343) Proposed Clairemont Mesa Community Plan Update Land Use Designation  
In addition, a mix of uses besides residential would be allowed under the draft CMCP Update land use designations.

Commented [DJ135]: The CMPG has designated this area as mixed use. Though the plan is not yet approved, that is the subcommittees intention to retain retail and commercial mixed land use.
- I14-90 Because of its commercial designation under the General Plan and CMCP, all of the suggested non-commercial alternative land uses or residential types would require an amendment of the CMCP and rezone of the site

Commented [DJ136]: If the county could wait a year the CMCP would be complete.
- I14-91 Because of its commercial designation under the General Plan and CMCP, all of the suggested non-commercial alternative land uses or residential types would require an amendment of the CMCP and rezone of the site.

Commented [DJ137]: The Land use and zoning change is in process and nearing the end of the process w the CMPG. Why can't the county wait for the process to resolve?
- I14-92 (p 353)  
**The Reduced Intensity Project Alternative would be the environmentally superior alternative** from the remaining alternatives, as it would reduce vehicle trips and avoid significant and unavoidable traffic impacts associated with the proposed project at one roadway segment location in the study area, and it would meet many of the basic project objectives.

Commented [DJ138]: If this EIR clearly identifies the reduced intensity as the better alternative, and meets most of the county's goals, why is this option not being selected?

Page 12: [1] Commented [DJ66] Doug Johnson 11/17/2019 2:41:00 PM

According to the city's preparatory documents, Clairemont is under the 70% AMI threshold for income. This is an impoverished area with an average income of 67,000/yr. When coupled with the massive amount of low-income rentals in the Clairemont area (over 3,800 apartment units serving 80% AMI or lower, not incl sf-detached [see below]), and considering the abundance of HUD and affordable units within a 6/10ths of a mi radius of this project (~365), this project would further upset the balance of low to moderate, and moderate to high AMI housing units available in the area. This is not equitable development. Please explain how this is equitable development.

- Diane Apts., 4860 Clairemont Mesa Blvd.
- Elivia Apts., 5355 Clairemont Mesa Blvd.
- Cerro Pueblo Apts., 2835 Clairemont Dr.
- Barclay Square Apts., 6363 Beadnell Way
- La Casa Balboa Apts., 6106 Beadnell Way
- The Stratton Apt., 3884 Caminito Aguilar
- Park Genesee Apts., 5550 Genesee Ct.
- Bay View Apts., 4340 Moraga Ave.--not sure this is reduced income
- Mesa Vista Apts., 7980 Linda Vista Rd.
- Crandall Apts., 2154 Garston St.
- Riviera de Ville Apts., 3235 Armstrong St.
- Sorrento Towers, 2875 Cowley Way
- Villa Pacific Apts., 2905 Clairemont Dr.
- Mesa Palms Apts., 7717 Linda Vista Rd.
- Gardens Apts., 5504 Balboa Arms Dr.
- Pacific Palms., 5109 Clairemont Mesa Blvd.
- Royal Diane Apts., 5005 Diane Ave.--not sure this is reduced income
- Desert Spa Apts., 4386 Clairemont Mesa Blvd.
- Padre Gardens., 5063 Clairemont Mesa Blvd.

Page 14: [2] Commented [DJ89] Doug Johnson 11/21/2019 12:58:00 PM

Rezone and project is not compatible w existing sf neighborhood and lower density multi-family neighbors, with 3-4 stories difference in the existing residential structures and proposed. Overburden may occur to existing elementary school (Holmes/at capacity) May overburden emergency services. In an emergency evacuation situation, residents would necessitate additional emergency responder assistance, additional public transportation vehicles, and fire truck w 70' capability.

Page 14: [3] Commented [DJ90] Doug Johnson 11/21/2019 12:59:00 PM

-this is yet TBD, plans are not yet available to the public. Thus far, developer pledges 1 spc per unit, but units are 2 & 3 bdrm. Parking needs to consider employees, visitors, service persons as building w be populated by needier pop (DD, senior, etc.).

Page 19: [4] Commented [DJ120] Doug Johnson 11/20/2019 2:12:00 PM

Significance Determination Thresholds (City of SD 2016)

“Section 15126.2 (a) of CEQA specifically addresses the need to disclose potential significant effects to public services and states, “An EIR shall identify and focus on the significant

I14-45  
cont.  
from  
above

I14-59  
cont.  
from  
above

I14-60  
cont.  
from  
above

I14-77  
cont.  
from  
above

environmental effects of the proposed project ... Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and **changes induced in population distribution, population concentration, the human use of the land** (including commercial and residential development), health and safety problems caused by physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and **public services**. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected...“

I14-77  
cont.  
from  
above



## Letter I14 Response

### Lisa Johnson

- I14-1 This comment is introductory in nature and states the commenter provides further comments in an attached letter. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-2 This comment includes an excerpt from the DEIR Executive Summary and questions why the environmentally superior alternative was not selected, and how the County can select an option that has unmitigated impacts. The County Board of Supervisors will hold a public hearing to certify the EIR and either approve the proposed project or one of its alternatives (and the Planning Commission and City Council will hold hearings to consider the certified EIR and approve the CPA and rezone). While an environmentally superior alternative has been identified in the EIR, decision makers are not required to approve that alternative. Should decision makers approve the proposed project, written Findings must be made for each of the significant impacts that would arise due to the project and provides rationale for why measures are not feasible. Specific economic, legal, social, technological and other factors must be spelled out in the Findings if mitigation measures or project alternatives identified in the EIR are considered infeasible. Should significant and avoidable impacts remain due to mitigation infeasibility, a Statement of Overriding Considerations must be adopted, which documents the decision makers' views on the ultimate balancing of the merits of approving a project (including social and economic factors such as the need for affordable housing in the region), despite its environmental impacts.
- I14-3 This comment includes an excerpt from the DEIR Project Description Section 1.2.1.2 and questions how the height of the proposed project compliments single family residential uses. The commenter is referred above to *Master Response: Affordable Housing Density Bonus* and *Master Response: Building Height and Character*. The project would complement the surrounding community core and single-family housing by introducing multi-family housing near commercial development and transit, thus fulfilling the City of Villages planning strategy outlined in the City's General Plan, which encourages Smart Growth development by

establishing a mix of uses near shopping, employment and transit opportunities.

- I14-4 This comment includes an excerpt from the DEIR Project Description Section 1.4 and states that the project site is located within a planned TPA. The commenter is referred above to *Master Response: Transit*.
- I14-5 This comment includes an excerpt from the DEIR Project Description Section 1.5 and questions who is certifying the EIR. As detailed in Section 1.5.1 of the DEIR (former page 1-10), the County is the designated Lead Agency responsible for certifying the EIR. The City, as a Responsible Agency, will consider the certified EIR when making a decision to approve the land use policy amendments outlined in Table 1-1 of the DEIR (former page 1-10).
- I14-6 This comment refers to Table 1.2 of the DEIR and questions why the CMCPU, Morena Corridor Specific Plan, or Mid-Coast Trolley expansions are not considered in the traffic analysis, and questions why the Balboa (Avenue Station Area) Specific Plan is not listed at all. As detailed in Section 1.7 of the DEIR (former page 1-11), the cumulative projects list was developed during the time of the Notice of Preparation, which was released on September 10, 2018. A scoping and presentation of assumptions meeting occurred between the County, project team, and the City of San Diego's Development Services Department (DSD) on December 19, 2018 to discuss the proposed project and transportation analysis assumptions. During this meeting, a cumulative projects list was developed and approved by the City of San Diego's DSD staff, which included projects that have been approved during that time. Because those other projects were not approved until after the NOP was circulated, it would have been speculative to have included them in the traffic analysis. It is assumed that the traffic study for CMCPU will take into consideration the two recently approved Specific Plans, as well as the proposed project, as part of that EIR process for the CMCPU.
- I14-7 This comment includes an excerpt from the DEIR Air Quality Section 2.1.2.3 which details the goals of the San Diego Association of Governments (SANDAG) San Diego Forward: The Regional Plan. This portion of the DEIR is the regulatory setting of the proposed project. The goals listed are the goals of the SANDAG Regional Plan, not of the proposed project.

The commenter states that the project area is not urban, rather it is suburban. It is industry standard to describe areas as urban or rural, and in this case, the project area is located in an urbanized area.

The comment also states that the existing transportation is insufficient, questions what the plan is for transportation improvements, and questions where funding is coming from. The comment also states that the proposed project is not located in a TPA. The commenter is referred above to *Master Response: Transit*.

The comment questions how a reduction of greenhouse gas emissions is being accomplished with a high density project with impacts. The project site is located near commercial uses and transit lines, allowing for walkability and use of transit to travel to nearby uses and less dependence on cars. The commenter is referred above to *Master Response: Transit*. The commenter is referred to Section 3.3, Greenhouse Gas Emissions, of the DEIR, which concludes that the proposed project would not have any significant impacts related to greenhouse gas emissions.

- I14-8 This comment includes an excerpt from the DEIR Air Quality Section 2.1.3.4 of the DEIR and does not provide any further comments, therefore, no specific response is required.
- I14-9 This comment includes an excerpt from the DEIR Hazards and Hazardous Materials Section 2.2.1.5 detailing the electronic magnetic fields and questions if there will be a disclosure to the residents and employees. The transmission lines are visible adjacent to the project site. Disclosure of transmission lines to residents and employees are not a requirement of development. In addition, a discussion of EMF is provided for the benefit of the public and decision-makers on former page 1-7 of the DEIR.
- I14-10 This comment includes an excerpt from the DEIR Hazards and Hazardous Materials Section 2.2.3.1 and states that the project site is surrounded on three sides by Very High Fire Hazard Severity Zones (VHFHSZ) within 0.25 or 0.5 miles, and that all evacuation routes are within hazardous fire zones. The comment does not address the adequacy of the DEIR and, therefore, no specific response is required.

The comment also questions how the SDFD will evacuate the future residents, including those that don't drive vehicles. The comment also questions how rescues can be accomplished without

a ladder engine. The commenter is referred above to *Master Response: Fire Protection Services*.

I14-11

This comment includes an excerpt from the DEIR Hazards and Hazardous Materials Section 2.2.3.2 and expresses concern that the mitigation measure related to contaminated media, including asbestos and lead materials, is not sufficient considering the project's location near schools. There are many regulations pertaining to the control of hazardous materials at construction sites, as noted in Section 2.1.2 of the DEIR. The DEIR text in Section 2.2.6 on former page 2.2-18 is revised in the Final EIR as follows to clarify how the project would comply with those regulations to prevent impacts to nearby sensitive receptors from those substances:

**HAZ-1: Soil Contamination, Lead, and Asbestos Recommendations.** ~~During demolition of the existing buildings, site preparation for the future development, and construction of the future development, the construction contractor shall follow~~ implement the findings and recommendations of the Phase I ESA, including:

- ~~In future development of the project site, preparation and implementation of a~~ A soil management plan shall be prepared by a qualified specialist and implemented used during project construction activities near areas of known contamination. Where contamination is known or suspected, and or where grading or other soil disturbance activities could encounter contaminated media, undocumented USTs, or other unknown contamination or hazards, implementation of a ~~The soil management plan provides shall contain protocols to address site-specific hazardous conditions, if encountered, in accordance~~ compliance with local, state, and federal regulations.
- Soil sampling shall be performed at the time of ~~the~~ UST removal to evaluate whether an unauthorized release has occurred. If contaminated soil is identified, protocols in the soil management plan shall be implemented in compliance with local, state, and federal regulations.
- A worker health and safety plan shall be prepared and implemented during construction near areas of known contamination.

- A-The extent of asbestos-containing materials and lead-based paint shall be evaluated determined through appropriate testing techniques prior to razing of the site building demolition. Proper protocols for the removal of asbestos-containing materials and lead-based paint shall be followed in compliance with local, state, and federal regulations.

The comment also questions how significance is determined for construction air quality impacts when the air quality monitoring station is in a different location. The ambient air quality data collected from the nearest monitoring station is commonly used to characterize the existing regional air quality near a project site. Because air pollutant emissions are regional in character, it is standard practice to rely on data collected by the San Diego Air Pollution Control District for such information.

I14-12

This comment includes an excerpt from the DEIR Hazards and Hazardous Materials Section 2.2.3.3 and expresses concern with residents being able to evacuate when the level of service (LOS) of streets are rated E or F. As detailed within the DEIR in Section 2.2.3.3 (former page 2.2-14), the future development would be required to meet all requirements for access and ingress/egress of emergency vehicles, in accordance with the California Fire Code and City Municipal Code requirements. The proposed project would not change or physically interfere with an adopted emergency evacuation plan.

The comment also questions if lane closures could be scheduled in the lower fire season when temperatures are lower and there is more rain. Mitigation Measure HAZ-2, as detailed on former pages 2.2-18 and 2.2-19 of the DEIR, allows for flexibility for the construction schedule. Mitigation Measure HAZ-2 would require a traffic control plan be implemented by the contractor to ensure adequate access and circulation are maintained in the project vicinity throughout the construction phases of the project, to the satisfaction of the City Engineer.

I14-13

This comment includes an excerpt from the DEIR Hazards and Hazardous Materials Section 2.2.4 and expresses concern regarding evacuation routes passing through canyons and fire risk to those evacuation routes. Evacuation routes are determined by the City and the SDFD and are existing conditions of the surrounding area. The proposed project would not change or physically interfere with an adopted emergency evacuation plan.

The comment also expresses concern with how residents would be evacuated from the project site. The commenter is referred above to Response to Comment I14-10 and *Master Response: Fire Protection Services*.

- I14-14 This comment includes an excerpt from the DEIR Transportation and Traffic Section 2.4 and questions why the traffic study assumed that no future residents would use the freeways to get to work or school. The SANDAG Series 13 Travel Demand Model was used to calculate the project's trip distribution estimates using a select zone analysis. Based on the model and select zone analysis (Appendix B of the TIS), the project will add trips but less than 150 peak hour trips to the freeways, which is the threshold for including them in the study. Therefore, no freeway segments were analyzed based on the City's study area criteria.
- I14-15 This comment questions whether turn lanes are considered "arterial driving lanes". This comment is general in nature and does not address the adequacy of the DEIR; therefore, no specific response is required.
- I14-16 This comment includes an excerpt from the DEIR Transportation and Traffic Section 2.4.1.1 and questions whether the city considers LOS of E or F to be unacceptable. The goal in the City's General Plan considers a LOS D as acceptable for intersections and roadway segments as stated on former page 2.4-2 of the DEIR. When those facilities operate at LOS E or F, the criteria listed in DEIR Table 2.4-4 are used for identifying if a project would have impacts.
- I14-17 This comment includes an excerpt from the DEIR Project Description Section 1.7 and questions why the Clairemont Community Plan Update, Mid-Coast Trolley, or Morena Corridor Specific Plan were not considered. The commenter is referred above to Response to Comment I14-6.
- I14-18 This comment expresses concerns with pedestrian and bicycle connections to the trolley, as the bus service is currently inefficient. The commenter is referred above to *Master Response: Transit*.
- I14-19 This comment states that American with Disabilities Act (ADA) compliance is not intact at five locations and questions whether deficiencies will be addressed by the project. These sidewalk deficiencies are existing conditions in the project vicinity (not on the project site itself), and are not deficiencies due to the proposed project. The proposed project does include internal pedestrian

connections on the project site, which would be required to be ADA-compliant as part of the developer's building permit. The commenter is referred above to *Master Response: Transit* regarding Cap and Trade funding, which could include pedestrian improvements.

- I14-20 This comment includes an excerpt from the DEIR Transportation and Traffic Section 2.4.1.6 and states that existing transit conditions are inadequate and no funding is allotted for additional transit with the proposed project. The commenter is referred above to *Master Response: Transit* regarding timing of high-frequency bus services and Cap and Trade funding.
- I14-21 This comment includes an excerpt from the DEIR Transportation and Traffic Section 2.4.2.2 and states that no funding is dedicated for improved transportation. The commenter is referred above to *Master Response: Transit* regarding Cap and Trade funding.
- I14-22 This comment includes an excerpt from the DEIR Transportation and Traffic Section 2.4.3.1 and questions how the DEIR can assume that no residents would use the 163 freeway or travel southbound on Genesee. Based on the City's criteria for identifying which transportation facilities should be studied in the CEQA document is not whether the project produces any trips but rather if the project would contribute 150 peak hour trips to freeway mainlines. In the case of the proposed project, the project would not produce enough trips on the freeways. Refer to Response to Comments I14-15 for additional discussion on the technical process for determining the scope of the traffic study area.
- I14-23 This comment includes an excerpt from the DEIR Transportation and Traffic Section 2.4.3.1 and expresses concern that the proposed project would have 13 years in inadequate mobility. It should be noted that high frequency bus service is planned along Balboa Avenue for 2020, which is prior to the proposed project's occupancy period. The commenter is referred above to *Master Response: Transit*.
- I14-24 This comment references Table 2.4-7, Ramp Metering Analysis, of the DEIR and questions why only Interstate (I-) 805 is referenced in the DEIR, when I-5, State Route (SR) 52, and SR 163 are within three miles of the project site. Refer to Response to Comments I14-15 for additional discussion on the technical process for determining the scope of the traffic study area.

- I14-25 This comment references the DEIR Transportation and Traffic Section 2.4.3.3 and states there would be substantial impacts on the existing transportation systems. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-26 This comment includes an excerpt from the DEIR Transportation and Traffic Section 2.4.3.3 and states that access to private residences and schools in close proximity of the project site would be reduced. The Issue 5 threshold referenced in the comment letter is related to physical changes to the existing circulation network, such as removal of a road or bike lanes. As detailed in Section 2.4.3.3, the project would not require changes to the existing circulation network.
- I14-27 This comment includes an excerpt from the DEIR Transportation and Traffic Section 2.4.3.3 and questions why the project would not require changes to the existing circulation network. The commenter states that the proposed project would reduce access to nearby parks and schools. The commenter is referred above to Response to Comment I14-26. The commenter also disagrees that the project site is urban. The commenter is referred above to Response to Comment I14-7. In addition, the comment states the opinion that the project area should not be defined as a TPA. The commenter is referred above to *Master Response: Transit*.
- I14-28 This comment includes an excerpt from the DEIR Transportation and Traffic Section 2.4.3.4 and questions what the transit plan is until 2035. It should be noted that high frequency bus service is planned along Balboa Avenue for 2020, which is prior to the proposed project's occupancy period. The commenter is referred above to *Master Response: Transit*. The commenter also questions how the proposed project can have a less than significant impact on Vehicle Miles Traveled (VMT) when there are significant traffic impacts. As detailed in Section 2.4.3.4, the proposed project would allow for 100 perfect affordable housing units, which is a state-defined criterion for screening, and a detailed VMT analysis is not required for the proposed project. Therefore, a less than significant impact would occur related to VMT.
- I14-29 This comment includes an excerpt from the DEIR Transportation and Traffic Section 2.4.5 and questions why the City and the County can't work together to fully mitigate traffic impacts. The County has consulted with the City throughout the review process for the proposed project. However, in order for the County to

conclude in the DEIR that the project's direct and cumulative impacts will be mitigated to a less than significant level, there needs to be assurance from the City that the recommended improvements on City streets and intersections can be implemented within the timeframe when impacts are predicted to occur. Although the City has indicated that adaptive signal controls could be implemented to improve traffic signal communications in the project area, there is no funding program or capital improvement plan (CIP) in place to facilitate those improvements. Therefore, the County cannot assure that the improvements along the deficient corridor will be implemented since the facilities are outside of their jurisdiction.

- I14-30 This comment includes an excerpt from the DEIR Transportation and Traffic Section 2.4.5 and questions why the City and the County can't work together to fully mitigate traffic impacts. The commenter is referred above to Response to Comment I14-29.
- I14-31 This comment includes an excerpt from the DEIR Aesthetics Section 3.1.2 and does not provide any further comments, therefore, no specific response is required.
- I14-32 This comment includes an excerpt from the DEIR Aesthetics Section 3.1.2 and states that the community's attributes have not changed since the creation of the Claremont Mesa Community Plan. The comment states that the community has asked for maintenance of the community's character by reducing the density of the proposed project and maintaining the 30-foot height limit. The commenter is referred above to *Master Response: Affordable Housing Density Bonus* and *Master Response: Building Height and Character*.
- I14-33 This comment includes an excerpt from the DEIR Aesthetics Section 3.1.3 and states that Issues 2 through 4 should be considered significant due to the change in the site's bulk and scale. The commenter is referred above to *Master Response: Building Height and Character*. The Community Plan Amendment language contained in Appendix B to the DEIR outlines site-specific development regulations which are aimed at diminishing the overall mass of the building and providing visual interest through articulation (or modulating the façade of the structure to break up the flat walls). These architectural regulations are above and beyond the standard requirements in the City's Land Development Code. As such, the aesthetics impacts would be less than significant as described in the DEIR.

I14-34 This comment includes an excerpt from the DEIR Aesthetics Section 3.1.3.4 and states that the proposed project deviates from the commercial character of the community core area. The commenter is referred above to *Master Response: Building Height and Character*. The comment also agrees that an architectural theme is not prominent in the area, and states that the theme for the community is related to the height and type of uses in the community. The commenter is referred to Section 3.1.1 of the DEIR (former page 3.1-1), which details the existing visual landscape of the proposed project similar to how the commenter details the vicinity of the project site.

The commenter also expresses concern that the proposed project would degrade the visual character of the community for existing residents, and questions how the character can be assessed without visuals from the developer. The commenter is referred above to *Master Response: Building Height and Character*. In addition, as detailed in Section 3.1.3.4 of the DEIR (former page 3.1-8), while the exact design of the future development is unknown at this time, the proposed Community Plan Implementation Overlay Zone (CPIOZ) Type A supplemental development regulations included in Appendix B of the DEIR provide aesthetic regulations that would guide the design of the future development. Design guidelines include setbacks, landscape screening, building articulation, screening and fencing of storage areas, and residential open space. Refer to Response to Comment I14-33 for additional discussion on this topic.

I14-35 This comment includes an excerpt from the DEIR Aesthetics Section 3.1.3.5 and states that the proposed project's density is incompatible with the surrounding development. The commenter is referred above to *Master Response: Affordable Housing Density Bonus* and *Master Response: Building Height and Character*. The commenter also questions where similar developments of the proposed project's size and density have been approved. Approval of the proposed project does not require a previous development of similar size or density to be built. Instead, this area is identified as having a moderate potential for village development in the City's General Plan, which aims to redirect development away from undeveloped lands and toward already urbanized areas and/or areas with conditions allowing the integration of housing, employment, civic and transit uses. As noted on former page 3.4-4 of the DEIR, there are a number of factors that were used to identify where in the villages site could be established. Refer to the Villages Propensity Map of the General Plan for additional details

on where the City sees future village development being implemented, <https://www.sandiego.gov/sites/default/files/legacy/planning/genplan/pdf/generalplan/lu1vilprop.pdf>. This concept of City of Villages was adopted in 2002 and led to a comprehensive update of the General Plan in 2015. The proposed project is consistent with the City's current policy vision in the General Plan.

This comment also expresses concern regarding the zero-foot setback along Genesee Avenue, and incorrectly states that the developer stated that no additional landscaping or pedestrian setbacks would be along Genesee Avenue. As detailed in the CPA (Appendix B), landscaping and street trees would be required for the proposed project. Setbacks are intended to encourage pedestrian scale and compatibility with adjacent uses. While the design of the project is still unknown at this time, the developer has verbally stated that the zero-foot setback would not occur along the whole length of Genesee Avenue. Any ultimate building placement would be required to meet City engineering standards for site visibility and access requirements prior to issuance of the building permit.

The comment states that the architectural character of the project vicinity is of residential and commercial uses separately, but not mixed-use development. The project is not proposing a mixed-use development. As detailed in Section 1.2.1.1 (former page 1-2), the proposed project's land use designation would change from Commercial Employment, Retail & Services to Residential, and as detailed in Section 1.2.1.3 (former page 1-3), the project site would be rezoned from Commercial Office to Residential.

In addition, this comment states that the design features of the project are undefined and therefore can't be analyzed without developer drawings. The commenter is referred above to Response to Comment I14-34.

The commenter states that the proposed project is visually incompatible with the adjacent Balboa Towers, as the towers are medical uses rather than residential uses. In accordance with City guidelines, the aesthetics analysis analyzes height and bulk, not the use of buildings. The commenter is referred above to *Master Response: Building Height and Character*.

I14-36 This comment includes an excerpt from the DEIR Aesthetics Section 3.1.4 and states that the proposed project is not like the

surrounding cumulative projects, and states that similar developments are not similar to the proposed project's size, scale, or density. The commenter is referred above to Response to Comment I14-35.

I14-37 This comment includes an excerpt from the DEIR Aesthetics Section 3.1.7 and states that the language in Section 3.1.3.4 (the section number is incorrectly referenced in the comment) do not match. The DEIR text in Section 3.1.7 on former page 3.1-14 is revised in the Final EIR as follows:

Although implementation of the proposed project would include new development that would change the use and ~~height-visual characteristics~~ of the project site, it would not substantially degrade the surrounding visual character or quality.

The comment states that the proposed project is similar to a new housing division, but vertical in dimension. The comment does not address the adequacy of the DEIR and, therefore, no specific response is required.

I14-38 This comment includes an excerpt from the DEIR Energy Section 3.2.2.4 related to the City's Climate Action Plan (CAP). This portion of the DEIR is the regulatory setting of the proposed project. The goals listed are the goals of the CAP, not of the proposed project.

The comment states that the pedestrian, transit, and cycling routes are insufficient in the project area, and details the existing characteristics of sidewalk and bicycling infrastructure. The comment does not address the adequacy of the DEIR and, therefore, no specific response is required.

The comment states that the designation of the project site being in a TPA is unfounded and unfunded. The commenter is referred above to *Master Response: Transit*.

The comment also states that the proposed project would contradict the CAP, as traffic impacts would occur. The future residential development project would be required to prepare a CAP Consistency Checklist in accordance with the Environmental Protection Features of the CPA language (see Appendix B to the DEIR). Implementation of the requirements of the CAP would ensure the project's consistency with the greenhouse gas emissions assumptions in the CAP. If the project were not approved and commercial development were implemented (as

described under the No Project/Existing Community Plan and Zoning Alternative), more than 2,018 daily trips would be generated from the site, making the traffic conditions worse than predicted for the proposed affordable housing development.

I14-39 This comment includes an excerpt from the DEIR Energy Section 3.2.4 and states that there is no funding available for future transit improvements that would reduce VMT per capita. The commenter is referred above to *Master Response: Transit* regarding planned transit infrastructure and Cap and Trade funding.

The comment also states that credit allotted in the TIS for transit use are inaccurate, and that the TPA status will not go into effect until 2035. As detailed in the DEIR Section 2.4.3.1 (former page 2.4-15) (and as edited in *Master Response: Transit*), trip reductions from the City's Traffic Impact Study Manual were applied for the trip generation estimates to account for its location in a TPA with high-frequency transit service on Genesee Avenue and planned high frequency bus service along Balboa Avenue being phased in by 2020 with planned rapid transit scheduled for 2035.

The comment states that the proposed project is not consistent with the state's goals or the City's CAP. The commenter is referred above to Response to Comment I14-38.

The comment questions how cumulative projects demonstrate compliance with the City's VMT goals. As detailed in Section 3.2.4 (former page 3.2-14), cumulative projects would demonstrate consistency with VMT goals by assessing their consistency with the VMT thresholds being developed by the City and will be required to incorporate mitigation measures through conditions of approval or via the CEQA review process. The City would be responsible for ensuring this consistency review is completed as part of the project review process.

I14-40 This comment includes an excerpt from the DEIR Greenhouse Gas Emissions Section 3.3.1.1 and correctly states that the DEIR notes that the frequency and intensity of wildfires will increase due to climate change. The commenter states that consideration needs to be made in regards to the project site's proximity to the VHFHSZ, additional fire services for the area, and evacuation routes passing through VHFHSZs. The commenter is referred above to *Master Response: Fire Protection Services* and Response to Comment I14-10 and I14-13.

- I14-41 This comment includes an excerpt from the DEIR Greenhouse Gas Emissions Section 3.3.1.2 and does not provide any further comments, therefore, no specific response is required.
- I14-42 This comment includes an excerpt from the DEIR Land Use and Planning Section 3.4 and states that the Clairemont Community Planning Group and Subcommittee decided that the zoning change did not meet the requirements of the current community plan. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-43 This comment includes an excerpt from the DEIR Land Use and Planning Section 3.4.1 and states that the community is old and built out with a high density population, and that commercial and residential areas have been segregated in the community, with single-story detached housing. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-44 This comment includes an excerpt from the DEIR Land Use and Planning Section 3.4.1 and questions what Transportation Improvement Program is in place, and that the project area cannot be defined as a TPA. The commenter is referred above to *Master Response: Transit*.
- I14-45 This comment includes an excerpt from the DEIR Land Use and Planning Section 3.4.2.3 and states that the proposed project is not an equitable development because there is already low-income housing in the community. This portion of the DEIR is discussing that the Land Use Element addresses equitable development, not the proposed project. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-46 This comment includes an excerpt from the DEIR Land Use and Planning Section 3.4.2.3 and states that they have been told by the City that the Community Plan has not been updated since 1989. The commenter correctly states that the Community Plan was amended in 2011. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-47 This comment includes an excerpt from the DEIR Land Use and Planning Section 3.4.2.3 and states that the project site should remain as a commercial use. This comment is general in nature

and does not address the adequacy of the DEIR and, therefore, no specific response is required.

The comment also disagrees with the San Diego Municipal Code Decision Process 3 and Process 2, stating that decisions of the project are made privately without the community planning group or public input. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

I14-48 This comment includes an excerpt from the DEIR Land Use and Planning Section 3.4.2.3 and states that the proposed project is not consistent with the Clairemont Mesa Community Plan and that the proposed project is not compatible with the neighborhood. The commenter is referred above to *Master Response: Building Height and Character*.

The comment also states that the proposed project will impact facilities and services. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

The comment states that the proposed project does not address transportation or adequate parking. The commenter is referred above to *Master Response: Parking*. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

I14-49 This comment includes an excerpt from the DEIR Land Use and Planning Section 3.4.3 and states that the proposed project would eliminate commercial use on the project site and would be inconsistent with the community plan. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

The comment also states that the proposed project's building height and density would divide the existing single family residential use from the commercial center. The threshold for Issue 7 is in regard to a physical division, such as a new highway. The proposed project would replace an existing building with another building, and would not create a physical division of an established community.

I14-50 This comment includes an excerpt from the DEIR Land Use and Planning Section 3.4.3.1 and states that the project site should be a commercial retail use. If the proposed project was a commercial

retail use, the proposed project would not be consistent with the proposed residential land use, would conflict with the project objectives, and would result in greater environmental impacts (as outlined in the No Project/Existing Community Plan and Zoning Alternative). This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

- I14-51 This comment includes an excerpt from the DEIR Land Use and Planning Section 3.4.3.1 and questions how the proposed project would not result in less commercial development. Commercial Uses have never existed on the project site, so rezoning the property as proposed would not result in less commercial development occurring in the community. The commenter also expresses concern regarding low employment levels in the community. While the proposed project would not be a commercial use, the proposed project would require jobs through the construction of the future development and operation of the project. As detailed in the DEIR Section 3.5.3.1, during operation of the proposed project, maintenance personnel and property management staff would be needed during operation of the future development. In addition, staff would be required for the proposed senior services, with specialists from organizations such as Serving Seniors and Southern California Housing Collaborative.

The comment also incorrectly states that the project site is not in a TPA. The commenter is referred above to *Master Response: Transit*.

- I14-52 This comment includes an excerpt from the DEIR Land Use and Planning Section 3.4.3.2, references Table 3.4-1, and states that the project site is not zoned as a residential property, specifically at the height and density that is being proposed. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

- I14-53 This comment references Table 3.4-1 and states that the proposed project is incompatible with the Clairemont Mesa Community Plan, specifically since the proposed project is not a commercial use. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

- I14-54 This comment references Table 3.4-1 regarding mobility and states that due to the topography of the community, walkability is limited

surrounding the project site. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

- I14-55 This comment references Table 3.4-1 regarding transit and does not provide any further comments, therefore, no specific response is required.
- I14-56 This comment references Table 3.4-1 and states that that current transit is subpar and no improvements are proposed for the next 13 years. The comment also states that bike mobility is limited and unsafe. The commenter is referred above to *Master Response: Transit*.
- I14-57 This comment references Table 3.4-1 regarding public facilities and states that schools and libraries are old. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- The comment states that fire protection throughout the City is below the National Fire Protection Association (NFPA) standards. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- The comment also states that the police station can't serve 100,000 residents in the area. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-58 This comment references Table 3.4-1 regarding the Clairemont Mesa Community Plan objective to provide a diversity of housing options in the community. The comment states that that the proposed project contributes to too much low-income housing in the community, segregating lower income earners together. As detailed in Table 3.4-1 (former page 3.4-20), the majority of residential development within the Clairemont Mesa community consist of single-family detached residential homes (62 percent). The proposed project would increase residential diversity by providing residential options other than single-family detached housing units and provide much needed affordable housing.
- I14-59 This comment references Table 3.4-1 and states that the proposed project is not compatible with the existing lower density and lower height neighborhood. The commenter is referred above to *Master Response: Building Height and Character*.

The comment also states that the proposed project would overburden Holmes Elementary School and emergency services, including evacuation. The commenter is referred above to *Master Response: Schools*, *Master Response: Fire Protection Services*, and Response to Comments I14-10, I14-12, and I14-13.

I14-60 This comment references Table 3.4-1 and states that the proposed project would not provide adequate parking. The commenter is referred above to *Master Response: Parking*.

I14-61 This comment includes an excerpt from the DEIR Population and Housing Section 3.5.2.4 and states that the community has one of the lowest job offerings in the county and the proposed project would be incompatible with job availability. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required.

The comment also states that Clairemont is not an appropriate location for increased housing due to its lack of adequate transportation. The commenter is referred above to *Master Response: Transit*.

I14-62 This comment includes an excerpt from the DEIR Population and Housing Section 3.5.2.4 and questions where the reference came from in the Clairemont Mesa Community Plan. The commenter is referred to the Clairemont Mesa Community Plan page 27.

I14-63 This comment includes an excerpt from the DEIR Population and Housing Section 3.5.7 and questions what the plans are for public services, specifically for police and fire protection. The commenter is referred to Section 3.6, Public Services, where an evaluation of the project's impacts on the cited services is provided in the DEIR. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

I14-64 This comment includes an excerpt from the DEIR Public Services Section 3.6.1.1 and states that station 37 is in Scripps Ranch. Text within the DEIR that references Fire Station 37 is a typographical error, as it is Fire Station 27 that would serve the project site (in addition to Fire Station 36). While the station number was incorrect, the address and information about the station is correct. The DEIR text in Section 3.6.1.1 on former page 3.6-1 is revised as follows:

The next closest fire station is Fire Station ~~37~~27, located approximately 1.5 miles northwest of the project site at 5064 Clairemont Drive, which is equipped with a fire engine.

In addition, the DEIR text in Section 3.6.3.1 on former page 3.6-9 is revised as follows:

These additional residents would create a net increase in demand for fire potential and life safety services from the SDFD Fire Station 36 and ~~37~~27, which could result in potentially significant impacts to fire protection and life safety services.

- I14-65 This comment includes an excerpt from the DEIR Public Services Section 3.6.1.1 and correctly states that the fire department response time standards are not being met. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-66 This comment includes an excerpt from the DEIR Public Services Section 3.6.1.3 and states that Holmes Elementary School has been at capacity for years, and questions what the plan is for students of the proposed project. The commenter is referred to Section 3.6, Public Services, where an evaluation of the project's impacts on schools base on input from the San Diego Unified School District is provided in the DEIR. The commenter is referred above to *Master Response: Schools*.
- The comment also questions if further impacts to traffic would occur with residents commuting to schools. The traffic calculations already include trips generated by students traveling to schools, and no change in traffic congestion would occur with the school location.
- I14-67 This comment includes an excerpt from the DEIR Public Services Section 3.6.1.2 and questions how many patrolling officers are on duty at one time, and if the allocation of officers would change due to the proposed project. The comment also states that the San Diego Police Department (SDPD) is not meeting established response times, and not adequately serving the existing community and proposed project. Any personnel deficiencies in the SDPD are not an issue under CEQA. While the SDPD is currently not meeting the City's response time standards (DEIR former page 3.6-2 and 3.6-3), the City's significance determination thresholds state that "at the present time, significant response times deficiencies due to a lack of personnel or equipment can be helped only by continued,

mandatory approval by the City Council of the affected departments budget proposal for operations within the affected area because developers cannot be required to fund ongoing operational costs nor can they make budget decisions regarding such funding” (City of San Diego 2016). Nevertheless, the developer would be required to pay the most current City development impact fees related to the provision of police protection service prior to the issuance of a building permit.

- I14-68 This comment includes an excerpt from the DEIR Public Services Section 3.6.1.4 and states that the mileage listed to the San Diego Public Library (SDPL) North Clairemont Branch is inaccurate. The DEIR states that the library is 1.4 miles northwest of the project site. Mileages are measured in a straight line from property line to property line, not the driving mileage to access the facility. The DEIR measurement is accurate.
- I14-69 This comment includes an excerpt from the DEIR Public Services Section 3.6.2.3 and excerpts from the City of San Diego General Plan. The comment states that the Clairemont Mesa Community Planning Group Clairemont Plan Update Subcommittee has formally requested additional fire equipment services for the community. The commenter is referred above to *Master Response: Fire Protection Services*.
- I14-70 This comment includes an excerpt from the City of San Diego General Plan Public Facilities, Services, and Safety Element and states that fire, life safety, and police facilities and services must be improved in the community. The commenter states that police, fire, and safety services service times don't meet national or city standards, facilities are 50 and 60 years old, and each station is only equipped with one engine, unable to serve the proposed project. The commenter is referred above to *Master Response: Fire Protection Services* and Response to Comment I14-67.
- I14-71 This comment includes an excerpt from the City of San Diego General Plan Public Facilities, Services, and Safety Element and states that the SDFD is not meeting response time standards, and that the proposed project would increase density that would further require updated facilities or services. The commenter is referred above to *Master Response: Fire Protection Services*.
- I14-72 This comment includes an excerpt from the City of San Diego General Plan Public Facilities, Services, and Safety Element and questions if additional facility financing will be part of the proposed

project. As noted in Section 3.6 of the DEIR, the future residential developer will be required to pay the most recent City development impact fees related to fire protection, police protection, schools and library services prior to issuance of a building permit. The commenter is referred above to *Master Response: Fire Protection Services*.

- I14-73 This comment includes an excerpt from the City of San Diego General Plan Public Facilities, Services, and Safety Element and questions what the acreage is of existing fire stations, and recommends for Fire Station 36 to be relocated onto the project site. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-74 This comment includes an excerpt from the City of San Diego General Plan Public Facilities, Services, and Safety Element and states that Fire Station 36 is already at service capacity, and adding the density of the proposed project would impact life safety in the project area. The commenter is referred above to *Master Response: Fire Protection Services*.
- I14-75 This comment includes an excerpt from the City of San Diego General Plan Public Facilities, Services, and Safety Element and states that fire impacts need to be studied further. The commenter is referred above to *Master Response: Fire Protection Services*.
- I14-76 This comment includes an excerpt from the City of San Diego General Plan Public Facilities, Services, and Safety Element and does not provide further comment. The project site is surrounded by urbanized and developed properties and does not interface directly with wildland areas. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-77 This comment includes an excerpt from the DEIR Public Services Section 3.6.3 and an excerpt from the City of San Diego CEQA Determination Thresholds. The comment states that SDFD Station 27 and 36 lack equipment, including a ladder truck, to serve the proposed project, and adequate response times fall short of standards. The commenter is referred above to *Master Response: Fire Protection Services* and Response to Comments I14-67.
- I14-78 This comment includes an excerpt from the DEIR Public Services Section 3.6.3 and states that fire and police services fall short of the General Plan and national standards. The commenter is referred

above to *Master Response: Fire Protection Services* and Response to Comments I14-67 and I14-72.

- I14-79 This comment includes an excerpt from the DEIR Public Services Section 3.6.3.1 and questions how the DEIR can state that the proposed project would not result in permanent population growth. The sentence referenced by the commenter is detailing how the site demolition and preparation activities would not result in permanent population growth, and therefore, those temporary construction activities are not discussed in the section. However, the DEIR does state that operation of the proposed project would increase population by 829 residents.
- I14-80 This comment includes an excerpt from the DEIR Public Services Section 3.6.3.1 and states that the DEIR underestimates the number of future residents. As stated in the DEIR Section 3.5.3.1 (former page 3.5-8), the American Community Survey from SANDAG states that the community of Clairemont Mesa has an average multi-family person household size of 2.05 people.
- I14-81 This comment includes an excerpt from the DEIR Public Services Section 3.6.3.1 and questions why implementation of the proposed project would not increase the need for fire and life safety services. As detailed in Section 3.6.3.1 (former page 3.6-9), the DEIR acknowledges that additional residents would create a net increase in demand for fire protection and life safety services; however, that demand would not trigger the need for additional facilities. Personal and equipment issues within the existing facilities are not the subject for CEQA documents, which focus on the environmental impacts. The commenter is referred above to *Master Response: Fire Protection Services* and Responses to Comments I14-67.
- The comment states that the proposed project would increase the amount of urban land requiring protection and life safety services. As detailed in Section 3.6.3.1 (former page 3.6-9), the project site is currently served by SDFD and EMS as the site is contained within their service area. The comment also states that the proposed project would require different equipment and staff due to the height of the building. SDFD and EMS currently have equipment to serve buildings higher than the proposed project, such as the adjacent Balboa Towers, and would be able to adequately serve the project site.
- I14-82 This comment includes an excerpt from the DEIR Public Services Section 3.6.3.1 and questions what development impact fees would

be required and how much the fees would total. Development impact fees are determined by the City of San Diego at the time the building permits are issued. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required.

- I14-83 This comment includes an excerpt from the DEIR Public Services Section 3.6.3.1 and states that the DEIR's conclusion is incorrect and adverse physical impacts would occur. This comment is general in nature does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-84 This comment includes an excerpt from the DEIR Public Services Section 3.6.3.2 and questions whether the Police Community Relations Office would service the proposed project, and asks how many officers are stationed at this location. Should the station nearest to the project site need emergency backup, officers from nearby stations, including the Police Community Relations Office, would respond to emergency calls. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-85 This comment includes an excerpt from the DEIR Public Services Section 3.6.3.2 and questions how many calls are currently routed to the project site. The comment states that the existing building is vacant, and the proposed project would increase the amount of police protection required at the project site. It should be noted that the site has only been vacant since 2018 and has historically been occupied since 1961. As detailed in Section 3.6.3.2 (former page 3.6-10), the DEIR acknowledges that the proposed project would generate up to an additional 829 residents, which would increase demand on the SDPD. However, the demand would not necessitate the construction of new police facilities to provide service to the site.
- The commenter also questions why the SDPD has a program designated to safe multi-family development. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-86 This comment includes an excerpt from the DEIR Public Services Section 3.6.3.2 and questions what development impact fees would be required and when fees are paid. Development impact fees are determined by the City of San Diego and paid at the time of the issuance of the proposed project's building permit.

- I14-87 This comment includes an excerpt from the DEIR Public Services Section 3.6.3.2 and states there is a discrepancy in the DEIR related to adverse physical impacts. It is unclear where the commenter is referring to; however, the project would not require new public facilities. This comment is general in nature and therefore, no specific response is required.
- I14-88 This comment includes an excerpt from the DEIR Project Alternatives Section 4.1 and does not provide any further comments, therefore, no specific response is required.
- I14-89 This comment includes an excerpt from the DEIR Project Alternatives Section 4.3.1 and states that the Clairemont Mesa Planning Group has designated the project site as mixed use, and has the intention of retaining commercial land uses on the project site. The commenter is referred above to Response to Comment I14-50. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-90 This comment includes an excerpt from the DEIR Project Alternatives Section 4.3.1 and recommends the County waiting a year so that the Clairemont Mesa Community Plan can be completed. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-91 This comment includes an excerpt from the DEIR Project Alternatives Section 4.3.1 and questions why the County can't wait a year for the Clairemont Mesa Community Plan Update to be completed. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I14-92 This comment includes an excerpt from the DEIR Project Alternatives Section 4.8 and questions why the environmentally superior alternative is not being selected. The commenter is referred above to Response to Comment I14-2.

**Subject:** FW: Mt. Etna

**From:** Kelly L <[kllshops@gmail.com](mailto:kllshops@gmail.com)>  
**Sent:** Thursday, November 21, 2019 8:21 PM  
**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>  
**Subject:** Mt. Etna

Hello Mr. Cass,

I have been a resident of Clairemont for the past 11 years. My husband and I chose Clairemont, because of its centrality in San Diego along with its suburban and family feel. We love that it is central and we can get places quickly without the congested feel of other places in San Diego. Additionally, I work in Mission Valley and chose it as a contrast to the congestion and high-density population of this area. We own a condo unit in Village Square, which is a few blocks from the Mt. Etna project. However, we moved from this complex after about five years mostly in part due to the lack of parking in the area. We currently still live nearby but in a single family home. I personally have lived with the lack of parking in this area. Village Square is a few blocks away from Mt. Etna. Each unit has one parking space, and so I had to park on the street, which could be very difficult. I would often have to park all the way on the street next to the Mt. Etna project just to find parking if any. I had many low-income neighbors on section 8, who did in fact have one or more cars. Contrary to what the city is saying, most people in this area require cars due to the lack of proximity to their jobs and lack of convenience of public transportation. I realize, there are buses and soon a trolley, but these are still not viable options for most people who do not work near public transportation or have to make additional stops (eg dropping kids at daycare, school, doctor's appointments). Additionally, people often have roommates and so many units often have multiple families and thus extra cars. Our elderly neighbor did not have a car, but she would not even rent out her spot, because she had visitors daily who needed parking. Personally, our one spot unit had three cars at one point when my husband and I had a roommate. In addition, we had visitors including frequent overnight guests. It is clear that parking is needed even if residents don't have cars. They will have guests, caretakers, visitors, roommates, etc. Additionally, it is unlikely most of these people will not have cars. Most of the people in this area have to drive. Having a bus nearby doesn't mean people are using it.

I15-1

I15-2

Additionally, I am concerned about the amount of units proposed on such a small space. It is already very congested at this intersection. This is right at Balboa, the one direct road that leads out of Clairemont to the five freeway in this part of Clairemont. There are not many options due to the canyons in the area that cut off access. Balboa leads through the canyon and is very steep and narrow congested road. The intersection has also become increasingly congested with the commerce in the area. This is also at the intersection of the main commercial area in this part of Clairemont. Additionally, High Tech High school has opened

I15-3

I15-4

with more enrollment scheduled in the next few years. This high school is across the street and will add more traffic to this residential area. This is one of the worst intersections in Clairemont to put a high-density building.

I15-4  
cont.

We are a suburban neighborhood and many of us are opposed to high population density with more and more traffic. I do not wish to live in an area like Mission Valley or downtown where people are packed in like sardines. I find it nice to look up and not be smothered by tall buildings with no green space. Our neighborhood has zoning and density restrictions based on community input and I find it unfair that outsiders can implant a project with no community input or regard for zoning and regulations. We chose this neighborhood and have poured into it based on the style of the neighborhood. I think a better fit would be more numerous but smaller projects spread out. I kindly ask that you respect the height limits that residents who live here have put into place. This project is too big and tall for the community. Additionally, as more people are added to Clairemont, we ask that the city provide the services needed for a larger community. This includes increase in police and fireman as needed for increases in population with large building projects. As we welcome new people to our town, we ask that it be done thoughtfully, environmentally, and in keeping with the community that is already here.

I15-5  
I15-6  
I15-7

Thank you,

Kelly Lower

## Letter I15 Response

### Kelly Lower

- I15-1 This comment describes the commenter's history living in the vicinity of the project, and having to live with a lack of parking in the area. This comment is general in nature and does not address the adequacy of the DEIR and therefore no further response is required.
- I15-2 This comment raises concerns with the impacts to parking as a result of the proposed project, and states future residents will own cars and not solely rely on transit. The commenter is referred above to *Master Response: Parking* and *Master Response: Transit*.
- I15-3 The commenter states they are concerned with the number of units proposed in relationship to the size of the project site. The commenter is referred above to *Master Response: Affordable Housing Density Bonus*.
- I15-4 This comment states the proposed project is located near the already very congested intersection of Balboa Avenue and Genesee Avenue, and raises concerns regarding the additional traffic impacts as a result of the proposed project and cumulative project impacts. As noted above under Response to Comment I6-1, impacts to the intersection of Balboa Avenue/Genesee Avenue are predicted to occur only if all three access options are used in the future; should the housing developer only need two access options, the impact would be avoided and no mitigation would be required at that location. This comment does not address the adequacy of the DEIR and therefore no further response is required.
- I15-5 This comment states general opposition for the proposed project, stating objections to the height and density of the proposed project. The commenter is referred above the *Master Response: Affordable Housing Density Bonus* and *Master Response: Building Height and Character*.
- I15-6 This comment requests for additional services for the community, including police and fire services. The commenter is referred above to *Master Response: Fire Protection Services*. This comment is general in nature and does not address the adequacy of the DEIR, and therefore no specific response is required.

I15-7            This comment provides a conclusion to the letter. The County acknowledges this comment; all comments are included in this Final EIR for consideration by the County and City decision makers prior to making a decision on the project.

**Subject:** FW: 5255 Mt Etna Drive - Comments-Concerns

**From:** Arlene Spencer <[aspencer5015@att.net](mailto:aspencer5015@att.net)>  
**Sent:** Friday, November 22, 2019 4:21 PM  
**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>  
**Subject:** 5255 Mt Etna Drive - Comments-Concerns

To Whom It May Concern:

**Comments and Concerns on the “Planning for 5255 Mt. Etna Drive.”**

- I am not completely informed of the goings-on and decisions regarding this project. Here are my comments and concerns based on what I am aware of
- There is a need for affordable housing.
- The number of units proposed to build is 404 is to qualify for “a density bonus.”
- Community Plan Amendment (CPA) requires a rezoning to allow for the increased number of units and to allow for a “height of 700 feet above grade.”

I16-1

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**CPA Comments/Concerns:**

1. I like the idea of developing “**housing types – affordable for people of all ages and income levels.**”
2. I have a concern about the high **number of units** placed in such a small area to accommodate its residents. Even though you are proposing to build upwards, its residents, I fear in a short amount of time, will feel they live in an overcrowded apartment building. This may negatively impact the well-being of the residents.
3. What about **parking**? If you do not provide appropriate, ample parking based on the number of bedrooms in the unit being occupied, residents will park on the street, in nearby neighborhoods, and in commercial parking. This problem already occurs in this area and will be exacerbated if project CPA with rezoning is approved.
4. Is there a belief that being on the **bus route** will guarantee and promote its residents to take the bus? Has this been successful in comparable areas in San Diego? Unfortunately, I don’t think so.
5. There is heavy **traffic** on Genesee and on Balboa during traffic hours. It is not fun driving on these streets during heavy traffic. This development would increase traffic and have a negative impact on these roads.
6. Is it true that the neighborhood elementary **schools** are at maximum? If so, how will these schools be able to accommodate these families’ children?
7. I believe Clairemont is an attractive area because our community does not possess tall buildings like downtown and other areas. I would like that to be maintained as much as possible. I am not against increasing this, but not to 70 feet. How about half of that? I want the **zoning** to be maintained so that any proposed projects have to obtain approval in advance for a variance so that appropriate studies and impact on environment and such are adequately considered to make an informed decision.

I16-2

I16-3

I16-4

I16-5

I16-6

I16-7

I16-8

I16-9

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**Would like to see**

Would like to see a nice development of "housing types – affordable for people of all ages and income levels" as proposed, but **lower the number of units** significantly. Create several shorter buildings to include greenery and sidewalks that provide a park-like environment and a home-type setting so residents will care for where they live. I would be in favor of HOA-type rules to encourage residents to take care of the grounds and housing.

I16-9  
cont.

Provide **ample parking** for its residents and their guests so as to not negatively impact neighborhood and commercial parking.

I16-10

Regarding the **density bonus**, can Clairemont and surroundings communities do several smaller projects consisting of "housing types – affordable for people of all ages and income levels" to obtain this bonus?

I16-11

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### Project Alternatives

Regarding the **No Project/Existing Clairemont Mesa Community Plan and Zoning Alternative** – having more medical/retail/commercial office is nice, but as far as retail is concerned, isn't there enough in the area? And I have concerns that if more and more people are turning to online sales and such, it may be difficult for some of these to stay in business. Concerned that unleased spaces, or out-of-business spaces would become a blight on the neighborhood. Also, traffic going in and out would negatively impact the traffic on Balboa and Genesee.

I16-12

Regarding the **Reduced Intensity Project Alternative** – can the number of units be lessened to create several shorter buildings as mentioned in earlier paragraph to include a park-like environment, a home-type setting, and ample parking so residents will care for where they live. I would be in favor of HOA-type rules to encourage residents to take care of the grounds and housing.

I16-13

*Arlene Navasca Spencer, M.Ed.*  
Science Teacher Emeritus

*Jesus said, "Peace I leave with you; My peace I give you. I do not give to you as the world gives. Do not let your hearts be troubled and do not be afraid." John 14:27*

## Letter I16 Response

### Arlene Spencer

- I16-1 This comment is introductory in nature and establishes the commenter's understanding of the proposed project. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I16-2 This comment states the commenter likes the idea of developing a variety of housing types. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I16-3 This comment raises concern with the density of the proposed project compared to the size of the project site. The commenter is referred above to *Master Response: Affordable Housing Density Bonus*. The comment also raises concerns about the project's density impacting the well-being of future residents. The comment raises economic, social, or political issues that do not relate to potential effects of the proposed project on the environment. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I16-4 This comment raises concerns related to parking. The commenter is referred above to *Master Response: Parking*.
- I16-5 This comment inquires that if the proposed project is on a bus route, that it will guarantee and promote residents to take the bus. The Route 27 bus stops located at the Genesee Ave/Balboa Ave intersection currently has the highest boardings/alightings along the corridor within the Clairemont community, similar to the number of boardings/alightings of Route 41 (along Genesee Avenue) stops. Additionally, Route 27 will service and connect to the future Mid-Coast Trolley Balboa Avenue station that is planned to open in year 2021. The commenter is also referred above to *Master Response: Transit*.
- I16-6 This comment states Balboa Avenue and Genesee Avenue have heavy traffic during peak traffic times, and the proposed project would have a negative impact on these roads. The commenter is referred above to Response to Comment I15-4.
- I16-7 This comment inquires if neighborhood elementary schools are at maximum capacity, and, if so, how will these schools accommodate

new students that would result from a future housing development. The commenter is referred above to *Master Response: Schools*.

I16-8 This comment expresses concern over the height of the proposed project. The commenter is referred to *Master Response: Building Height and Character*.

I16-9 This comment states the commenter supports a variety of housing types, but expresses concern with the number of units and height of the proposed building. The commenter is referred above to *Master Response: Affordable Housing Density Bonus* and *Master Response: Building Height and Character*.

The comment also recommends including greenery and sidewalks, and in favor of HOA-type rules. As detailed in the CPA (Appendix B), landscaping and street trees would be required for the proposed project. The developer would be required to maintain the future building and grounds, in accordance with the County ground lease.

I16-10 This comment request ample parking be provided for residents to reduce the impact on the surrounding neighborhood and commercial parking. The commenter is referred above to *Master Response: Parking*.

I16-11 This comment recommends for the County to construct several smaller affordable housing projects. The commenter is referred above to *Master Response: Alternative Location*.

I16-12 This comment provides the commenter’s assumptions of what could happen if the No Project/Existing Clairemont Mesa Community Plan and Zoning Alternative is adopted. As detailed in Chapter 4, Project Alternatives, of the DEIR, the focus of the alternatives analysis is on the ability to reduce or substantially lessen the significant impacts of the proposed project. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

I16-13 This comment inquires if changes to the Reduced Intensity Project Alternative could occur, including reducing the number of units and the height. The comment also recommends including a park-like environment, ample parking, and HOA-type rules. The commenter is referred above to Response to Comment I16-9 through I16-11.

**Subject:** FW: Citizen Response to Mt Etna High Density Housing Plan EIR

**From:** Thomas Kirby <[tkirby046@gmail.com](mailto:tkirby046@gmail.com)>

**Sent:** Sunday, November 24, 2019 11:59 AM

**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>; Passons, Omar <[Omar.Passons@sdcounty.ca.gov](mailto:Omar.Passons@sdcounty.ca.gov)>; Fletcher, Nathan (BOS) <[Nathan.Fletcher@sdcounty.ca.gov](mailto:Nathan.Fletcher@sdcounty.ca.gov)>

**Cc:** volunteers of Clairemontcares.com <[sdclairemontcares@gmail.com](mailto:sdclairemontcares@gmail.com)>; [barbarabry@sandiego.gov](mailto:barbarabry@sandiego.gov); [jennifercampbell@sandiego.gov](mailto:jennifercampbell@sandiego.gov); [christopherward@sandiego.gov](mailto:christopherward@sandiego.gov); [monicamontgomery@sandiego.gov](mailto:monicamontgomery@sandiego.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [chriscate@sandiego.gov](mailto:chriscate@sandiego.gov); [scottsherman@sandiego.gov](mailto:scottsherman@sandiego.gov); [vivianmoreno@sandiego.gov](mailto:vivianmoreno@sandiego.gov); [georgettegoomez@sandiego.gov](mailto:georgettegoomez@sandiego.gov)

**Subject:** Citizen Response to Mt Etna High Density Housing Plan EIR

To: [Marc.cass@sdcounty.ca.gov](mailto:Marc.cass@sdcounty.ca.gov), [Omar.Passons@sdcounty.ca.gov](mailto:Omar.Passons@sdcounty.ca.gov), [Nathan.Fletcher@sdcounty.ca.gov](mailto:Nathan.Fletcher@sdcounty.ca.gov)

CC: [sdclairemontcares@gmail.com](mailto:sdclairemontcares@gmail.com), [barbarabry@sandiego.gov](mailto:barbarabry@sandiego.gov), [jennifercampbell@sandiego.gov](mailto:jennifercampbell@sandiego.gov), [christopherward@sandiego.gov](mailto:christopherward@sandiego.gov), [monicamontgomery@sandiego.gov](mailto:monicamontgomery@sandiego.gov), [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov), [chriscate@sandiego.gov](mailto:chriscate@sandiego.gov), [scottsherman@sandiego.gov](mailto:scottsherman@sandiego.gov), [vivianmoreno@sandiego.gov](mailto:vivianmoreno@sandiego.gov), [georgettegoomez@sandiego.gov](mailto:georgettegoomez@sandiego.gov)

Regarding: Citizen Response to the Mount Etna Community Plan Amendment and Rezone Project Environmental Impact Report

Date: November 24, 2019

This is a formal response to the Environmental Impact Report (EIR) for the Mt Etna high density housing plan [https://www.sandiegocounty.gov/content/dam/sdc/sdhcd/docs/cd/Complete\\_MtEtnaCPAandRezoneDEIR10\\_9\\_19.pdf](https://www.sandiegocounty.gov/content/dam/sdc/sdhcd/docs/cd/Complete_MtEtnaCPAandRezoneDEIR10_9_19.pdf)

A very clear and compelling case can be made that the Mt Etna EIR underestimates by about sixty percent the increased traffic that 1,000 new residents will bring to the Clairemont neighborhood. The EIR authors made the following shocking admissions at the CCPG meeting on 11-5-19:

- 1) They did not consider how use of Uber and Lyft has been proven to significantly increase traffic and decrease use of public transit.
- 2) They did not consider how increased internet shopping has proven to significantly increase delivery traffic.
- 3) They did not consider any effect on neighborhood air quality from all this increased traffic, even though the EIR admits it will add hours of car idling grid lock on Mt Etna, Mt Everest, Balboa and Genesee.
- 4) They did not consider any traffic impacts to nearby Mt Acadia, even though Mt Acadia is one of only four streets that run East-West between the 8 and 52 Freeways.

A 2019 study "Do transportation network companies decrease or increase congestion?" in the journal Science Advances (<https://advances.sciencemag.org/content/5/5/eaau2670>) finds that Uber and Lyft made traffic 40% worse in San Francisco between 2010 and 2016. Here is the study abstract:

This research examines whether transportation network companies (TNCs), such as Uber and Lyft, live up to their stated vision of reducing congestion in major cities. Existing research has produced conflicting results and has been hampered by a lack of data. Using data scraped from the application programming interfaces of two TNCs,

I17-1  
I17-2  
I17-3  
I17-4  
I17-5  
I17-6

combined with observed travel time data, we find that contrary to their vision, TNCs are the biggest contributor to growing traffic congestion in San Francisco. Between 2010 and 2016, weekday vehicle hours of delay increased by 62% compared to 22% in a counterfactual 2016 scenario without TNCs. The findings provide insight into expected changes in major cities as TNCs continue to grow, informing decisions about how to integrate TNCs into the existing transportation system.

I17-6  
cont.

The study has been reviewed by NBC News (<https://www.nbcnews.com/mach/science/ride-sharing-firms-say-they-help-ease-traffic-congestion-new-ncna1003051>) where they state:

I17-7

The study showed that San Franciscans spent 62 percent more time sitting in traffic in 2016 than in 2010, before ride-sharing went mainstream. The researchers behind the study, a joint effort of the San Francisco County Transportation Authority and the University of Kentucky, found that ride-share cars were responsible for more than half of the increase.

The study was also reviewed by NPR (<https://www.npr.org/2019/05/08/721139488/uber-and-lyft-caused-major-traffic-uptick-in-san-francisco-study-says>), where they state:

I17-8

"It's by far the most detailed look that's been done in any given city," says Bruce Schaller, a transportation expert and former New York deputy commissioner for traffic and planning who was not involved in the study. "And it's certainly consistent with what we're seeing in other places."

Another reputable study of the impact of TNCs published by Schaller Consulting on 7-25-18 is available here: <http://www.schallerconsult.com/rideservices/automobility.pdf>. This study was reviewed by NPR <https://www.npr.org/2018/08/01/634506179/ride-hailing-services-add-to-traffic-congestion-study-says>, where they state:

I17-9

Schaller found that Uber, Lyft and other transportation network companies, or TNCs, transported 2.61 billion passengers last year, a 37-percent increase from 1.90 billion in 2016. The study indicates that TNCs added 5.7 billion miles of driving in the nation's nine largest metro areas. And Schaller says Lyft and Uber are not only hurting taxis, but they're also luring riders away from public transit. In many major cities, "We're seeing a drop in both bus and subway, or metro, ridership," says Schaller. In the nation's biggest cities, Schaller's study finds that up to 60 percent of those riding with Uber and Lyft-like services would have taken transit, biked, walked or would not have made the trip at all, if not for the availability of the ride-hailing services. He says many users don't own a car, so he contends Uber and Lyft are not taking other vehicles off the road. Schaller's study suggests that Ubers and Lyfts drive 2.8 new miles for every one mile saved by passengers not using their own car. He contends that the number drops only a small fraction, to 2.6 new miles driven, with services like UberPool or Lyft Line. A big reason is that the study shows those drivers spend much of their time behind the wheel without customers, waiting to be pinged to pick someone up. "The idea that having several people in the back [of the car] together, it intuitively makes sense" that it would reduce traffic congestion, says Schaller. "But the fact is that 40 percent of their time is spent between passengers and so that's all new mileage on the street, even if you're taking people who formerly drove."

The Mt Etna EIR fails to even consider how TNCs double the amount of traffic for each of their trips in the areas they serve. When a neighbor drives their own car on an errand, they pass through our neighborhood twice, once on the way to their destination, and once more when returning home. When a neighbor calls Uber, an Uber driver will pass through our neighborhood four times: once to pick up the customer, once to drive to the destination, once to return the customer home, and once more to drive to their next customer. About 40% of TNCs driving is without a passenger between drop off of one customer and pick up of another. When 1,000 new Uber customers are all placed in a small neighborhood with few through streets, \*all\* of that 40% Uber driving without a passenger triggered by these 1,000 new residents will be in our neighborhood. From a practical standpoint, this doubles the amount of traffic in our neighborhood for each Uber trip to or from Mt Etna. Yet amazingly, the EIR takes no consideration of the new reality of the explosion of ride hailing services and how they have already proven to adversely impact traffic. Making matters

I17-10

worse, the EIR assumes a huge uptick in public transit usage for the proposed 1,000 new residents. But studies show that the huge increase in ride-hailing services is coming in large part from the population of public transit users. So the EIR assumptions of high public transit usage - and thus significantly less traffic impact - need to be replaced with new calculations of the especially high traffic impacts of TNCs.

I17-10  
cont.

A second reason this EIR drastically underestimates the increased traffic is the huge rise in internet shopping in recent years and the subsequent increase in residential delivery services. This now increasingly includes items that people purchase daily, like groceries and meals. A recent NY Times article "1.5 Million Packages a Day: The Internet Brings Chaos to N.Y. Streets" (<https://www.nytimes.com/2019/10/27/nyregion/nyc-amazon-delivery.html>) states "While the rise of ride-hailing services like Uber has unquestionably caused more traffic, the proliferation of delivery trucks has worsened the problem. As a result, cars in the busiest parts of Manhattan now move just above a jogger's pace, about 7 m.p.h., roughly 23 percent slower than at the beginning of the decade."

I17-11

Sadly, in the Mt Etna area, traffic already moves at a jogger's pace for much of the day on the nearby streets of Genesee and Balboa. The recent housing booms in the nearby neighborhoods of University Town Center, UC San Diego, Mission Valley, and Little Italy have noticeably increased traffic in our stuck in the middle neighborhood of Clairemont in recent years. This is because our canyon, ridge and bay topography allow very few through streets like Genesee and Balboa. Therefore the few through streets that we do have take on all the burden of new developments, even those five miles away, let alone from the 1,000 new residents the high density Mt Etna project would bring.

I17-12

This EIR is negligent to not consider the traffic impact on Mt. Acadia. There are very few roads that run East-West in the Mission Valley, Linda Vista, Clairemont and UTC area due to our canyon-ridge topography. They are the 8 Freeway, Friars Rd, Linda Vista Rd, Mt Acadia Ave to Clairemont Ave, Balboa, and the 52 Freeway. Mt Acadia is only 400 yards from the Mt Etna site. It is one of only six East-West corridors in a large geographical area. Mt Acadia turns into Field St, and then a right turn on Burgener St leads to Clairemont Dr when heading West. This intersection of Burgener and Clairemont already has severe traffic problems. The EIR needs to study how bad this intersection is, and how much the 1,000 new residents at the end of Mt Etna will impact this and other intersections along the way. Mt Acadia is a small neighborhood street with two of Clairemont's finest parks, multiple schools and churches, a library, and many homes with minimal setback from this small street. Mt Acadia is not meant for Genesee or Balboa level of traffic.

I17-13

The EIR needs to study traffic in greater detail. The EIR concludes no significant impact to either the nearby 805 or 5 Freeways. It is claimed that certain traffic thresholds have not been met in their projections, so they can completely ignore the traffic impact to nearby freeways that are already often already bumper to bumper traffic for hours a day. The two freeways are some of the only North-South corridors in the area, along with Genesee, Moreno, and Clairemont. A realistic EIR would acknowledge this.

I17-14

This EIR is even more negligent when it comes to the adverse health effects from the hazardous smog all this increased traffic will have on the people who live in the Mt Etna neighborhood. Amazing, this EIR fails to even consider the adverse health effects from drastically increased traffic on local neighborhood streets. This EIR only considers air quality during the demolition and construction phases. Yet Mt Etna is a tiny neighborhood street. Give Mt Etna 1,000 new residents and you give the existing residents of Mt Etna and the other nearby neighborhood streets newfound gridlock for hours every day. It's bad enough that we are surrounded by gridlock and all its resulting smog on Genesee, Balboa, and the 5, 805 and 52 freeways. This project would add hours of gridlock on Mt Etna and Mt Everest every day. The Mt Etna site is just one block from a traffic light at Mt Etna and Genesee, and three blocks from a traffic light at Mt Everest and Balboa. Traffic already backs up considerably on Mt Etna and Mt Everest because of these traffic lights are on busy intersections. Consider a young grade school student that lives on Mt Etna or Mt Everest. They will be exposed to this increased smog on narrow streets, in homes with minimal setback, most without air conditioning, with their windows open. That grade school student that lives on Mt Etna may end up living in the same house all through college, given the high cost of education. That same college graduate may end up inheriting their parents house on Mt Etna, and living there the rest of their life. All the cumulative smog this person will be exposed to is certainly going to be detrimental to their health. Statistically, their life expectancy will be reduced as a direct result of this project that dumps 1,000 new

I17-15

residents on their tiny street. This is the most significant environmental consequence of this proposed development, yet it is not even considered by the EIR.

I17-15  
cont.

The 2019 State Of The Air study by the American Lung Association (<https://www.lung.org/assets/documents/healthy-air/state-of-the-air/sota-2019-full.pdf>)

reports that San Diego has the sixth worst ozone pollution in the country for the fifth year in a row. The San Diego Union Tribune article "San Diego ranks 6th among most polluted cities in US"

(<https://www.sandiegouniontribune.com/news/watchdog/story/2019-04-24/sd-me-air-quality>) reports on this study:

Local officials said it's time to take action and protect the communities most affected. San Diego County Supervisor Nathan Fletcher and officials from the American Lung Association and local environmental groups held a press conference at Cesar Chavez Park in Barrio Logan to discuss the annual air quality report, which estimates more than 40 percent of Americans live with unhealthy air quality. "More people die from air-related issues than they do from breast cancer," Fletcher said. "I think this should serve as a sobering reminder but also a wake-up call for our policy makers that we have to do more." According to the report, two types of air pollution dominate in the U.S. — ozone and particle pollution. Ozone is the main ingredient of smog, making it one of the most widespread causes of air pollution and associated health threats in California. It's created when pollutants from trucks, cars, factories and farms chemically react in the presence of sunlight. When inhaled, it can cause a "sunburn of the lungs," the report said, causing inflammation, shortness of breath, coughing, asthma attacks, and a shortened life.

I17-16

Studies show that the majority of smog comes from vehicles. The DARTE Annual On-road CO2 Emissions 2019 report ([https://daac.ornl.gov/cgi-bin/dsvviewer.pl?ds\\_id=1735](https://daac.ornl.gov/cgi-bin/dsvviewer.pl?ds_id=1735)) finds that San Diego traffic emissions exceed 11 million metric tons of carbon dioxide each year. This, plus our sunny climate that turns emissions into smog, is why San Diego is the sixth smoggiest city in the entire USA. County Supervisor Nathan Fletcher says we must do more to confront smog in a press conference in Barrio Logan. But high density housing developments in Clairemont bring Barrio Logan levels of smog to Clairemont. This EIR must at least consider smog for the local residents from all the new traffic this high density development will bring.

I17-17

In summary, the EIR is unacceptable because it significantly underestimates the increased traffic, the traffic studies do not include key nearby streets like Mt. Acadia, and no consideration is given to the adverse health effects of all the increased smog from all the increased traffic it will bring. My wife and I have lived within 500 yards of Mt Etna for 28 years. We agree that Mt Etna is a good site for affordable housing, but not 1,000 people. The San Diego City Council needs a realistic EIR for Mt Etna so it can know the true environmental impacts of what they will be voting on. This EIR is a white wash of what the true impacts will be. The San Diego City Council has recently ratified over 37,000 new housing units in the Mission Valley, Linda Vista, and Clairemont community planning guidelines. If our EIRs do not include all the increased smog from all the increased traffic all this new density brings, San Diego will climb from its current position as the sixth most polluted city in the US closer to Los Angeles at number one, without our elected officials ever having to admit to the part they are playing in making San Diego less and less livable.

I17-18

A concerned resident of Clairemont and San Diego,  
Thomas Kirby

## Letter I17 Response

### Thomas Kirby

I17-1 This comment is introductory in nature and states the commenter's concerns that the DEIR underestimates the amount of traffic that will be generated by the proposed project. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

I17-2 This comment states the DEIR did not consider the use of ride sharing services, such as Uber and Lyft, which have been demonstrated to increase traffic and decrease use of public transit. It is important to note that the traffic counts that were recently collected and used in the analysis already include rideshare demand in the counts, so the analysis did account for existing levels of rideshare in the baseline scenario. While the referenced articles have shown that rideshare has linked to an increase in traffic in some metropolitan cities, such as San Francisco, New York, and Los Angeles, these articles are based on very urban and dense environments with limited parking that are not comparable to the project study area (i.e. suburban single-family residential community). Consequently, since the baseline traffic counts are used to develop the future year volumes, the rideshare demand included in the baseline count was grown and some level of rideshare traffic is included the future year traffic forecasts.

The project's trip generation estimates were based on approved industry standards in the City of San Diego, and the traffic engineering industry and/or City has not yet developed any land use trip rates to account for rideshare traffic. At this time, there are no approved studies on how to account for rideshare traffic and it would be speculative to assume some level of rideshare activity in the project traffic without any supporting research. Consequently, the traffic analysis was appropriately conducted with approved standards for transportation impact studies in the City of San Diego.

I17-3 This comment states the DEIR did not consider how increased internet shopping has proven to significantly increase delivery traffic. It is important to note that the traffic counts that were recently collected and used in the analysis already includes delivery traffic in the counts, so the analysis did account for some level of delivery traffic in the baseline scenario. Consequently, since the baseline traffic counts are used to develop the future year volumes, the delivery traffic included in the baseline count was grown and

some level of delivery traffic is included the future year traffic forecasts.

Delivery traffic varies by season, day, and hour, and are typically during the non-peak commute hours. Also, there are no industry standards for delivery trip rates due to the inconstant characteristics of delivery traffic flow, so it would be speculative to include project related delivery traffic that are not based on any approved standards. For these reasons, the traffic analysis was appropriately conducted with approved standards for transportation impact studies in the City of San Diego.

- I17-4 This comment states the DEIR did not consider impacts to air quality from the increased traffic and idling. The DEIR analyses impacts related to air quality, including from vehicles, in Section 2.1, Air Quality. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I17-5 This comment states the proposed project did not consider traffic impacts to Mount Acadia Boulevard, which is one of only four streets that run east-west between the I-8 and SR-52 freeways. The SANDAG Series 13 Travel Demand Model was used to calculate the project's trip distribution estimates using a select zone analysis. Based on the model and select zone analysis (Appendix B of the TIS), only 1% of project traffic is estimated to travel on Mount Acadia Boulevard, which is approximately 20 daily trips. According to the City of San Diego's Traffic Impact Study Guidelines, a roadway and/or intersection is to be analyzed if the project will add 50 or more peak hour trips in either direction. Therefore, Mount Acadia Boulevard was not analyzed since the proposed project is anticipated to add a nominal amount of traffic and does not meet the City's study area criteria.
- I17-6 This comment provides an abstract and link to an article from the Science Advances journal, which considers the impact of ride sharing services on traffic in San Francisco. The commenter is referred to Response to Comment A17-2 above.
- I17-7 This comment provides a statement from NBC News' review of the above study, which reiterates the study's conclusion. The commenter is referred to Response to Comment A17-2 above.
- I17-8 This comment provides a statement from NPR's review of the above study, which states the study is the most detailed look that's

been done in any given city. The commenter is referred to Response to Comment A17-2 above.

- I17-9 This comment offers a link to another study of the impacts of transportation network companies published by Schaller Consulting, and provides an abstract from NPR's review of the study. The commenter is referred to Response to Comment A17-2 above.
- I17-10 This comment asserts the DEIR fails to consider how transportation network companies double the amount of traffic for each of their trips in the areas they serve. The commenter is referred to Response to Comment A17-2 above.
- I17-11 This comment asserts the DEIR fails to consider the rise in internet shopping and the subsequent increase in traffic from residential delivery services. The commenter is referred to Response to Comment A17-3 above.
- I17-12 This comment states the traffic in the area around the proposed project is already impacted due to its centrality within the City of San Diego. The comment also states that there are few through streets due to the topography of the community, which then have to take on all of the traffic burden. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I17-13 This comment asserts the DEIR fails to consider the impact on traffic to Mount Acadia Boulevard. The commenter is referred to Response to Comment A17-5 above.
- I17-14 This comment states the EIR needs to further evaluate impacts to traffic, and disagrees with the conclusion in Section 2.4, Transportation and Traffic, of no significant impact to the nearby I-805 and I-5. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I17-15 This comment states the DEIR fails to consider the adverse health effects from the hazardous smog that will be generated with the increased traffic from the proposed project, and states the EIR only evaluates impacts during the demolition and construction phases. Section 2.1 Air Quality of the DEIR provides an analysis and addresses the adverse effects of generation of ground-level ozone (also known as "smog") "when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>), both by-products of fuel combustion

(i.e., vehicle tailpipe emissions), react in the presence of ultraviolet light (sunlight)". Section 2.1.3.2 of the DEIR (former page 2.1-19) states that project daily air pollutant emissions (including those that generate ozone) during project construction (site preparation and demolition as well as future building development) and operation (of future building including vehicle traffic) do not exceed SDAPCD daily air pollutant thresholds.

- I17-16 This comment provides a link to a study from the American Lung Association, which reports that San Diego has the sixth worst ozone pollution in the country for the fifth year in a row, and provides a link to a San Diego Union Tribune article that states, San Diego ranks 6<sup>th</sup> among most polluted cities in the U.S. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I17-17 This comment refers to the DARTE Annual On-road CO2 Emissions 2019 report, and requests the EIR consider the impacts of smog on local residents from the traffic high density development brings. The commenter is referred to Response to Comment A17-15 above.
- I17-18 This comment summarizes the concerns detailed above. The comment notes that the project site is a good location for affordable housing, but not at a high density. The County acknowledges this comment; all comments are included in this Final EIR for consideration by the County and City decision makers prior to making a decision on the project.

**Subject:** FW: Mt Etna EIR

**From:** David Rogers <[davidlouisrogers@gmail.com](mailto:davidlouisrogers@gmail.com)>

**Sent:** Sunday, November 24, 2019 12:31 PM

**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>

**Subject:** Mt Etna EIR

Dear Mr. Cass,

With regard to the Mt. Etna EIR, I want you to know that I am against rezoning the property for 404 affordable home units. This density is too high for this neighborhood, not to mention the strain on traffic and infrastructure such a build would impose.

I18-1

The county should consider a smaller build within the current 30' height limit. This would:

I18-2

- fit into the neighborhood better

I18-3

- put less strain on infrastructure

- put less traffic on our already crowded Balboa/Genesee area

I18-4

I have spoken to many of my neighbors and they are all in agreement: keep the 30' height limit!

I18-5

Sincerely,

David Rogers

## Letter I18 Response

### David Roger

- I18-1 This comment expresses the commenter's opposition to the proposed project, and states the density is too high for the neighborhood and would have impacts to traffic and infrastructure. The comment is general in nature and does not address the adequacy of the DEIR, and therefore, no specific response is required.
- I18-2 This comment suggests the County consider a smaller project that would stay within the current 30-foot height limit to better conform with the current neighborhood. The commenter is referred above to *Master Response: Building Height and Character*.
- I18-3 This comment asserts a smaller project would put less strain on infrastructure. Although this statement is generally consistent with the analysis of the Reduced Intensity Project Alternative, a smaller residential development would prevent the future developer from constructing a project that achieves the basic project objective of being consistent with the San Diego regional housing policies that are looking to maximize the construction of affordable housing to meet the regions' projected demands. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no further response is required.
- I18-4 This comment asserts a smaller project within the current allowable 30-foot height limit would reduce traffic on Balboa Avenue and Genesee Avenue. Impacts to the intersection of Balboa Avenue/Genesee Avenue are predicted to occur only if all three access options are used in the future; should the housing developer only need two access options, the impact would be avoided and no mitigation would be required at that location. As detailed in Chapter 4, Project Alternatives, of the DEIR (former page 4-12), the Reduced Intensity Project Alternative would still cause significant impacts to Existing, Near-Term, and Cumulative plus Project traffic conditions on the roadway network surrounding the project site. However, the reduced trip generation and peak hour traffic would lessen project impacts on area intersections and would avoid a cumulatively significant roadway segment impact along Balboa Avenue between its intersections with Charger Boulevard and the Interstate 805 southbound ramps. Direct impacts to intersections, including Balboa Avenue/Genesee Avenue, would be lessened but

not avoided and partial mitigation (Mitigation Measures TRA-1, TRA-2 and TRA-4 t) would still be required under this alternative.

I18-5

This comment expresses general opposition to the proposed project due to the 30-foot height limit. The County acknowledges this comment; all comments are included in this Final EIR for consideration by the County and City decision makers prior to making a decision on the project.

**Subject:** FW: Mt. Etna Project Comments

**From:** Gary Dixon <[gdixoninsd@gmail.com](mailto:gdixoninsd@gmail.com)>  
**Sent:** Sunday, November 24, 2019 1:17 PM  
**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>  
**Subject:** Mt. Etna Project Comments

Mr. Marc Cass:

As a long term resident of this neighborhood, I would like to make the following comments:

- Traffic is busy most of the time becoming almost gridlock at rush hour during the week. Cars heading south on Genesee are backed up from the stop light at Balboa past Mt. Etna. Frequently, cars end up stopped in the middle of the intersection (Mt. Etna + Genesee) blocking the intersection for people trying to head east on Mt. Etna into the shopping center. That is the reality today. Adding 404 units will make this situation much worse whether exiting from the development onto Mt. Etna or Genesee. We need to have a plan to mitigate this additional traffic. Even if many people use public transportation there will still be a lot more cars added to this already clogged corridor. I19-1
- Fire Fighters: We have a deficit of fire fighters and trucks in the area now. A fire at this property could end up being a catastrophe for the city. Especially since the city has been made aware of this problem prior to building this project. We will need additional fire resources. I19-2
- Police protection for the community. We also need additional police office assigned for this area. I19-3

I support building more affordable housing through out San Diego. Affordable housing should be added to all projects throughout the city without buybacks. I recommend the "Reduced Intensity Project Alternative". Let's compromise, create a win/win situation and do what is best for everyone involved. I19-4

Best Regards,

Gary Dixon  
4755 Mt. Durban Drive  
San Diego, CA 92117  
[e-mail: gdixoninsd@gmail.com](mailto:gdixoninsd@gmail.com)

## Letter I19 Response

### Gary Dixon

- I19-1 This comment details existing gridlock traffic conditions in the project area, specifically at the intersection of Mount Etna Drive and Genesee Avenue. The commenter states that a plan needs to be created to mitigate additional traffic. The commenter is referred to DEIR Section 2.4.5 (former page 2.4-42), which details the mitigation measures required for the proposed project. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I19-2 This comment expresses the need for additional fire fighters and fire trucks in the area, which would be further exacerbated by the proposed project. The commenter is referred above to *Master Response: Fire Protection Services*.
- I19-3 This comment expresses the need for additional police services in the area. The commenter is referred above to Response to Comment I14-67
- I19-4 This comment expresses support for affordable housing throughout San Diego and recommends the Reduced Intensity Project Alternative. The County acknowledges this comment and all comments are included in this Final EIR for consideration by the County and City decision makers prior to making a decision on the project.

**Subject:** FW: Mt Etna Project Comments

**From:** Sherry Dixon <[smdinsd@gmail.com](mailto:smdinsd@gmail.com)>  
**Sent:** Sunday, November 24, 2019 2:16 PM  
**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>  
**Subject:** Mt Etna Project Comments

Mr. Marc Cass,

I have some input for the Mt Etna Project.

First of all I support affordable housing in San Diego. I would like to see EVERY housing project to include affordable housing and not allow the developers to contribute to a general fund. Build affordable housing in every project. The city officials are elected by the people to act on the needs of the people. This is for ALL residents of the city. Please consider the impacts that adding too many units to a specific area without infrastructure would have on tax payers and voters. The city is not here to make developers money but to serve the people.

I20-1

My input to the Mt Etna project.

1. The area is already impacted with too much traffic. At times you can't cross Genesee at Mt Etna due to grid lock. Buses are also impacted. I have seen it impossible to cross Genesee or turn onto Genesee from Mt Etna at the current rate of traffic during rush hours. Adding 404 units will only exasperate the traffic congestion. How would a fire truck get through this traffic congestion when there is no space to pull over and let them through? Traffic is not only a burden to residents but a safety issue.

I20-2

2. Fire fighters are stretched thin in San Diego and the limited supply of fire trucks with the ability to fight fire in a multiple story building is unacceptable. We need to invest in safety for the building and the surrounding area. The city is aware of fire safety issues and if not addressed will cost much more in dollars and affect the lives of residents.

I20-3

3. Although affordable housing per the EIR doesn't impact crime or safety, the additional number of people will demand additional police support. Our police are also stretched thin and additional protection will be needed.

I20-4

In conclusion, please pay attention to the residents in the area and restrict the number of units to a maximum of 312 as stated in the "Reduced Intensity Project Alternative".

I20-5

We need to work together and compromise for the good of all.

Sincerely,

Sherry Dixon  
4755 Mt Durban Dr  
San Diego, CA 92117  
email: [smdinsd@gmail.com](mailto:smdinsd@gmail.com)

## Letter I20 Response

### Sherry Dixon

- I20-1 This comment is introductory in nature and expresses support for affordable housing in San Diego, however, is concerned with too many units without infrastructure. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I20-2 This comment raises concerns with impacts to traffic with implementation of the proposed project, stating the addition of 404 units would exacerbate the existing traffic congestion at Genesee Avenue and Mount Etna Drive. Traffic impacts are analyzed in Section 2.4, Transportation and Traffic, of the DEIR. This comment does not address the adequacy of the DEIR and therefore no further response is required.
- The comment also inquires about the ability for fire trucks to move through congestion, stating traffic is a safety issue. The City's traffic signals currently and would continue to provide emergency response signal preemption, which allows emergency vehicles right-of-way through the corridor to help reduce response time. This comment does not address the adequacy of the DEIR and therefore no further response is required.
- I20-3 This comment states the SDFD is stretched thin with a limited supply of fire trucks that are able to fight multi-story buildings. The commenter is referred above to *Master Response: Fire Protection Services*.
- I20-4 This comment states that the proposed project would increase demand for police support, and that police services are stretched thin. The commenter is referred above to Response to Comment I14-67.
- I20-5 This comment provides a conclusion to the letter and recommends the proposed project to be restricted to 312 units, as discussed in the Reduced Intensity Project Alternative. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required. All comments are included in this Final EIR for consideration by the County and City decision makers prior to making a decision on the project.

**Subject:** FW: Mt. Etna Proposed Project

**From:** Lyn Booth <[lynbluewaves@gmail.com](mailto:lynbluewaves@gmail.com)>  
**Sent:** Sunday, November 24, 2019 9:34 PM  
**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>  
**Cc:** Fletcher, Nathan (BOS) <[Nathan.Fletcher@sdcounty.ca.gov](mailto:Nathan.Fletcher@sdcounty.ca.gov)>; Jacob, Dianne <[Dianne.Jacob@sdcounty.ca.gov](mailto:Dianne.Jacob@sdcounty.ca.gov)>; Gaspar, Kristin <[Kristin.Gaspar@sdcounty.ca.gov](mailto:Kristin.Gaspar@sdcounty.ca.gov)>; Desmond, Jim <[Jim.Desmond@sdcounty.ca.gov](mailto:Jim.Desmond@sdcounty.ca.gov)>; [jennifercampbell@sandiego.gov](mailto:jennifercampbell@sandiego.gov); [ChrisCate@sandiego.gov](mailto:ChrisCate@sandiego.gov); [barbarabry@sandiego.gov](mailto:barbarabry@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
**Subject:** Mt. Etna Proposed Project

Re: 5255 Mt. Etna Project  
November 24, 2019

Dear San Diego County Representatives and Staff:

As residents of Clairemont, we have attended numerous meetings over many months regarding this proposed Mt. Etna project. We have spoken at the microphone and attended the intensive Mt. Etna workshop at Marston. Was it all wasted time and effort on our part, or will our voices as a community actually be heard in this process? Do our votes and taxes actually count for representation?

I21-1

Chelsea Development had promised in its FAQ paper, *“through a public involvement process, the County and Chelsea will work closely with the community to ensure the community’s input helps positively shape this new residential community.”* Yet residents’ overwhelming input, contrary to current plans, has been to keep the structures no more than 30 feet at maximum height in order to blend with the existing family-friendly residential area and to avoid adding unfair burdens to existing infrastructure.

I21-2

So far this process has been top-down from bureaucratic offices, NOT community-driven. The hysteria of a “housing crisis” should not bully our residents into losing our quality of life!

I21-3

The EIR’s 3,000+ pages make it difficult for average citizens to cull through and make their case against the obvious problems a maximized project size will bring. But the bottom line is that over 90% of all respondents to the meetings do not want a tall complex housing over 400 people. It would literally overshadow the neighboring homes, create a traffic snarl at the main arteries and intersections, overburden police and fire services, and create more crowded classrooms, to name the chief objections.

I21-4

Therefore, a scaled-down version of the Mt. Etna project, the “reduced intensity project alternative”, with roughly 250 or fewer units is more fitting. Many other projects are slated to be built in our area, starting with Mt. Alifan and the Clairemont Dr. corridor to Morena; it would be unwise to further clog this central business district with high density housing! This is our primary shopping district!

I21-5

We have heard from SDFD representatives who have warned against a tall building in this area due to already-stressed fire services, both equipment-wise (lack of a ladder truck, brush rig, ambulances) and insufficient paramedic/fire personnel. Seniors living on higher floors would be especially difficult to evacuate. Nearby canyons with dry brush are prone to fire, and city funding for brush clearance has been reduced and homeless camps are common. These canyons closest to the site are not even mentioned on page S-2 of the EIR (Tecolote being a large one); they lie below houses near Mt. Etna.

I21-6

In case of fire, evacuation routes for residents via Balboa and Genesee Avenues will be greatly impacted by increased housing density and traffic, yet we have not seen this danger mentioned in the EIR! Why did the EIR list "public services" in the column titled "Less than significant impacts"? That's impossible! This claim must be challenged!

I21-7

- Likewise, what about providing adequate police services, which are currently understaffed?
- How will the City of San Diego pay for increasing our needed infrastructure and services in this area, OR WILL THEY? How can this developer possibly defray these costs?
- Rush hour traffic along Balboa and Genesee is already in gridlock; idling cars create more air pollution! Don't increased gas emissions go against the City's Climate Change plan? How can the EIR claim that air quality impact will be significant only during construction of the building?
- How can our parks and schools handle more people/students without added infrastructure?
- Why can't the City and County plan to build new fire/police stations in areas targeted for housing BEFORE rushing to develop higher density? Doesn't that make more sense?

I21-8

I21-9

I21-10

I21-11

I21-12

Please use common sense in assessing the faults of this EIR and deny a zoning change that would allow the maximum density requested by the developer for this project, with others to follow. Instead, please recommend the reduced intensity project alternative. We cherish our family-friendly neighborhoods and do not wish to become another downtown.

I21-13

Sincerely,  
Don Booth and Lyn Booth  
Clairemont (San Diego 92117)

## Letter I21 Response

### Lyn Booth

- I21-1 This comment is introductory in nature, stating their involvement in meeting and workshops related to the proposed project. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I21-2 This comment expresses the community's input to maintain the current height limit and community character. The commenter is referred to *Master Response: Building Height and Character* and *Master Response: Affordable Housing Density Bonus*.
- I21-3 This comment states the process has not been community driven and that the "housing crisis" should not bully residents into losing their quality of life. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I21-4 This comment states that the current residents of the community are not in favor of a tall housing complex with over 400 residents. The comment continues, stating the proposed project would overshadow homes, increase traffic impacts, and place additional burden on police, fire services, and schools. The DEIR addresses shade and shadows in Section 3.1, Aesthetics; traffic impacts in Section 2.4, Transportation and Traffic; and police protection, fire services, and schools in Section 3.6, Public Services. The comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I21-5 This comment recommends moving forward with the Reduced Intensity Project Alternative. The comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I21-6 This comment states representatives of the SDFD have warned against tall building in this area due to the already-stressed fire services, with regard to personnel and equipment. The comment also expresses concern on the difficulty to evacuate seniors living on higher floors, and states the nearby canyons with dry brush are prone to fire. The commenter is referred above to *Master Response: Fire Protection Services*.

- I21-7 This comment inquires why the EIR concluded impacts to Public Services were less than significant considering evacuation routes would be greatly impacted as a result of the proposed project. The commenter is referred above to *Master Response: Fire Protection Services*. In addition, as stated in the DEIR Section 2.2.3.3 (former page 2.2-14), the project site is located in a developed area with existing access to major roads that provide routes for emergency evacuation. The future development would be required to meet all requirements for access and ingress/egress, in accordance with the California Fire Code and City Municipal Code requirements. With implementation of Mitigation Measure HAZ-2, the proposed project would not physically interfere with an emergency evacuation plan.
- I21-8 This comment inquires why the EIR concluded impacts to Public Services were less than significant considering police services are currently understaffed. The commenter is referred above to Response to Comment I14-67.
- I21-9 This comment inquires how or if the City of San Diego will pay for the increasing need for infrastructure and services in the Clairemont Mesa Community, and how the developer can contribute to these costs. The comment is general in nature and does not indicate which infrastructure or services they are referring to. Nevertheless, as detailed in the DEIR Section 3.6.3.1 and Section 3.6.3.2 (former page 3.6-9 and 3.6-11), the developer would be required to pay the most current City development impact fees related to police and fire protection services and facilities prior to the issuance of a building permit.
- I21-10 This comment states that idling cars create more air pollution, and inquires if increase gas emissions go against the City of San Diego's CAP. The commenter is referred to Response to Comment I14-38.
- The comment also questions how the DEIR can only state impacts would occur during construction of the building. The commenter is referred to Section 2.1.3.4 (former page 2.1-25) of the DEIR, which provides an analysis on the operation of the future residential building. The comment is general in nature and does not address the adequacy of the DEIR, therefore, no specific response is required.
- I21-11 This comment inquires how parks and schools can handle additional users without adding infrastructure. The commenter is referred above to *Master Response: Schools*. As stated in Section

3.7.3.1 of the DEIR (former page 3.7-7), because the future developer would be providing for the development of additional parklands, either through the payment of development impact fees or by directly constructing or providing the parkland, the increased use of existing parks and recreational facilities would not result in substantial physical deterioration of the existing facilities, and the need for new or altered facilities is not required. Therefore, impacts to existing recreational facilities and parks would be less than significant.

I21-12 This comment inquires why the City of San Diego does not first build additional infrastructure for police and fire services in areas targeted for housing. The comment raises economic, social, or political issues that do not relate to potential effects of the proposed project on the environment and are not required topics for discussion in a CEQA document.

I21-13 This comment provides the conclusion for the comment letter and recommends the reduced intensity project alternative. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required. All comments are included in this Final EIR for consideration by the County and City decision makers prior to making a decision on the project.

**Subject:** FW: Mount Etna Crime Lab Site EIR  
**Attachments:** 20191123-Letter-CrimeLabSite-Cass.docx

Mr. Cass,

I've attached my written comments. By the way, the online EIR is now very different from what you originally released on October 9.

John Noble

I  
|  
I22-1  
|  
I

Dear Mr. Cass,

Thank you for the opportunity to provide input regarding the draft EIR.

To provide perspective, we're relatively new Clairemont residents. My wife is both an immigrant and a union member. We previously lived in East County (29 years). We worked multiple jobs, saved and scrimped, drove old cars, skipped vacations – all to reach a point where we could buy a single-family home four blocks from the Crime Lab site. We live on a diverse block. As things stand now, we'll be making mortgage payments until I'm 80 years old. We paid a huge premium to live within walking distance of what we (apparently foolishly) thought would forever be a commercial-only district. Mayor Faulconer (and other city leaders) spoke often of San Diego as a "City of Villages."

I22-2

I have experience working in public housing projects.

I'm trying to keep an open mind about this project.

Several of my neighbors are considering suing their government over this project. Perhaps we will join them, depending on what Chelsea submits as their final plans.

I'm perplexed that City of San Diego government seems so enthused about a 404-unit complex at the Crime Lab site.

While Chelsea profits many millions of dollars, it seems like City of San Diego entities will be big losers. Taxpayers may be the biggest losers of all.

1. There's a public safety, lawsuit risk. The Crime Lab site is about 1000 feet from a finger of Tecolote Canyon. We Californians are all too familiar with wildfires. The City of San Diego struggles with stopping campfires in our canyons. Santa Ana winds whip fires into infernos. Winds become unpredictable. Fresh in our minds in the Paradise Fire that killed 86 people. Why? Because roads were inadequate for people to escape the flames. Lawsuits are pending. Certainly, we all remember the destructive San Diego fires in 2003 and 2007. Flames even Interstate 15. Chelsea's Buddy Bohrer has presented a plan. That plan – discussed in the EIR -- calls for a single, six story parking structure with 359 parking spaces. It likely will have one entrance/exit ... on to a residential street, Mt Etna Drive. I frequently park downtown at the MTS garage. If I leave with everyone else at 5 PM, it literally takes me 20 minutes to circle down from the sixth floor to the exit. If fire raced through our neighborhood at a time when most residents were home, Chelsea's parking garage could become a death trap. The lives of current residents could be at risk, too. As planned, the Chelsea project could easily double the number of homes and cars. Current streets were engineered for 400 homes, not 800. During the morning commute, it's already common for a dozen cars to be waiting at stoplights on both Mt Everest (waiting to turn at Balboa) and Mt Etna (waiting to turn at Genesee, no dedicated left turn signal). The EIR's before and after intersection wait times are very inconsistent with reality. If there's a wildfire in our neighborhood and Chelsea unloads 404-units via a single exit on to a residential street that's the gateway to an existing neighborhood of 400 homes, people will likely die.
2. The nearest fire station is east of Genesee Avenue, next to the tiny neighborhood library. A massive evacuation from the 404-unit Chelsea complex would probably block firefighters from getting to a canyon fire. The fire station has inadequate equipment for fighting fires in high-

I22-3

I22-4

density residential towers. While Chelsea makes massive amounts of money, the City of San Diego will have to spend big money to upgrade their fire house equipment.

I22-4 cont.

3. From my experience, public housing projects bring in far more residents and far more cars than the builder claims when navigating the permit/approval process. Buddy Bohrer of Chelsea has talked openly about his plans to create a significant number of 2- and 3-bedroom family units. The County of San Diego told me that a 3-bedroom unit is designed for up to 8(!) people. Holmes Elementary is already bursting at the seams, with 564 students. Despite what the EIR says, this project could easily bring in another 500 students. Councilman Chris Cate has a solution: remodel the school to double the number of students. While Chelsea makes millions, San Diego Unified School District would have to pay millions (or taxpayers would through yet another bond measure).

I22-5

4. I certainly appreciate Buddy Bohrer’s candor. According to the SB 743 standards, the Mt Etna Crime Lab site is not in a TPA because, as stated on EIR page 2-4-11, the MTS #27 bus line doesn’t run often enough. Chelsea plans to provide insufficient parking – less than one space per unit. His plan: pay a few million to MTS so that they’ll increase frequency of bus service ... just long enough for him to get the TPA designation. Fewer parking spaces translates to more money for Chelsea. 2- and 3-bedroom family units – lots of them – and less than one parking spot per unit. Wow. Chelsea intends to leverage all the density bonuses they can, per the EIR, to build 404 units on this irregular lot on a residential street.

I22-6

5. Clearly, Chelsea plans to maximize their profits – essentially bribing MTS, providing insufficient parking for their “project” residents, leveraging density bonuses to build every possible unit they can on this lot. However, there WILL be far more than 359 cars. What about visitors? Where will they park? The extra cars will cost other people lots of money – perhaps even their livelihoods. I’ve seen first-hand how this works: a single woman with children qualifies for the subsidized housing. Once she’s in, her live-in boyfriend joins the family. Both adults have a car. One of them may have a parent or an adult child, also with a car. Extended family moves in. Friends. As you know, many small shops exist across the street, with very few parking spaces for their customers. These businesses depend on having parking. Chelsea residents will certainly usurp those spaces, unless (and maybe even if) the businesses hire parking lot attendants. There’s a medical office next door. It also has very few parking spaces. I’m sure that Chelsea residents would find their parking lot far more convenient than their own (i.e. parking on the sixth floor of a parking garage). The neighborhood will also lose all street parking for many blocks. Some current neighborhood residents use their driveway for a mobile home or travel trailer; their car is currently parked in front of their house. What will they do?

I22-7

Of course, the County and Chelsea could choose to mitigate some of these problems. Possibilities:

I22-8

1. Keep commercial designation at Mt Etna Crime Lab site; build housing on a bigger, less irregular lot in neighborhood with schools that have space.

I22-9

2. Build fewer than 404 units.

I22-10

3. Reduce, or eliminate, car exits on Mt. Etna.

I22-11

4. Refuse Chelsea the TPA designation.

I22-12

5. Have more entrances and exits. Create a left turn exit, with a signal light, on Balboa and/or Genesee.

I22-13

6. Require Chelsea to buy fire house equipment.

7. Require Chelsea to provide space for an on-site school. That's what the developers of the first 400 units had to do. Why not require the developer of the second 400 units to do the same?
8. Require Chelsea to provide on-site park space. Per the EIR (page 3-4-23), "the site developer would be required to pay any applicable fees and provide facilities adequate to meet the City's existing public services requirements." The developers of the first 400 units set aside park space. Why not require the developer of the second 400 units to do the same?
9. Create more infrastructure improvements. Ensure that, in case of emergency, cars can get out of the neighborhood. Mt Etna Drive, in front of the new complex, will become a nightmare. Per the EIR, drivers will be able to turn left out of the "project" on to Mt. Etna. Eastbound left-turners on Mt Etna Drive already wait a long time because cars go straight, across Genesee, from the Home Depot parking lot. Adding a designated left turn lane on Mt Everest will do absolutely nothing to mitigate traffic problems.

I22-14

I22-15

I22-16

John Noble

619.244.2730

## Letter I22 Response

### John Noble

- I22-1 This comment is introductory in nature, and states the online EIR is very different from what was originally released on October 9. No changes were made to the DEIR after its release for public review on October 9, except those changes made in this Final EIR, after the close of the comment period.
- I22-2 This comment is introductory in nature providing the commenter's background, and expresses general opposition to the proposed project. The commenter is referred above to *Master Response: Non-CEQA Issues*. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I22-3 This comment asserts the proposed project is a public safety risk, specifically with regard to wildfire risk and difficulties with evacuating from the project site. Wildfire risk was analyzed in the DEIR Chapter 5.0, Other CEQA Considerations, Section 5.2.10 (former page 5-11) and was determined to have a less than significant impact. The commenter is referred above to *Master Response: Fire Protection Services* and Response to Comment I21-7.
- I22-4 This comment states that the nearest fire station does not have adequate equipment, and an evacuation would block fire fighters from accessing a canyon fire. The commenter is referred above to *Master Response: Fire Services* and Response to Comment I21-7.
- I22-5 This comment states that public housing project bring in more residents and cars than the builders claim. The commenter is referred above to Response to Comment I14-80.
- The commenter also states that the additional residents would overcrowd Holmes Elementary School. The commenter is referred above to *Maser Response: Schools*.
- I22-6 This comment asserts the DEIR incorrectly established the project site as being within a TPA and states that the developer plans to provide insufficient parking. The commenter is referred to *Master Response: Transit* and *Master Response: Parking*.

- I22-7 This comment raises concerns regarding the amount of parking that will be provided as part of the proposed project and concerns with overflow parking into the surrounding neighborhood. The commenter is referred above to *Master Response: Parking*.
- I22-8 This comment recommends keeping the commercial designation at the project site and to build the proposed project on a different location. The commenter is referred to *Master Response: Alternative Location*.
- I22-9 This comment recommends for the proposed project to build fewer than 404 units. The commenter is referred above to *Master Response: Affordable Housing Density Bonus*.
- I22-10 This comment recommends reducing or eliminating car exits onto Mount Etna. An ingress/egress driveway onto Mount Etna is proposed as part of the project design. This comment does not address the adequacy of the DEIR and therefore no further response is required.
- I22-11 This comment recommends refusing the developer the TPA designation. The comment is referred above to *Master Response: Transit*.
- I22-12 This comment recommends having more ingress and egress points along Balboa Avenue and/or Genesee Avenue. Due to public input during the NOP process, the DEIR analyzes three potential vehicular access options. As detailed in the DEIR Section 1.2.1.6 (former page 1-5), the potential access options include a primary access point on Mount Etna Drive, a second right-in, right-out to Genesee Avenue, and a third right-in, right-out access point to Balboa Avenue.
- I22-13 This comment recommends requiring the developer to purchase fire house equipment. The commenter is referred above to *Master Response: Fire Protection Services*.
- I22-14 This comment recommends requiring the developer to provide space for an on-site school. The commenter is referred above to *Master Response: Schools*.
- I22-15 This comment recommends requiring the developer to provide space for an on-site park. As stated in Section 3.7.3.1 of the DEIR (former page 3.7-7), the future developer would be providing for the development of additional parklands, either through the payment of

development impact fees or by directly constructing or providing the parkland.

I22-16

This comment expresses concern regarding cars leaving the neighborhood in the case of an emergency. The comment states that adding a designated left turn lane on Mount Everest will not mitigate traffic problems. Roadway sizing and network improvements are designed to accommodate daily project traffic conditions, not the conditions wherein an emergency is occurring. The City has emergency evacuation plans in place for this purpose.

**Subject:** FW: Mt. Etna.

**From:** Julie Wilds <[jwilds66@gmail.com](mailto:jwilds66@gmail.com)>

**Sent:** Monday, November 25, 2019 2:12 AM

**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>; Passons, Omar <[Omar.Passons@sdcounty.ca.gov](mailto:Omar.Passons@sdcounty.ca.gov)>

**Subject:** Mt. Etna.

Mr. Cass,

Although I have been to most every meeting and have voiced my opposition to the Mt. Etna height and density multiple times, I want to make sure that my opposition of the Draft EIR is on the record.

I originally thought the project itself was a bad idea altogether, but I do believe now that the project could be a flagship for other housing developments throughout the entire county. I believe that if the county, Chelsea, and community residents worked together we could make an amazing project that would both suit Clairemont and open up housing. I believe that we can make this project a shining star on how the county will work with every community in the county to help work on housing issues. That being said, the community has overwhelmingly said that they do not want the height or the density of this project.

Safety. The 70ft height is too high for a single family community for many reasons, but the most importantly being the safety of the residents and the residents around the project. Although the DEIR says that the Police and Fire "facilities" are adequate, they are just that, FACILITIES! This is only considering the buildings as adequate. This does not include the lack of staffing and lack of ladder trucks to adequately service this project. Our ladder truck is TOO far away to adequately rescue seniors and developmentally disabled individuals from a 70 foot burning building. When you consider that the truck will be coming from Pacific Beach and has to navigate the unmitigatable intersection of Mission Bay drive and Garnet (once the additional 7000 units are increased in the adjacent areas), then the unmitigatable intersections at Balboa and Mt. Everest, you are putting people at risk. This is unacceptable. Would you want your parents living in the building? How would you feel about their safety? I know that I was concerned about my dad being only on the third floor of his apartment building when they lose power and he would have to navigate the stairs. He was actually one of the more mobile 83 year olds, but it was frightening. I cannot imagine navigating the stairwell when alarms are going off and the stairwells are full of other slow, and handicapped individuals. BTW, 40% of people over the age of 65 have mobility problems, that would be 136 of the approximate 303 seniors living in this development. Currently there is only 8 firefighters for the 80,000 residents of Clairemont and per the National Fire Protection Association, we should have 1 firefighter per 1000 residents. Considering that we are supposed to have 17 firefighters show up to a high rise fire incident, we are depending that other communities send their firefighters, will they get here on time to save our residents? What if this building has an issue, when there is a fire in the Tecolote Canyon? What then? The safety of the residents needs to be addressed correctly in the EIR, the staff and truck situation needs to be fixed if this project is to be 70 feet tall. Or keep it under 30, and then you don't have to worry about this.

Resident numbers and using that number for parking, daily trips etc. I believe that the latest information said the resident number will be around 860. I believe that it was stated that 2.2 residents per unit was the standard. But I don't believe that applies to affordable housing. The Housing Authority <https://section8facts.com/section-8-guidelines-for-unit-size-how-many-bedrooms-updated/> state that there must be 2 heartbeats per room. So based on the HUD document, I am assuming that a 3 bedroom apartment will not be leased to a 3 person family. The lender would try to get the 30% of income for these units, so the units will not be "Underfilled or oversized for a family." SO using this idea loosely, at 50% of the units having the max numbers and considering that 50% off the senior housing would be two people per unit, we would have a number closer to 930. This is an 8% increase which would change things dramatically. Also, the project is to have a senior facility for the PUBLIC to use (which was incorrectly documented in the

I23-1

I23-2

I23-3

I23-4

overview of the project), which means daily trips added for those visiting for that useage. The number did not include the workers of Serving Seniors, management, and the care givers for the elderly, which means the daily trips are undercounted. Reduce the unit number to 250 and you don't have to worry about this.

I23-4  
cont.

Traffic. After reviewing the DEIR it was obvious that the traffic study shows that at the current number, which doesn't include the "real" number of residents, employees, or visitors to the site, discussed above. In the current TIS there will be 4-5 LOSes of E or F in both intersection and road segments. So it is possible that more intersections and segments could be within the E or F range due to the poor calculation of the resident and visitor numbers. The TIS is not correct. There are five intersections and segments that are to be mitigated, but two of those are not guaranteed. Due to the jurisdictional differences, the intersection of Balboa at Mt. Everest and Balboa and Charger MAY NOT BE MITIGATED with restriping or adaptive traffic control because the City of San Diego jurisdiction. This is not acceptable. ALSO NOTE- The transit study did NOT INCLUDE the intersection of Genesee Avenue and Marlesta Drive, which is 1.2 miles from the project. This is a highly impacted intersection now. WHY WAS THIS NOT STUDIED IN THE TRANSIT IMPACT STUDY? This intersection is closer to the project than both Clairemont Drive and Balboa and the same distance as the junction of the I-805. This is a faulty study. In table 1-2 of the TIS, (page 149)The Community Plan update, Morena Specific Plan and the Mid-coast trolley line were not taken into consideration in the traffic impact analysis. There is no mention of the 10-13% increase if traffic due to Lyft/Uber/delivery vehicles. These discrepancies need to be addressed in the FINAL EIR. Reduce the unit number to 250 and you don't have to worry about this.

I23-5

I23-6

I23-7

Transit. This is being advertised as a Transit Priority Area. In order for a TPA to be a TPA it must have TWO bus/trolley lines that have 15 minute or less service. The 27 bus only runs every 30 minutes m-f, peak, every 60 minutes Saturday and off-peak and DOES NOT RUN ON SUNDAY! THIS AREA IS NOT A TPA, therefore the lack of parking and trip reduction credits that were used in planning this project should not be allowed. This will adjust the numbers up to you cannot take trip credits when you do not have transit for those individuals to use. Waiting until 2035 for a Rapid Bus or 2050 for a Balboa Trolley is not feasible or acceptable. If you don't have transit, you must assume that the residents will have cars or use ride hailing services, to get to and from work, and or the trolley. Reduce the unit number to 250 and give the project standard parking spot numbers and you don't have to worry about this.

I23-8

Community Input. There are close to 271 comments in the DEIR. Approximately 230 are opposed to the project in one way or another. It could be the height, the density, the population, the traffic, etc. Thirty two of the comments are UNREADABLE??? This is a large percentage of these comments, we need these readable for the final. Nine of the comments are for the project. SO approximately 96% of the readable comments are against the project. *BUT most of these say that they wouldn't mind if the project was 30 feet and less dense.* **WHY NOT MAKE THIS HAPPEN??? Why not take the project down to 250 units and keep it under 30 feet??** **The county needs to make the project happen. The county has more of these projects in other areas. The county wants and needs housing.** So the amount of time and money spent on these kinds of dog and pony shows are going to keep happening all over the county. Why not make this project a good one, listen to the community. **Make is smaller, make it less dense, and MAKE IT WORK FOR THE COMMUNITY!** Then the next project will have this one to show how well it was done. **THIS PROJECT could show that you are working WITH THE COMMUNITY, FOR THE COMMUNITY!**

I23-9

*I would love to go to a meeting in another part of the county and say "Wow, the county did a great job on the project in our neighborhood! They really listened to us, they really made this work for the current residents and the new residents! This is a project we can be proud of."*

We have a petition at <https://www.change.org/p/residents-of-clairemont-clairemont-residents-say-no-to-the-clairemont-community-plan-amendment-rezone-project> That you are welcome to look at or sign it.

MY ASK...

30 feet with 250 units. (want to really thrill us, give us 50% market rate!)

I23-10

These are my asks for the Final EIR...

A true traffic study with all intersections/segments that will be impacted by the project using...

- the correct resident numbers based on affordable housing rates/rules.
- traffic from all of the projects that are in the works, including the Morena Specific, Balboa transit, Mid-coast trolley traffic.
- Lyft/Uber/delivery truck traffic increases.
- Employees, care-staff, and senior room visitor daily trips.
- Include Boyd and Marlesta, because this is a major north/south route.
- Remove the daily trip credits for a TPA, because this is not a TPA.

I23-11

Mitigations to the following

- All impacted intersections/segments mitigated to a level D or better with 3rd generation Adaptive Traffic Control that is multijurisdictional so it works correctly.
- Right turn in/Right turn out at Mt. Etna and on Genesee.
- Because this is not a TPA, have appropriate parking spot numbers at 1 per bedroom for every unit.
- traffic circle Mt Etna and Mt. Everest to reduce impact on community.

I23-12

Increase our safety with...

- a bigger firestation @ Mt. Abernathy
- a ladder truck in Clairemont
- a brush truck in Clairemont.
- Increased fire staff, so we can actually handle the 70 foot building and increase fires due to climate change.
- A police substation on Balboa, our closest station is close to 5 miles away and we are short staffed.

I23-13

Increase the size of our library so they can handle the extra patrons that will utilize the facility.

I23-14

Looking forward to making this a great project that works for everyone in the community.

I23-15

Julie Wilds

## Letter I23 Response

### Julie Wilds

- I23-1 This comment is introductory in nature and states the commenter's opposition to the proposed project, raising concerns with regard to the height and density of the proposed project. The commenter also shares their vision of how this project could be an example for the rest of the county, showing how the County will work with the community and developers to resolve housing issues. The commenter is referred to *Master Response: Building Height and Character*. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I23-2 This comment raises concerns regarding the safety of future tenants of a 70-foot housing development in the event of a fire, particularly if the residents are seniors and/or individuals with disabilities. The comment also states that the fire department lacks equipment, specifically a ladder truck, and adequate staffing. The commenter is referred above to *Master Response: Fire Protection Services*.
- I23-3 This comment states that the proposed project would include 860 residents, and asserts that the calculation provided for the number of residents was calculated incorrectly. As stated in Section 3.5.3.1 (former page 3.5-8), the proposed project has the potential to generate an additional 829 residents. The commenter is referred above to Response to Comment I14-80.
- I23-4 This comment states the proposed project includes a senior facility to be used by the public, and that the DEIR does not account for the additional traffic for this use, or for the trips associated with the workers of Serving Seniors, management, and caregivers. The trip generation rate of 4 trips/unit used in the DEIR and traffic study is based on industry standards and factors in all the trips associated with a senior housing development. The traffic study did not assign trips to the proposed ground floor non-residential space, as the space would serve the future residents only, and would not generate additional trips.
- I23-5 This comment states the traffic study does not accurately account for the real number of residents, employees and visitors to the site, and therefore it is possible that the impacts to traffic are under estimated. The commenter is referred above to Response to

Comment I23-4. The comment further asserts that it is unacceptable that several mitigation measures may not be implemented due to jurisdictional differences. The commenter is referred above to response to Comment I14-29.

I23-6 This comment states the traffic study did not include the intersection of Genesee Avenue and Marlesta Drive, which is approximately 1.2 miles south of the proposed project, and is an existing highly impacted intersection. The SANDAG Series 13 Travel Demand Model was used to calculate the project's trip distribution estimates using a select zone analysis. Based on the model and select zone analysis (Appendix B of the TIS), only 1% of project traffic is estimated to travel on Marlesta Drive, which is approximately 20 daily trips. According to the City of San Diego's Traffic Impact Study Guidelines, a roadway and/or intersection is to be analyzed if the project will add 50 or more peak hour trips in either direction. Therefore, Marlesta Drive was not analyzed since the proposed project is anticipated to add a nominal amount of traffic and does not meet the City's study area criteria.

I23-7 This comment states the Morena Specific Plan and the Mid-coast trolley extension were not included in Table 1-2 of the TIS, and were not taken into consideration in the traffic impact analysis. The cumulative projects list was developed during the time of the Notice of Preparation, which was released on September 10, 2018. A scoping and presentation of assumptions meeting occurred between the County, project team, and the City of San Diego's Development Services Department (DSD) on December 19, 2018 to discuss the proposed project and transportation analysis assumptions. During this meeting, a cumulative projects list was developed and approved by the City of San Diego's DSD staff, which included projects that have been approved during that time.

The commenter also notes that the TIS does not consider the 10-13% increase in traffic due to Uber, Lyft and deliver vehicles. The commenter is referred above to Response to Comment I17-2.

I23-8 This comment states that the proposed project is not located within a TPA. The commenter is referred to *Master Response: Transit*.

I23-9 This comment states that approximately 96 percent of comments in response to the NOP were in opposition of the project. The commenter recommends a project that is 250-units and maintains the current 30-foot height limit, in order for the County to show that

they are working with the community. The commenter is referred above to *Master Response: Affordable Housing Density Bonus*.

The commenter also states that some comments in response to the NOP were unreadable. There was an issue with uploading the EIR to the project website, which left some comments with unreadable characters. This error has been fixed in the Final EIR, and all comments are readable.

- I23-10 This comment requests the proposed project be reduced to 30-feet and 250 units with 50 percent of the units at market rate. The commenter is referred above to Response to Comment I23-9.
- I23-11 This comment makes several requests regarding the Traffic Impact Study, including evaluation of all intersections that will be impacted, the correct number of residents based on affordable housing rates, cumulative analysis of all project currently being built (i.e. Morena Specific Plan, Balboa transit, and Mid-Coast trolley), consideration of the increase in traffic related to ride-share services and delivery trucks, include Marlesta Drive and Boyd Avenue, and remove daily trip credits for TPA. The commenter is referred above to Response to Comment I23-5 through I23-8.
- Regarding the request to study Boyd Avenue, the SANDAG Series 13 Travel Demand Model was used to calculate the project's trip distribution estimates using a select zone analysis. Based on the model and select zone analysis (Appendix B of the TIS), Boyd Avenue was not analyzed since the proposed project is anticipated to add a nominal amount of traffic and does not meet the City's study area criteria.
- I23-12 This comment requests the inclusion of the following mitigation: all impacted intersections and segments mitigated to LOS D or better with Adaptive Traffic Control, right turn in/out of Mount Etna Drive and on Genesee Avenue, increase parking since it is not in a TPA, and construct a traffic circle at the intersection of Mount Everest Boulevard and Mount Etna Drive. Regarding parking and the TPA, the comment is referred above to *Master Response: Transit* and *Master Response: Parking*. Regarding proposed modifications to the mitigation measures in the DEIR, all improvements will be designed using the City streets standards.
- I23-13 This comment requests for a bigger fire station at Mount Abernathy, both a ladder and brush truck for Clairemont, increase fire staff, and construct a police substation on Balboa. The commenter is referred

above to *Master Response: Fire Protection Services* and Response to Comment I14-67.

I23-14 This comment states for the proposed project to increase the size of the library to accommodate additional residents. As stated in Section 3.6, Public Services, (former page 3.6-14), the proposed project would not result in substantial adverse physical impacts associated with the need for new or physically altered governmental facilities in order to maintain acceptable service levels for area libraries. Impacts to libraries would be less than significant with implementation of the proposed project.

I23-15 This comment provides a conclusion to the comment letter. The County acknowledges this comment, and all comments are included in this Final EIR for consideration by the County and City decision makers prior to making a decision on the project.

**Subject:** FW: Public Comment on Draft EIR for 5255 Mt. Etna Drive- Please acknowledge receipt

**From:** Stephanie Pfaff <[stephaniepfaff@earthlink.net](mailto:stephaniepfaff@earthlink.net)>

**Sent:** Monday, November 25, 2019 9:15 AM

**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>

**Subject:** Public Comment on Draft EIR for 5255 Mt. Etna Drive- Please acknowledge receipt

Dear Mr. Cass:

I am submitting my comments in reference to the Draft EIR for the Community Plan Amendment and rezone of 5255 Mt. Etna Drive.

I24-1

It is clear from the draft EIR that the traffic/transportation impacts from the proposed 404 unit development are significant. I do not believe the report adequately addresses the safety and congestion issues. The plan describes mitigation measures for several intersections but not the intersection of Mt Etna and Mt Everest, which is a residential intersection at Mt. Everest Academy, a K-12 open campus school.

The intersection is a well known short cut for motorists traveling between Balboa and Genesee Avenues. The safety of the intersection and the connecting streets in the neighborhood is a major concern. The addition of 404 units and the daily car trips associated with the residents and senior services staff of the project will increase traffic in the intersection and around the school. Safety mitigation measures need to be addressed. Options that should be considered at the Mt. Etna/Mt. Everest intersection are:

I24-2

- Light up crosswalk with reflective stripes
- Traffic circle/roundabout
- Right turn only exit and entrance from 5255 Mt. Etna

In addition, regardless of the income level of the residents, 404 units on a 4 acre site is too large and the project exceeds the community height limit of 30-45 feet.

I24-3

In reading through the public scoping comments, I counted opposition comments from approximately 200 separate individuals, almost all of them Clairemont residents. In contrast, there were comments in support of the development from six separate individuals. It is obvious that the community is opposed to the scope of this project.

I24-4

Many of the written comments show support for building housing on the site, but closer to the original zoned amount of 116 units. At the many community meetings I have attended regarding this project, residents of Clairemont have asked for a development of reduced scale. Indeed, the Reduced Intensity Project Alternative of 312 units would reduce the traffic impacts and still meet "many of the basic project objectives."

I24-5

The existing residents of Clairemont and the future residents at 5255 Mt. Etna Drive deserve the safer, reduced impact alternative.

I24-6

Sincerely,  
Stephanie Pfaff

## Letter I24 Response

### Stephanie Pfaff

- I24-1 This comment is introductory in nature and states the intent of the letter, which is to provide comments on the proposed project. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I24-2 This comment states that the DEIR does not adequately address the safety and congestion issues, specifically that no mitigation measures are included to reduce impacts to the Mount Etna Drive and Mount Everest Boulevard intersection. The commenter provides several options for potential mitigation measures to be considered, including a light up cross walk, traffic roundabout, and a right turn only on Mount Etna Drive. All of the suggested measures will be taken into consideration when designing the traffic mitigation outlined in the DEIR.
- I24-3 This comment states the proposed project is too large for the project site and exceeds the current height limit. The commenter is referred above to *Master Response: Affordable Housing Density Bonus* and *Master Response: Building Height and Character*.
- I24-4 This comment states that a large amount of the community is opposed to the proposed project. The commenter is referred above to *Master Response: Non-CEQA Issues*. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I24-5 This comment states that the public is in support for building housing at the project site, but recommends either 116 units or the Reduced Intensity Project Alternative. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I24-6 This comment provides a conclusion to the letter, recommending the reduced impact alternative. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required. All comments are included in this Final EIR for consideration by the County and City decision makers prior to making a decision on the project.

**Subject:** FW: Draft EIR Mt Etna Dr Project Traffic Study Deficit

-----Original Message-----

From: Jeremy Heath <jeremyheath@hotmail.com>  
Sent: Monday, November 25, 2019 10:38 AM  
To: Cass, Marc <Marc.Cass@sdcounty.ca.gov>  
Subject: Draft EIR Mt Etna Dr Project Traffic Study Deficit

Traffic study detailed in Appendix I states using transit reduction because it is in a "Transit Oriented Development" (This is not defined). Because the report states it is in a TOD the study is allowing the following reductions Daily = 5% (-134 total trips) AM Peak = 9% (-19 trips) PM Peak = 6% (-15 trips)

This TOD (assuming that this means a Transit Priority Area) does not fit the classification defined by California Codes 21064.3, 21155 and 21099. In addition, the approve transit plan of San Diego County does not detail expanding service for MTS Route 27 and the single graphic Figure A.11 does not indicate that the expansion will be completed within the project time frame.

Because the "Transit Oriented Development" is not defined and the project does not meet the definition of a "Transit Priority Area" as defined by CA Code, this entire Appendix I study is invalid and should not be used.

The City of San Diego Traffic Impact Study Manual details trip reduction for developments within a TPA (does not apply to Mt Enta Project) and "mixed-use projects" (does not apply since this is a Residence Only development as proposed by Chelsea). The Appendix I report does include Residential Reduction due to Mixed-Use Land Uses 10% daily, 8% AM Peak and 10% PM Peak (Table 3.1, Appendix I). This study is invalid and should not be used.

Appendix I shows that the studied Mt Etna Dr and Mt Everst Dr. are 2-lane Collector w/o control with LOS E capacity of 8000 ADT. A more accurate designation is 2-lane Sub-Collector with Single Family Frontage (see TABLE 2 Roadway Classifications, Levels of Service (LOS) and Average Daily Traffic (ADT)). Table 2 shows that a Sub-Collector with Single-Family Frontage only LOS C with an ADT of 2200. The Manual states "Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors." Please adjust Appendix I Traffic Study to use the correct Road Designation.

SYNCHRO 10.0 Traffic Analysis software was not provided for review. Appendix I does not say if it used the SANDAG traffic model or the City of San Diego traffic model Appendix I does not say if Trip assignment was made considering logical routings, available capacities, left turns at critical intersections and projected (and perceived) minimum travel times. Multiple paths should often be assigned between origins and destinations to achieve realistic estimates, rather than assigning all trips to the route with the shortest travel time.

Additionally, the Traffic Signal Communications Master Plan (<https://www.sandiego.gov/sites/default/files/legacy/tsw/pdf/trafficsignalcomm/report.pdf>) cited by the Appendix I that would help traffic flow with improvements in Signal Coordination report does not list specific fixes to any of the Intersections that will fall below LOS of D. The "Master Plan" details infrastructure failures of the San Diego Traffic Department and massive upgrades to communications that would be required to implement suggested fixes within Appendix I Traffic Study. Without a specific budget commitment from

I25-1  
I25-2  
I25-3  
I25-4  
I25-5

the City of San Diego (unlikely with the expected deficits for the near future), the Appendix I report cannot use them as a source for mitigation and should not be mentioned. Finally, The County has stated that it is not providing funding for subsidizing off-site infrastructure improvements.  
[RES\_DO\_CrimeLabFamCtAFHRFPAdd3.pdf]

I25-5  
cont.

The San Diego Traffic Impact Manual states "If the project causes a change greater than the level shown, the developer is considered to be responsible for all or part of the improvements required to mitigate the site traffic to the level previously held on the facility prior to the project's traffic impacts" Intersections at LOS the +2 seconds with additional project road trips.

I25-6

- Genesee Ave & Clairemenot Mesa Blvd
- Genesee Ave & Mt Etna Dr
- Mt Everest Blvd & Balboa Ave
- Genesee Ave & Balboa Ave
- Project Driveway & Mt Etna (+12.2 seconds)

The study goes into great detail about how the additional traffic will push streets and intersection below LOS levels for miles in every direction but does not provide actionable remedies to reduce the impact. Over the last 70 years, Clairemont has been build to capacity and the lack of funding from City, County and State has not expanded its ability to accept more residents without significantly and negatively affecting the current resident. Balboa Ave and Genesee Ave are at capacity and this development will destroy this area.

I25-7

In general, produce a PDF that can be easily searched within the text area, Appendix I is not searchable within the Draft EIR.

I25-8

Thanks.  
-Jeremy Heath

## Letter I25 Response

### Jeremy Heath

- I25-1 This comment states that the traffic study in Appendix I uses transit reductions because it is in a Transit Oriented Development. The comment states that the traffic study is invalid because Transit Oriented Development is not defined and the project does not meet the California Public Resources Code definition of a TPA. The commenter is referred above to *Master Response: Transit*.
- I25-2 This comment asserts that the traffic study in Appendix I is invalid because it incorrectly applies City of San Diego Traffic Impact Study Manual's trip reduction calculations due to not being in a TPA. The commenter is referred above to *Master Response: Transit*.
- I25-3 This comment recommends updating the road classification for Mount Etna Drive and Mount Everest Drive to 2-lane Sub-Collector with Single Family Frontage. While the two roadways are primarily fronted with single family units and have characteristics of a 2-lane sub-collector, the eastern segment of Mount Etna Drive and southern segment of Mount Everest Drive that were analyzed are fronted by other uses, such as retail, office, and schools, and functions as a 2-lane collector than a sub-collector. The roadway counts collected on Mount Etna Drive was taken near Genesee Avenue, so it accounts for the higher demand that are accessing the office and retail uses from that roadway, and the roadway counts collected on Mount Everest Drive was near Mount Etna Drive so it accounts for the demand accessing the school. Therefore, the analysis of the Mount Etna Drive and Mount Everest Drive roadway segments are correct.
- I25-4 This comment states the SYNCHRO 10.0 traffic analysis software was not provided for review and that the traffic study does not state which traffic model was used, SANDAG or City of San Diego. The Synchro worksheets are provided in Appendix I and Appendix I-4 of the DEIR. Additionally, the Transportation Impact Study specifies that SANDAG Series 13 model was used to develop the future year forecasts.
- I25-5 This comment states that the Traffic Signal Communications Master Plan does not list specific fixes to intersections that fall below LOS D. In addition, the comment states that the mitigation measures described in Section 2.4, Transportation and Traffic, are

insufficient without funding committed for the proposed mitigation. The Appendix of the Traffic Signal Communication Master Plan includes cost estimates for signal improvements for each subarea (<https://www.sandiego.gov/sites/default/files/legacy/tsw/pdf/trafficsignalcomm/appendix.pdf>).

I25-6 This comment cites text from the City of San Diego Traffic Impact Manual and asserts the proposed project does not meet the established standards. The City of San Diego Traffic Impact Study Manual specifies that the acceptable level of service standard for roadways and intersections in San Diego is a Level of Service (LOS) D. A project is considered to have a significant impact if it degrades the operations of a roadway or intersection from an acceptable LOS (D or better) to an unacceptable LOS (E or F), or it adds additional delay to a facility already operating at an unacceptable delay.

The comment does not specify under which scenario those listed intersections are degraded with the project; however, if the intersection is operating at acceptable LOS D or better with the project, there are no volume increase thresholds as the intersection is not impacted and no mitigation is necessary.

I25-7 This comment states that the DEIR provides substantial evidence that the proposed project would have significant impacts to traffic, but does not provide actionable remedies to reduce the impact. The DEIR identifies several impacts at locations and roadway segments along Balboa Avenue and Genesee Avenue and provides mitigation measures to improve the vehicle operations and mitigate the project's impact.

I25-8 This comment requests the PDF be provided in a text searchable format, specifically stating Appendix I is not searchable within the DEIR. Searchable text is not a requirement of CEQA. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required.

**Subject:** FW: Mount Etna Community Plan Amendment and Rezone Project, SCH No. 2018091016  
**Attachments:** 20191125\_SRCC\_CountyofSanDiego[MountEtna]\_CommentLetter.pdf

**From:** Mitchell Tsai <[mitch@mitchtsailaw.com](mailto:mitch@mitchtsailaw.com)>  
**Sent:** Monday, November 25, 2019 3:06 PM  
**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>  
**Cc:** Leon Ramsey Jr. <[leon@mitchtsailaw.com](mailto:leon@mitchtsailaw.com)>  
**Subject:** Mount Etna Community Plan Amendment and Rezone Project, SCH No. 2018091016

Dear Mr. Cass,

Please see attached. Thanks.

--

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I26-1

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**VIA U.S. MAIL & E-MAIL**

November 25, 2019

Marc Cass, Project Manager  
County of San Diego  
Department of General Services  
5560 Overland Ave., Suite 410  
San Diego, CA 92123  
Em: marc.cass@sdcounty.ca.gov

RE: Mount Etna Community Plan Amendment and Rezone Project, SCH  
No. 2018091016

Dear Mr. Cass,

On behalf of the Southwest Regional Council of Carpenters (Collectively “**Commenter**” or “**Carpenters**”), my Office is submitting these comments on the County of San Diego’s (“**County**” or “**Lead Agency**”) Draft Environmental Impact Report (“**DEIR**” or “draft EIR”) (SCH No. 2018091016) for the Mount Etna Community Plan Amendment and Rezone Project (“**Project**”).

The Carpenters is a labor union representing 50,000 union carpenters in six states, including in southern California, and has a strong interest in well ordered land use planning and addressing the environmental impacts of development projects.

Commenter expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

Commenter expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

I26-2



Commenter incorporates by reference all comments raising issues regarding the EIR submitted prior to certification of the EIR for the Project. *Citizens for Clean Energy v City of Woodland* (2014) 225 CA4th 173, 191 (finding that any party who has objected to the Project’s environmental documentation may assert any issue timely raised by other parties).

I26-2  
cont.

Moreover, Commenter requests that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“**CEQA**”), Cal Public Resources Code (“**PRC**”) § 21000 *et seq*, and the California Planning and Zoning Law (“**Planning and Zoning Law**”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

I26-3

I. **THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations (“**CCR**” or “**CEQA Guidelines**”) § 15002(a)(1). “Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR ‘protects not only the environment but also informed self-government.’ [Citation.]” *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as “an environmental ‘alarm bell’ whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.” *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm’rs.* (2001) 91 Cal. App. 4th 1344, 1354 (“*Berkeley Jets*”); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.

I26-4

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets*, 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553; *Laurel Heights Improvement Ass’n v. Regents of the University of California* (1988) 47 Cal.3d 376, 400. The EIR serves to provide

public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to “identify ways that environmental damage can be avoided or significantly reduced.” CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has “eliminated or substantially lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns” specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

While the courts review an EIR using an “abuse of discretion” standard, “the reviewing court is not to ‘uncritically rely on every study or analysis presented by a project proponent in support of its position.’ A ‘clearly inadequate or unsupported study is entitled to no judicial deference.’” *Berkeley Jets*, 91 Cal.App.4th 1344, 1355 (emphasis added) (quoting *Laurel Heights*, 47 Cal.3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA’s information disclosure requirements presents a question of law subject to independent review by the courts. (*Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48, 102, 131.) As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

A prejudicial abuse of discretion occurs “if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR’s function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 449–450).

I26-4  
cont.

B. CEQA Requires Revision and Recirculation of an Environmental Impact Report When Substantial Changes or New Information Comes to Light

Section 21092.1 of the California Public Resources Code requires that “[w]hen significant new information is added to an environmental impact report after notice has been given pursuant to Section 21092 ... but prior to certification, the public agency shall give notice again pursuant to Section 21092, and consult again pursuant to Sections 21104 and 21153 before certifying the environmental impact report” in order to give the public a chance to review and comment upon the information. CEQA Guidelines § 15088.5.

Significant new information includes “changes in the project or environmental setting as well as additional data or other information” that “deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative).” CEQA Guidelines § 15088.5(a). Examples of significant new information requiring recirculation include “new significant environmental impacts from the project or from a new mitigation measure,” “substantial increase in the severity of an environmental impact,” “feasible project alternative or mitigation measure considerably different from others previously analyzed” as well as when “the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.” *Id.*

An agency has an obligation to recirculate an environmental impact report for public notice and comment due to “significant new information” regardless of whether the agency opts to include it in a project’s environmental impact report. *Cadiz Land Co. v. Rail Cycle* (2000) 83 Cal.App.4th 74, 95 [finding that in light of a new expert report disclosing potentially significant impacts to groundwater supply “the EIR should have been revised and recirculated for purposes of informing the public and governmental agencies of the volume of groundwater at risk and to allow the public and governmental agencies to respond to such information.”]. If significant new information was brought to the attention of an agency prior to certification, an agency is required to revise and recirculate that information as part of the environmental impact report.

C. The DEIR Improperly Defers Formulation and Imposition of Performance-Based Mitigation Measures

CEQA mitigation measures proposed and adopted into an environmental impact report are required to describe what actions that will be taken to reduce or avoid an environmental impact. (CEQA Guidelines § 15126.4(a)(1)(B) [providing “[f]ormulation of mitigation measures should not be deferred until some future time.”].) While the same Guidelines section 15126.5(a)(1)(B) acknowledges an exception to the rule against deferrals, but such exception is narrowly proscribed to situations where “measures may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way.” (*Id.*) Courts have also recognized a similar exception to the general rule against deferral of mitigation measures where the performance criteria for each mitigation measure is identified and described in the EIR. (*Sacramento Old City Ass’n v. City Council* (1991) 229 Cal.App.3d 1011.)

Impermissible deferral can occur when an EIR calls for mitigation measures to be created based on future studies or describes mitigation measures in general terms but the agency fails to commit itself to specific performance standards. (*Preserve Wild Santee v. City of Santee* (2012) 210 Cal.App.4th 260, 281 [city improperly deferred mitigation to butterfly habitat by failing to provide standards or guidelines for its management]; *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 671 [EIR failed to provide and commit to specific criteria or standard of performance for mitigating impacts to biological habitats]; *see also Cleveland Nat’l Forest Found. v San Diego Ass’n of Gov’ts* (2017) 17 Cal.App.5th 413, 442 [generalized air quality measures in the EIR failed to set performance standards]; *California Clean Energy Comm. v City of Woodland* (2014) 225 Cal.App.4th 173, 195 [agency could not rely on a future report on urban decay with no standards for determining whether mitigation required]; *POET, LLC v. State Air Resources Bd.* (2013) 218 Cal.App.4th 681, 740 [agency could not rely on future rulemaking to establish specifications to ensure emissions of nitrogen oxide would not increase because it did not establish objective performance criteria for measuring whether that goal would be achieved]; *Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1119 [rejecting mitigation measure requiring replacement water to be provided to neighboring landowners because it identified a general goal for mitigation rather than specific performance standard]; *Endangered Habitats League, Inc. v. County of Orange* (2005) 131



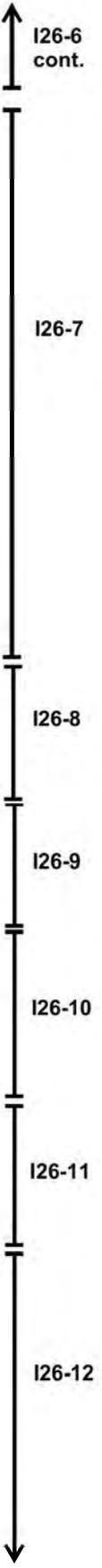
Cal.App.4th 777, 794 [requiring report without established standards is impermissible delay].)

Here, the DEIR is plagued by vague, deferred mitigation, or measures that lack appropriate performance standards:

- *Mitigation Measure HAZ-1.*
  - o No enforceable performance standard or any specific criteria for implementation of a soil management plan to be used during construction activities other than stating a plan will be used;
  - o No enforceable performance standards or details on a worker health and safety plan; and
  - o No enforceable performance standards or details how asbestos and lead will be identified and managed to avoid adverse exposure impacts.
- *HAZ-2.* No specific plan proposed for managing traffic and states a goal without proposing any enforceable performance standards or details on what plan will be developed and implemented by construction contractor.
- *TRA-2.* No enforceable performance standards or details provided to ensure any signal timing or TSM strategies will actually be developed and implemented by the City for Genesee Ave. & Balboa Ave. intersection.
- *TRA-4.* No enforceable performance standards or details provided to ensure any signal timing or TSM strategies will actually be developed and implemented by the City for Genesee Ave. & Clairemont Mesa Blvd. intersection.
- *TRA-5.* No enforceable performance standards or details provided to ensure any signal timing or TSM strategies will actually be developed and implemented by the City for Clairemont Dr. & Balboa Ave. intersection.

D. Failure to Consult with All Responsible and Trustee Agencies Prior to Completing the Draft EIR

A Lead Agency is required to consult with and involve all Responsible and Trustee Agencies throughout the CEQA process. Lead agencies must consult trustee agencies in determining whether to prepare an EIR or a negative declaration. (Pub Res C §21080.3(a).) If the lead agency prepares an EIR, the agency must consult with the



trustee agency regarding the scope and content of the EIR. (Pub Res C §§21080.4(a), 21104, 21153.) This consultation is accomplished through preparation and distribution of a notice of preparation. (14 Cal Code Regs §§15082, 15375.) OPR must ensure that this information is transmitted to trustee agencies. (Pub Res C §21080.4(d).) Once a draft EIR is prepared, lead agencies must again consult with trustee agencies to obtain comments regarding the draft EIR. (Pub Res C §§21104(a), 21153(a); 14 Cal Code Regs §15086.)

Pub Res C §21080.3-21080.4, 21104, 21153 require lead agencies to consult with both responsible agencies and any trustee agencies with jurisdiction over resources that could be affected by the project. (See *San Francisco Baykeeper, Inc. v State Lands Comm'n* (2015) 242 Cal.App.4th 202, 229 [Coastal Commission was trustee agency for project located outside coastal zone because project could have impact on resources subject to Commission's jurisdiction.]; see also *Gentry v City of Murrieta* (1995) 36 Cal.App.4th 1359.)

Here, the Lead Agency is the County of San Diego (“the County”). P. 6-2 of the draft EIR indicates that the County consulted only with the City of San Diego’s Planning Dept., Development Services Dept., and the San Diego Unified School District in the drafting and preparation of the draft EIR. The County failed to consult with trustee agencies that typically consult on projects of this nature regarding resources within their jurisdiction within the County of San Diego and the City of San Diego. Just to name a few, the Native American Heritage Commission was not consulted, the relevant water district was not consulted, here the San Diego County Water Authority, and the relevant sanitation district was not consulted, the San Diego County Sanitation District or the City of San Diego’s Environmental Services Dept. Each of these agencies has jurisdiction over vital elements of a residential project of this scale and must be consulted on tribal resources, water, and sanitation issues.

E. The Project’s EIR Fails to Disclose the Project’s Significant and Unavoidable Impact on Land Use

The DEIR incorrectly states that the Project’s DEIR must only analyze “identified inconsistencies . . . in terms of their potential to result in significant physical effects on the environment.” However, not only does CEQA require that an environmental document analyze whether a Project would “[c]onflict with any applicable land use plan . . . adopted for the purpose of avoiding or mitigating an environmental effect.” CEQA Guidelines Appdx. G.

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I26-13

The DEIR fails to disclose significant and unavoidable environmental impacts from the Project’s inconsistency with the City’s General Plan. Most glaringly, the Project’s violates the City’s Clairemont Mesa Community Plan (“**CMCP**”) commercial use restriction as well as height restrictions, both of which are obvious inconsistencies with the City’s General Plan that were adopted to mitigate environmental effects. The DEIR admits as much when it finds that CMCP’s commercial use restriction within the Community Core area of the CMCP was adopted “to preserve the core as the commercial center of the community.” Moreover, liberalization of height limitations would obviously have an impact on the physical environment of the Clairemont Mesa community.

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cont.

II. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE STATE PLANNING AND ZONING LAW

A. Background Concerning the State Planning & Zoning Law

California’s Planning & Zoning Law, Cal. Government Code § 65000 *et seq* (“**Planning & Zoning Law**”) requires California cities and counties to adopt a comprehensive, long-term general plan governing development. *Napa Citizens for Honest Gov. v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 352, citing Gov. Code §§ 65030, 65300. The general plan sits at the top of the land use planning hierarchy (*see DeVita v. County of Napa* (1995) 9 Cal.4th 763, 773), and serves as a “constitution” or “charter” for all future development. *Lesher Communications, Inc. v. City of Walnut Creek* (1990) 52 Cal.3d 531, 540.

I26-14

General plan consistency is “the linchpin of California’s land use and development laws; it is the principle which infused the concept of planned growth with the force of law.” *See Debottari v. Norco City Council* (1985) 171 Cal.App.3d 1204, 1213.

State law mandates two levels of consistency. First, a general plan must be internally or “horizontally” consistent: its elements must “comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.” *See Gov. Code § 65300.5; Sierra Club v. Bd. of Supervisors* (1981) 126 Cal.App.3d 698, 704. A general plan amendment thus may not be internally inconsistent, nor may it cause the general plan as a whole to become internally inconsistent. *See DeVita*, 9 Cal.4th at 796 fn. 12.

In addition, the Planning & Zoning Law requires “vertical” consistency, meaning that zoning ordinances and other land use decisions also must be consistent with the

general plan. See Gov. Code § 65860(a)(2) [land uses authorized by zoning ordinance must be “compatible with the objectives, policies, general land uses, and programs specified in the [general] plan.”]; *see also Neighborhood Action Group v. County of Calaveras* (1984) 156 Cal.App.3d 1176, 1184. A zoning ordinance that conflicts with the general plan or impedes achievement of its policies is invalid and cannot be given effect. *See Lesher*, 52 Cal.3d at 544.

Finally, the Planning & Zoning Law requires that all subordinate land use decisions, including conditional use permits, be consistent with the general plan. See Gov. Code § 65860(a)(2); *Neighborhood Action Group*, 156 Cal.App.3d at 1184.

A project cannot be found consistent with a general plan if it conflicts with a general plan policy that is “fundamental, mandatory, and clear,” regardless of whether it is consistent with other general plan policies. *See Endangered Habitats League v. County of Orange* (2005) 131 Cal.App.4th 777, 782-83; *Families Unafraid to Uphold Rural El Dorado County v. Bd. of Supervisors* (1998) 62 Cal.App.4th 1332, 1341-42 (“FUTURE”).

Moreover, even in the absence of such a direct conflict, an ordinance or development project may not be approved if it interferes with or frustrates the general plan’s policies and objectives. *See Napa Citizens*, 91 Cal.App.4th at 378-79; *see also Lesher*, 52 Cal.3d at 544 (zoning ordinance restricting development conflicted with growth-oriented policies of general plan).

B. The Project is Inconsistent with the San Diego General Plan and the Clairemont Mesa Community Plan

The Project site is designated by the Clairemont Mesa Community Plan (CMCP) as Commercial-Community Center and is located within Community Plan Implementation Overlay Zone (CPIOZ) Type B (CPIOZ-B). DEIR, p. 3.4-5. The project site is also currently zoned Commercial Office (CO-1-2.) *Id.*, at p. S-1. In order to build a residential development like the Project within the CPIOZ-B, the Project requires a general Plan Amendment (GPA), Community Plan Amendment (CPA), and rezoning to Residential – Multiple Units (medium density) (RM-3-9), among others. *Id.* The Project would also implement CPIOZ-A supplemental development regulations, which increase the maximum building height to 70 feet above grade. *Id.*, p. 1-3.

I26-14  
cont.

I26-15

1. The Project Is Inconsistent with San Diego Land Use Goal D

The City of San Diego General Plan’s Land Use Goal D criteria allows community plan amendments that will assist in enhancing and implementing the community’s vision. DEIR, p. 3.4-13. However, the Project site is located in the Community Core area of the CMCP. DEIR, p. 3.1-3. According to the CMCP, only commercial uses should be permitted in the Community Core of the Clairemont Mesa Community; residential uses should not be permitted in order to preserve the core as the commercial center of the community. DEIR, p. 3.4-6. As such, the vision of the community in which the Project site is located only included commercial development. Moreover, the existing CPIOZ-B designation limits the buildings on the Project site to 30 feet in height. Id., p. 4-8. Instead, the proposed CPA would allow the building height limits to double to up to 70 feet in height. Id. p. 10-3. The more than doubling of the building height in the Commercial Core would disrupt rather than enhance and implement the community’s vision. See id. at p. 3.1-3. Finally, the CPIOZ-B designation also limits the floor-area ratio (FAR) to 0.25-2.0. Id. p. 3.4-5. Although the DEIR does not discuss the FAR increase, to the extent that the proposed GPA, CPA and rezoning increases the Project site’s existing FAR, the Project would further upset the CMCP’s vision for the Project site and its location in the commercial core. As such, the Project is inconsistent with the City of San Diego General Plan’s Land Use Goal D.

I26-16

2. The Project is Inconsistent with the City of San Diego’s Land Use Element

Next, the DEIR incorrectly concludes that the Project is consistent with the bicycling goals of the City of San Diego General Plan’s Mobility Element despite admitting that the Project provides no bicycle access on Mount Etna Drive. DEIR, p. 3.4-15. The Mobility Element’s goals regarding bicycling require “[a] city where bicycling is a viable travel choice, particularly for trips of less than five miles, and “[a] safe and comprehensive local and regional bikeway network.” Id. Unless and until the Project incorporates a bicycle access to the Project Site on Mount Etna Drive, the Project is inconsistent with these goals promoting bicycle use.

I26-17

3. The Project is Inconsistent with the Clairemont Mesa Community Plan

Community Plans are designed to help manage growth and conserve character in residential, commercial, industrial, and transit-oriented neighborhoods. As stressed many times in the DEIR, the Project is located in CPIOZ-B and the Community Core of the CMCP, which is the commercial center of the community. The vision of the CMCP is to preserve the Community Core as the commercial center of the community. DEIR, p. 3.4-6. However, the amendment of the CMCP and the rezoning eviscerates the entire purpose behind the establishment of the Community Core and CPIOZ-B in the first place. As detailed below, the Project is inconsistent with several goals and objectives of the CMCP.

I26-18

As noted above, the Project's lack of a bicycle system renders the Project inconsistent with the Transportation Objectives of the CMCP. The CMCP requires the development of "a bicycle system that will join parks and recreational areas, schools and commercial activity centers in the community and City." Id. at p. 3.4-21. Because the DEIR admits that that bicycle access to the Project site is limited, the Project is inconsistent with the Transportation Objectives of the CMCP.

I26-19

The Project is also inconsistent with the Clairemont Mesa Community Plan's Residential Objectives. For example, Residential Objective 3 states to "[p]rovide development guidelines to help ensure that new development is compatible with the existing neighborhood and does not overburden community or neighborhood facilities." DEIR, p. 3.4-20. The Project site is located within the commercial core of the CMCP. The very fact that this Project requires a Community Plan Amendment and a rezone to accommodate renders this Project inconsistent with many of the Community Plan's objectives.

I26-20

III. CONCLUSION

Commenter request that the City revise and recirculate the Project's environmental impact report to address the aforementioned concerns. If the City has any questions or concerns, feel free to contact my Office.

I26-21

Sincerely,



Mitchell M. Tsai  
Attorneys for Southwest Regional  
Council of Carpenters

## Letter I26 Response

### Mitchell Tsai

- I26-1 This comment is introductory in nature and states the comments are attached. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I26-2 This comment is introductory in nature and includes a description of the Southwest Regional Council of Carpenters, the commenter's right to supplement these comments, and that the commenter incorporates by reference all comments raising issues regarding the EIR submitted prior to certification of the EIR for the proposed project. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I26-3 This comment requests the Southwest Regional Council of Carpenters are provided any and all notices referring or related to the proposed project issued under CEQA, California Public Resources Code, and the California Planning and Zoning Law. All notices regarding the proposed project will be sent to interested parties, including the commenter. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I26-4 This comment states the proposed project would be approved in violation of CEQA, asserting it has two basic purposes, to inform decision makers and the public about the potential significant environmental impacts of a project and reduce environmental damage when possible requiring alternatives and mitigation measures. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I26-5 This comment states CEQA requires revision and recirculation of an EIR when substantial changes or new information comes to light, and outlines the requirements for recirculation of an EIR. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I26-6 This comment states the DEIR improperly defers formulation and imposition of performance-based mitigation measures, and provides supplementary court decisions. This comment is general

in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

I26-7

This comment asserts the Mitigation Measure HAZ-1 does not provide an enforceable performance standard or specific criteria for implementation of a soil management plan to be used during construction activities, worker health and safety plan, or how asbestos and lead will be identified and managed to avoid adverse exposure impacts. The DEIR text in Section 2.2.6 on former page 2.2-18 is revised in the Final EIR as follows:

**HAZ-1: Soil Contamination, Lead, and Asbestos Recommendations.** During demolition of the existing buildings, site preparation for the future development, and construction of the future development, the construction contractor shall follow implement the findings and recommendations of the Phase I ESA, including:

- In future development of the project site, preparation and implementation of a A soil management plan shall be prepared by a qualified specialist and implemented used during project construction activities near areas of known contamination. Where contamination is known or suspected, and or where grading or other soil disturbance activities could encounter contaminated media, undocumented USTs, or other unknown contamination or hazards, implementation of a The soil management plan provides shall contain protocols to address site-specific hazardous conditions, if encountered, in accordance compliance with local, state, and federal regulations.
- Soil sampling shall be performed at the time of the UST removal to evaluate whether an unauthorized release has occurred. If contaminated soil is identified, protocols in the soil management plan shall be implemented in compliance with local, state, and federal regulations.
- A worker health and safety plan shall be prepared and implemented during construction near areas of known contamination.
- A-The extent of asbestos-containing materials and lead-based paint shall be evaluated determined through appropriate testing techniques prior to razing of the site building demolition. Proper protocols for the removal of

asbestos-containing materials and lead-based paint shall be followed in compliance with local, state, and federal regulations.

- I26-8 This comment states Mitigation Measure HAZ-2 does not propose a specific plan to manage traffic, and states a goal without proposing any enforceable performance standards or details on what plan will be developed and implemented by the contractor. As detailed in Section 2.2.6 (former page 2.2-18), Mitigation Measure HAZ-2 is clear that prior to the start of construction of the future development, the construction contractor shall prepare a Traffic Control Plan to the satisfaction of the City Engineer. The Traffic Control Plan shall be prepared in accordance with the City's traffic control guidelines and shall be prepared to ensure that emergency access will be continuously provided. This mitigation measure states the plan to be prepared and implemented by the contractor, and includes enforceable performance standards.
- I26-9 This comment states Mitigation Measure TRA-2 does not provide an enforceable performance standard or details to ensure signal timing or TSM strategies will actually be developed for the intersection of Balboa Avenue and Genesee Avenue. The efficacy of the improvements recommended in Mitigation Measure TRA-2 was evaluated by the project traffic engineer against the City's traffic standards outlined in Table 2.4-4, in accordance with the methodologies outlined in the City's Traffic Impact Study Manual. The results of that evaluation are contained in Tables 2.4-14 and 2.4-15 and detailed in Appendix I-2 to the DEIR. As shown in the tables, improvements (or negative change) in delays would occur at the intersection of Balboa Avenue and Genesee Avenue as compared to the delays anticipated without mitigation in place. All mitigating measures identified in the DEIR, including TRA-2, will become conditions of project approval and the recommended improvements must be permitted and bonded for prior to the first building permit and in place prior to project occupancy, as stated in the mitigation language. Therefore, the mitigation in the DEIR is not lacking in performance standards or enforceability, but rather consistent with the requirements of CEQA and City traffic impact study guidance.
- I26-10 This comments states Mitigation Measure TRA-4 does not provide an enforceable performance standard or details to ensure signal timing or TSM strategies will actually be developed for the intersection of Genesee Avenue and Clairemont Mesa Boulevard. The efficacy of the improvements recommended in Mitigation

Measure TRA-4 (renumbered as TRA-5 in the Final EIR) was evaluated by the project traffic engineer against the City's traffic standards outlined in Table 2.4-4, in accordance with the methodologies outlined in the City's Traffic Impact Study Manual. The results of that evaluation are contained in Tables 2.4-16 and detailed in Appendix I-2 to the DEIR. As shown in the table, improvements (or negative change) in delays would occur at the intersection of Genesee Avenue and Clairemont Mesa Boulevard with TRA-4 in place as compared to the delays experienced without mitigation in place. However, in the case of TRA-5, the County is only responsible for paying its fair share of the cost of the improvement because the impact is cumulative in nature and not solely caused by the proposed project.

I26-11 This comment states Mitigation Measure TRA-5 does not provide an enforceable performance standard or details to ensure signal timing or TSM strategies will actually be developed for the intersection of Balboa Avenue and Clairemont Drive. The efficacy of the improvements recommended in Mitigation Measure TRA-5 (renumbered as TRA-6 in the Final EIR) was evaluated by the project traffic engineer against the City's traffic standards outlined in Table 2.4-4, in accordance with the methodologies outlined in the City's Traffic Impact Study Manual. The results of that evaluation are contained in Tables 2.4-16 and detailed in Appendix I-2 to the DEIR. As shown in the table, improvements (or negative change) in delays would occur at the intersection of Balboa Avenue and Clairemont Drive with improvements in place as compared to the delays experienced without mitigation in place. However, in the case of TRA-6, the County is only responsible for paying its fair share of the cost of the improvement because the impact is cumulative in nature and not solely caused by the proposed project.

I26-12 This comment states the County failed to consult with all responsible and trustee agencies prior to completing the DEIR, specifically the Native American Heritage Commission, San Diego County Water Authority, San Diego County Sanitation District, and the City of San Diego's Environmental Services Department. The County, as lead agency, initiated tribal consultation in accordance with Assembly Bill (AB) 52 and Senate Bill (SB) 18 for the project. Consultation was initiated on September 28, 2018 and concluded on December 28, 2018. No tribes requested consultation with the County for the project. As for the San Diego County Water Authority, San Diego County Sanitation District, and the City of San Diego Environmental Services Department, the proposed project did not trigger any permits or approvals from those departments

that required consultation. Specifically, the City is a member agency of the San Diego County Water Authority and they are the water purveyor in charge of complying with State Water Code compliance, including water supply determinations and verifications. The DEIR relies on State Water Code screening thresholds on the topic of water supply. Additionally, there is not an agency called the San Diego County Sanitation District and the project will comply with the Environmental Services Department requirements for a Waste Management Plan, as noted in the Appendix B to the DEIR.

- I26-13 This comment states the DEIR fails to disclose the project's significant and unavoidable impacts, specifically related to inconsistency with the City of San Diego's General Plan and the CMCP related to commercial use and height restrictions. As detailed within Section 1.2.1.1 and Section 1.2.1.1 of the DEIR (former page 1-2), the proposed project itself includes a General Plan Amendment and a Community Plan Amendment to change the project site's underlying land use designation from Commercial Employment, Retail & Services to Residential, and from Commercial-Community Center to Residential-High. As detailed within Section 3.4.3.1 (former page 3.4-10), while the project would require a CPA to allow for future residential development, the associated land use change would not conflict with the environmental goals, objectives, or recommendations of the General Plan and CMCP with approval of the CPA. As for height restrictions, the commenter is referred above to *Master Response: Affordable Housing Density Bonus* and *Master Response: Building Height and Character*.
- I26-14 This comment states this project would be approved in violation of the California Planning and Zoning Law. The comment states that State law requires two levels of consistency within the General Plan, horizontal, consistency between General Plan Elements, and vertical, consistency with zoning ordinances and other land use decisions. In addition, the comment states that all subordinate land use decisions, including condition use permits, be consistent with the General Plan. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I26-15 This comment states the proposed project is inconsistent with the San Diego General Plan and the CMCP, specifically the project site has a Commercial-Community Center land use designation within CPIOZ-B and has a zoning designation of Commercial Office (CO-

1-2). The comment then correctly establishes that the project requires a General Plan Amendment (GPA), Community Plan Amendment (CPA), and zone change to RM-3-9. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

- I26-16 This comment states the proposed project is inconsistent with the General Plan's Land Use Goal D, due to commercial use and height restrictions. Commenter is referred above to Response to Comment 126-13.
- I26-17 This comment states the DEIR incorrectly concludes the proposed project is consistent with the bicycling goals of the City of San Diego General Plan's Mobility Element, and concludes that unless bicycle access is incorporated into the project site from Mount Etna Drive, it remains inconsistent with the goal to promote bicycle use. As stated in Section 3.4, Land Use and Planning, of the DEIR (former page 3.4-15), the proposed project is consistent with Goal F of the General Plan's Mobility Element, because despite not having bicycle facilities on Mount Etna Drive, there are Class II Bike lanes provided on both sides of Genesee Avenue, and the bike lane on the west side of Genesee Avenue fronting the project site would be retained under the project. Additionally, the commenter is referred to *Master Response: Transit*.
- I26-18 This comment states the proposed project is inconsistent with the CMCP, as the vision of the CMCP is to preserve the Community Core as commercial. The commenter is referred above to Response to Comment I26-13.
- I26-19 This comment states the proposed project is inconsistent with the CMCP's transportation objectives, because the DEIR states that bicycle access to the site is limited. The commenter is referred above to Response to Comment I26-18.
- I26-20 This comment states the proposed project is inconsistent with the CMCP's residential objectives, stating that the project is located within the commercial core, and since a CPA and rezone are required, the proposed project is inconsistent with the Community Plan's objectives. The commenter is referred above to Response to Comment I26-18.
- I26-21 This comment provides a conclusion to the comment letter, stating that the City should revise and recirculate the DEIR. The County acknowledges this comment, and all comments are included in this

Final EIR for consideration by the County and City decision makers prior to making a decision on the project.

**Subject:** FW: EIR for 5255 Mt. Etna

**From:** Quentin C. Yates <[gyates1@san.rr.com](mailto:gyates1@san.rr.com)>  
**Sent:** Monday, November 25, 2019 3:50 PM  
**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>  
**Subject:** EIR for 5255 Mt. Etna

Hello:

I have tried to read through the EIR, but as you know it is almost 3,000 pages, much of it technical.

One of the many concerns I have is the EMF exposure the residents may be exposed to.

“According to the [World Health Organization’s International Agency for Research on Cancer \(IARC\)](#), EMFs are “possibly carcinogenic to humans.” The IARC believes that some studies show a possible link between EMFs and cancer in people.”

I27-1

Because the proposed height of the buildings, up to 70', those living in the higher units will be closer to the SDG&E high voltage lines and therefore closer to the EMFs.

From what I can tell, this subject was brushed over in the EIR. I believe that this potential health issue should be more thoroughly investigated before moving people closer to the power lines.

Would you please do more studying on this to ensure the safety of any future residents?

Thank you, Quentin Yates

## Letter I27 Response

### Quentin Yates

I27-1            This comment expresses concern related to the electric and magnetic fields (EMF), and states that the future residents located in higher units would be closer to the SDG&E high voltage lines. The commenter states that this subject was brushed over in the DEIR. As detailed in Section 1.4.4 of the DEIR, the EIR does not consider EMF in the context of the CEQA analysis of potential environmental impacts because: [1] there is no agreement among scientists that EMF creates a potential health risk, and [2] there are no defined or adopted CEQA standards for defining health risk from EMF.

**Subject:** FW: Comments on Draft Environmental Impact Report - Mt Etna housing project - WT-4224097  
**Attachments:** Comments on draft EIR - Nov 25, 2019.docx

-----Original Message-----

From: michael dwyer <dwyerm@san.rr.com>  
Sent: Monday, November 25, 2019 4:31 PM  
To: Cass, Marc <Marc.Cass@sdcounty.ca.gov>  
Subject: Comments on Draft Environmental Impact Report - Mt Etna housing project - WT-4224097

Marc - attached are my comments in a MS Word file regarding the Draft Environmental Impact Report - Mt Etna housing project WT-4224097, October 2019. Note that there are different names and reference numbers for this project/report.

I28-1

Please advise if you need me to re-send them in another format.

Michael Dwyer

Michael Dwyer  
4734 Mount Saint Helens Dr  
San Diego, CA 92117  
(858) 268-4354

November 25, 2019

Via e-mail: [Marc.cass@sdcountry.ca.gov](mailto:Marc.cass@sdcountry.ca.gov)

Suggestions for the Draft Environmental Impact Report

**Clairemont Mesa Community Plan Amendment and Rezone Project [WT-4224097].**

Marc,

My comments are presented in two sections as follows:

- 1. Maybe I missed the following items that are included in the Draft Environmental Impact Report. If so, please specify the paragraph and/or page number which addresses these issues.

Will a park-like open space be provided on-site?

I28-2

Will material stockpiles and mobile equipment staging, parking and maintenance areas off-site be minimized?

I28-3

Will construction site and access road speed limits be established and enforced during the construction and demolition periods?

I28-4

In the event of any holiday moratorium, such as during the holiday shopping period, will all construction and demolition-related activity be completely demobilized prior to the beginning of the moratorium periods?

I28-5

Will best practices be implemented during construction and demolition to reduce particulate emissions, soil erosion and trackout? This includes covering any on-site stockpiles of debris, dirt or other dusty material.

I28-6

Will the use of adequate water and/or other dust palliatives on all areas be considered to avoid particle blow-off and to reduce dust amounts damaging to property, cultivated vegetation, domestic animals or causing a nuisance to persons living or occupying buildings in the vicinity?

I28-7

Will washing down or sweeping paved areas as necessary be used to control trackout?

I28-8

Will covers or tarps be used on all vehicles hauling dirt or spoils on public roads if sufficient free board is not available to prevent material blow-off during transport?

I28-9

Will use of gravel bags and catch basins during ground-disturbing operation be used?

I28-10

Will methods to minimize public exposure to dust generated as a result of the proposed activities include covering sources, misting sources with water, reducing the pace of work and stopping work especially on windy days?	I28-11
Will a plan be prepared to completely contain, transport and dispose of all excess construction or demolition materials and construction fluids away from the site on a daily basis?	I28-12
Will a construction fire prevention/protection plan be prepared prior to commencement of work?	I28-13
If sidewalks are closed during demolition or construction, will an alternate walkway be provided?	I28-14
How will pedestrians be directed around direct conflict with vehicles operating within the work site or other traffic?	I28-15
If it is necessary to divert pedestrians into the parking lane or a street, will barricades or temporary traffic barriers be provided to separate pedestrians from the adjacent traffic lane?	I28-16
If crosswalk closures are necessary, what measures will be employed to keep pedestrians safe when crossing the street?	I28-17
What barriers, guards, lights, signs, flag persons, watch person or other traffic control will be used to comply with public safety requirements that may arise when demolition and/or construction traffic needs access to the site in order to keep traffic and local pedestrian and vehicular traffic separated?	I28-18
What is the plan for time of day construction and demolition to avoid daytime rush hour traffic jams in the area?	I28-19
Will driveway access for nearby businesses and residences be disrupted during the demolition and construction phases due to construction equipment traversing the single ingress/egress to the site? If so, what is the planned remediation?	I28-20
Will roadways adjacent to the work site be kept free of obstruction or other hazards to bicyclists during demolition and construction?	I28-21
Will the proposed parking structure be enclosed? If so, will exhaust fans be implemented to remove noxious fumes? Will CO2 monitors be installed with alarms connected to a central security office?	I28-22
Does the report describe lack of County resources in the vicinity of the site, such as public health?	I28-23

2. The following is a list of typos or omissions that I found in the draft Environmental Impact Report.

Table 1-2, page 1-11, Cumulative Projects List. A similar and nearby housing project was omitted from the list, that being the Ivy Senior Apartments, 5858 Mt. Alifan Drive, providing 52 affordable apartments. Likewise, another nearby housing project was also omitted, Bayview Plaza at 2565 Clairemont Drive providing 156 apartments, a few of which are affordable.

I28-24

Table 3.7-1, page 3.7-2, Parks and Recreational Facilities in the Clairemont Mesa Community has a typo. Marston Junior High is located at 3799 Clairemont Drive.

I28-25

Paragraph 3.7.3, Cumulative Impact Analysis, is confusing with the addition of Jefferson Pacific Beach since it is outside the Clairemont Mesa community. The two housing projects mentioned above for Table 1-2 would be more appropriate to add to this paragraph.

I28-26

Page 2.1-20 contains a reference to 354 on-site parking spaces that may not be correct. Please review.

I28-27

Page 1.2.1.6 and 2.1-20 show two different start dates for construction. Please clarify.

I28-28

Appendix I: Traffic, page 38, Table 5.2, Peak Hour Intersection Level of Service Results – Existing Plus Project Conditions, may have a typo on line 8, under Significant Impact AM/PM. Please review.

I28-29

## Letter I28 Response

### Michael Dwyer

I28-1 This comment is introductory in nature and states the comments are in the attached file. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

I28-2 This comment inquires if a park-like open space is to be provided on-site. The proposed project does not include park-like open space. As detailed in the DEIR Appendix B, the CPA includes SDR 8, Residential Open Space, which dictates the minimum amount of outdoor living area proposed, including private exterior open space and common space.

I28-3 This comment inquires if stockpiles, staging, parking and maintenance areas off-site will be minimized. All constructing staging and placement of construction equipment would occur on site. The DEIR text in Section 1.2.1.5 on former page 1-4 is revised as follows:

To facilitate the future development of the site, all existing onsite structures would be demolished and removed by the County (or a contractor hired by the County through an approved Demolition Contract). All demolition activities and site preparation staging and activities would occur onsite.

The DEIR text in Section 1.2.1.6 on former page 1-5 is revised as follows:

The future development project would be built as a Leadership in Energy and Environmental Design (LEED) Building Design Silver or equivalent. All future building construction activities and staging would occur onsite, with exception of any driveway reconfigurations needed within the public right-of-way.

As detailed in Section 2.2.3.3 (former page 2.2-14), construction of the future development could include driveway reconfiguration, which could require lane closures and interfere with emergency response services and evacuation routes. However, Mitigation Measure HAZ-2 would ensure adequate access and circulation to the satisfaction of the City's Engineer. With implementation of

Mitigation Measure HAZ-2, impacts would be reduced to less than significant.

- I28-4 This comment inquires about speed limits being established during construction and demolition periods. As described in Section 2.2.6 of this DEIR (former page 2.2-18) mitigation measure HAZ-2 would require a Traffic Control Plan to be prepared prior to the start of construction of the future development, which would allow for adequate access and circulation to the satisfaction of the City Engineer for motorists, pedestrians, and bicyclists. The commenter is also referred above to Response to Comment A2-32, which states that a Traffic Control Plan would also be required to be prepared prior to demolition activities.
- I28-5 This comment inquires about holiday moratorium periods during construction. All construction activities would be required to comply with the SDMC Section 59.5.0404, which states that it shall be unlawful for any person, on legal holidays as specific in Section 21.0104 of the SDMC, with exception of Columbus Day and Washington's Birthday, or on Sundays, to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive, or offensive noise.
- I28-6 This comment inquires about the use of BMPs related to reducing particulate emissions, soil erosion, and trackout. As stated in the DEIR Section 2.1.3.1 (former page 2.1-18), project construction would comply with SDAPCD Rules and Regulations, including Rules 50, 51, and 55, which forbid visible emissions, nuisance activities, and require fugitive dust control measures, respectively. As for soil erosion BMPs, as stated in the DEIR Section 5.2.5 (former page 5-8), stormwater BMPs would be required to limit erosion, minimize sedimentation, and control stormwater runoff water quality during construction activities through the project's requirement of implementing a Stormwater Pollution Prevention Plan (SWPPP).
- I28-7 This comment inquires about dust suppression during construction activities. The commenter is referred above to Response to Comment I28-6.
- I28-8 This comment inquires if paved areas will be washed down or swept to control trackout. The commenter is referred above to Response to Comment I28-6.

- I28-9 This comment inquires about material blow-off prevention methods being use during transport of construction materials. The commenter is referred above to Response to Comment I28-6.
- I28-10 This comment inquires about the use of gravel bags and catch basins during ground disturbing activities. The commenter is referred above to Response to Comment I28-6.
- I28-11 This comment inquires about methods used to limit dust exposure during construction activities. The commenter is referred above to Response to Comment I28-6.
- I28-12 This comment inquires if a plan will be prepared for the transportation and disposal of all excess construction debris and fluids daily. The commenter is referred above to Response to Comment I28-6. In addition, as detailed in the DEIR Section 1.2.1.5 (former page 1-4), demolition would require approvals from the County, including a Debris Management Plan and Stormwater Management Plan. The Debris Management Plan is required to identify how and where 90 percent of the inert construction and demolition debris, and 70 percent of all other construction and demolition debris would be recycled. Demolition debris recycling would occur either onsite or at an approved offsite location.
- I28-13 This comment inquires if a fire prevention and protection plan will be developed for construction of the proposed project. As stated in the DEIR Section 2.2.3.1 (former page 2.2-12), demolition and site preparation activities would be required to adhere to all state and local construction standards, including Cal/OSHA and the California Fire Code. Therefore, impacts related to risk of loss, injury, or death involving fires would be less than significant.
- I28-14 This comment inquires if sidewalks are closed will an alternate walkway be provided. The commenter is referred above to Response to comment I28-4.
- I28-15 This comment inquires how pedestrians will be directed around construction and other vehicular traffic. The commenter is referred above to Response to comment I28-4.
- I28-16 This comment inquires if pedestrians are redirected to the parking lane will barriers be provided. The commenter is referred above to Response to comment I28-4.

- I28-17 This comment inquires if crosswalk closures are required what measure will be employed to keep pedestrians safe. The commenter is referred above to Response to comment I28-4.
- I28-18 This comment inquires about the traffic control measure that will be used to comply with safety requirements to keep pedestrians and vehicular traffic separated. The commenter is referred above to Response to comment I28-4. As detailed in the DEIR Section 2.2.6 (former page 2.2-18), a Traffic Control Plan would be required to be prepared prior to the start of construction of the future development. The Traffic Control Plan would include all signage, striping, delineated detours, flagging operations, and any other devices required for construction of the future development to guide motorists, pedestrians, and cyclists through the construction area.
- I28-19 This comment inquires if there is a plan for construction to avoid rush hour traffic in the area. It is not a requirement for the hours of construction to occur outside of rush hour. All construction activities would be required to comply with the SDMC Section 59.5.0404 regarding the allowable hours of construction activities.
- I28-20 This comment inquires if driveway access to nearby business and residences would be disrupted. The commenter is referred above to Response to comment I28-4.
- I28-21 This comment inquires about obstructions and hazards for bicyclist on adjacent streets during construction. The commenter is referred above to Response to comment I28-4.
- I28-22 This comment inquires if the proposed parking structure would be enclosed. As detailed in the DEIR Section 1.2.1.6 (former page 1-5), the specific design and development of the project site is not part of this proposed project but would be developed in the future by an affordable housing developer who would be engaged with the County from a DDA. As detailed in Section 2.2.3.3, the proposed project would be required to be developed in accordance with the California Fire Code and City Municipal Code requirements, including requirements regarding carbon monoxide monitoring.
- I28-23 This comment inquires if the DEIR describes the lack of County resources in the vicinity of the project site, such as public health resources. The comment raises economic, social, or political issues that do not relate to potential effects of the proposed project on the environment and are not required topics for discussion in a CEQA document.

I28-24 This comment states Ivy Senior Apartments and Bayview Apartments should have been included in the list of cumulative projects. The cumulative projects list was developed during the time of the Notice of Preparation, which was released on September 10, 2018. A scoping and presentation of assumptions meeting occurred between the County, project team, and the City of San Diego's Development Services Department (DSD) on December 19, 2018 to discuss the proposed project and transportation analysis assumptions. During this meeting, a cumulative projects list was developed and approved by the City of San Diego's DSD staff, which included projects that have been approved during that time.

I28-25 This comment identifies a typographical error in the text of the DEIR. The DEIR text in Section 3.7, Recreation, Table 3.7-1 on former page 3.7-2 is revised in the Final EIR as follows:

**Population-Based Parks**

**Joint-Use Parks (Schools)**

Field Elementary Joint-Use	4375 Bannock Avenue	3.35	1.2
Marston Junior High Joint-Use	3799 Clairemont <del>Avenue</del> Drive	2.90	1.2

I28-26 This comment inquires about the addition of Jefferson Pacific Beach to the cumulative projects list as it is not in the Clairemont Mesa community. The commenter is referred above to Response to Comment I28-24.

I28-27 This comment identifies a typographical error in the text of the DEIR. The commenter is referred above to *Master Response: Parking*.

I28-28 This comment identifies that two different construction start dates were stated in the DEIR. The DEIR text in Section 1.2.1.6 on former page 1-5 is revised in the Final EIR as follows:

The analysis presented in this EIR assumes that onsite building construction would begin in ~~March~~ June 2021 and be completed by October 2022.

I28-29 This comment identifies a potential typographical error in the text of the Transportation Impact Study (Appendix I). The text in Appendix I, Transportation Impact Study, Table 5.2 on page 3.8 is revised in the Final EIR Appendix I. The table had a text error for the Clairemont Drive/Balboa Avenue intersection. The table has been updated with the correct text specifying that the intersection is significantly impacted under Existing Plus Project conditions. This

text error was only in Table 5.2, and the remainder of the report correctly specified this intersection as significantly impacted.

Below are questions/requests for answers pertaining to the Draft EIR for 5255 Mt. Etna Drive

I29-1

Traffic Questions

As determined in the EIR, "...there would be **significant** and unavoidable impacts to traffic and transportation." with the installation of 297 to 404 units. And it is proposed that "To minimize impacts at certain locations, there would be restriping of lanes and signal optimizations to improve traffic flow..." However, the EIR does not appear to include or address the additional impact caused by buses partially blocking the adjacent lane at bus stops and stopping the flow of traffic in that lane; this occurs both when the light is green and for right hand turns into that lane. An example is south bound Genesee and the bus stop just south of Balboa; buses at that bus stop cannot pull over far enough for vehicles to pass. **Please provide an explanation of how this issue will be mitigated by the proposed restriping and signal optimizations, define "optimization," and explain why fewer units would not reduce the traffic to 'significant and mitigated impacts.'**

I29-2

As Genesee/Balboa area is to be a "transportation hub" in the future (~2030) and more bus routes are to be scheduled, this will further impact the aforementioned delay in traffic flow. **Again, please provide an explanation of how this issue will be mitigated by the proposed restriping and signal optimizations.**

I29-3

Another item not addressed in the traffic evaluation is the impact of increased pedestrian crossing at intersections. Continuous crossing at these intersections will delay light changes and significantly delay right hand turns on both green and red lights, which will further impact traffic flow. Whether this is a required evaluation in the EIR or not, it is a fact that will impact the community. **Please provide an explanation of how this issue will be mitigated by the proposed restriping and signal optimizations.**

I29-4

Public Services

The EIR states that the local fire stations have engines but do not indicate if those engines are adequate to respond to residential high-rise apartments (i.e., are equipped with ladder engines). In recent community meetings the EIR team stated that based on their research the fire stations were deemed adequate per the Fire Chief. However, based on community member and the Clairemont Ad-Hoc panel research, Battalion Chiefs (boots on the ground) stated that the existing engines would not be adequate to respond to residential high-rise apartments. **Please explain this discrepancy and how the existing fire engines can be adequate in this day-and-age of California fires, and why this is considered less than significant.**

I29-5

Per the EIR, response times by SDFD was met 74% and 82% of the time. However, the statistics did not elaborate on how many of the calls and/or response times were for seniors. As a portion of the Mt. Edna project is slated for senior living and there is a high likelihood that more calls to the SDFD (911) will occur (check the statistics for the senior living place on Clairemont Mesa Blvd, west of the 805). **Please explain how the increased traffic will impact these already low response times and why it is considered less than significant.**

I29-6

Review Period

**Please explain why there was only 45 days for public comment versus a more common 60 days.** Trying to expedite the process would not be an adequate answer.

I29-7

Air Quality

Using the lower number of units proposed, 297, and based on a minimum of 1 vehicle per unit with the 4 trips per day for seniors and 6 trips per day for families, **please explain how the increased volume of vehicles idling in the adjacent streets and in proximity to the Mt. Etna housing project would be less than significant when units will be adjacent to the main streets.**

I29-8

Public Services

The EIR outlines the number of calls and response time for the police but it does not address the impact seen in other similar projects to Mt. Etna. For example, the housing project referred to as the "blue roofs;" the number of calls to that location alone for the respective number of units should be evaluated. **Please identify other projects similar to Mt. Etna (size, residents, etc.) and compare the change in statistics prior to and after construction/residency and then relate to the Mt. Etna project, as community safety should be a priority.**

I29-9

Land Use and Planning (Community benefit)/Aesthetics

As the proposed density of 297 to 405 units for the site exceeds those proposed by other builders in the bidding process and does not fit with the surrounding community (single family homes to the west and north and low-density apartments across Balboa), **please explain the rationale for identifying this as less than significant and how this density of housing benefits the community versus a smaller number of units (e.g., 105 units).**

I29-10

Greenhouse Gas Emissions

**How is the increased hardscape (pavement, concrete, and building) and increased vehicle pollution and building operations pollution with the existing pollution meet the City's plan increase the canopy cover by 35%, and does any of the planned planting mitigate the aforementioned sources of pollution? If the plan does not meet the City's plan and mitigate the existing sources of pollution to meet the plan, please explain how the greenhouse gas emissions have less than a significant impact.**

I29-11

Thank you,

Cole Street, 92117

## Letter I29 Response

### Cole Street

- I29-1 This comment is introductory in nature and states the commenter's concerns are detailed in further comments. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I29-2 This comment inquires how proposed restriping and signal optimization mitigation will reduce impacts to traffic caused by buses. The proposed project traffic would be cars, not buses. The effects of bus service on traffic is addressed by MTS.
- The comment also questions why fewer units would not reduce traffic impacts to significant and mitigated. The commenter is referred to the DEIR Section 4.6.3.4 (former page 4-12), which details the traffic analysis related to the Reduced Intensity Project Alternative.
- I29-3 This comment requests additional clarification of how the proposed traffic mitigation measures will reduce traffic impacts related to increased bus services. The increase of bus services surrounding the project site are taken into account in traffic modeling. The commenter is referred above to Response to Comment I29-2.
- I29-4 This comment states that pedestrian crossings would delay light changes, and requests additional clarification of how the proposed traffic mitigation measures will reduce traffic impacts related to pedestrians. When signal timing changes are made by the City, they factor in all modes of travel through the intersection, including pedestrians.
- I29-5 This comment expresses concern regarding adequate fire equipment to serve the proposed project and requests clarification on why the impact to fire protection services is less than significant. The commenter is referred above to *Master Response: Fire Protection Services*.
- I29-6 This comment expresses concern regarding SDFD response times and seniors requiring more calls to the SDFD. As detailed in the DEIR Section 3.6.3.1 (former page 3.6-9), the DEIR acknowledges that the SDFD is not meeting the City's response time standards. The commenter is referred above to *Master Response: Fire Protection Services*. Additionally, the City's traffic signals currently

and would continue to provide emergency response signal preemption, which allows emergency vehicles right-of-way through the corridor to help reduce response time.

- I29-7 This comment inquires as to why the public review period was 45-days, and not 60 days. The DEIR was prepared in accordance with CEQA Guidelines Section 15105(a), which states that when a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse.
- I29-8 This comment requests clarification regarding the conclusion of less than significant impacts to air quality given the amount of traffic the proposed project would generate. The DEIR evaluates the proposed project's impacts related to air quality in Section 3.1, Air Quality, of the DEIR (former page 3.1-34), which concludes that with the incorporation of Mitigation Measure AIR-1, impacts from air quality would be reduced to less than significant. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I29-9 This comment requests an evaluation to quantify additional police service calls to more accurately evaluate the proposed project's impacts to safety. Any personnel deficiencies resulting in longer response times in the SDPD is not an issue under CEQA. While the SDPD is currently not meeting the City's response time standards (DEIR former page 3.6-2 and 3.6-3), the City's significance determination thresholds states that "at the present time, significant response times deficiencies due to a lack of personnel or equipment can be helped only by continued, mandatory approval by the City Council of the affected departments budget proposal for operations within the affected area because developers cannot be required to fund ongoing operational costs nor can they make budget decisions regarding such funding" (City of San Diego 2016). Nevertheless, the developer would be required to pay the most current City development impact fees related to the provision of police protection service prior to the issuance of a building permit.
- I29-10 This comment states that the proposed project does not fit in with the surrounding community and requests rationale for a less than significant impact, and questions how the density benefits the project compared to a lower unit count. The commenter is referred above to *Master Response: Affordable Housing Density Bonus* and *Master Response: Building Height and Character*.

I29-11            This comment questions how the proposed project would increase canopy cover in the City, and if planting would mitigate pollution. As detailed in the CPA (Appendix B), SDR 4, Landscaping and Streetscape Landscaping Requirements, would require the proposed project to have landscaping and street trees. The comment also requests an explanation of the conclusion of less than significant impact related to greenhouse gas emissions. The DEIR analyses greenhouse gas emissions within Section 3.3, Greenhouse Gas Emissions, of the DEIR. The comment is general in nature and does not address the adequacy of the DEIR, and therefore no specific response is required.

Draft Environmental Impact Report for the  
Mount Etna Community Plan Amendment and Rezone Project

SCH No. 2018091016

The density of the proposed project is too intense for the area. This was the response given by some developers who were asked to bid on the project.

I30-1

The environmental impact report echoes this sentiment, in terms of transportation and traffic. The transportation and traffic impact will be **Significant and Unavoidable**. The justification for the density is to provide more affordable housing in the CMCP because the site is supposedly located in a planned TPA. However the **TPA is not planned until 2035**. Housing first does not work. It is a "solution" that has been reported to actually stimulate homelessness. San Diego has a 27% return to homelessness. Housing is not the solution.

I30-2

Our current MTS is not viable simply because it does not go to where residents need it to go. It makes not one bit of difference if you can get on a MTS bus within a half mile of your home. Whether or not you can use MTS depends upon whether or not your **destination** is near mass transit. The City Council is expecting people to use mass transit when they themselves are not able to rely on mass transit.

I30-3

To put housing of this density in an area that is not going to be a TPA for 15 years will negatively impact residents and the surrounding area.

Balboa and Genesee is currently a gridlocked area. This is exacerbated by the fact that Genesee was reduced to one lane each way in order to accommodate a bike path. Once again, the City Council is expecting residents to rely on bicycles when they themselves do no. Bicycles will not be used in inclement weather. And yes, San Diego does get inclement weather. Are you really going to transport the large rolls of paper towels on a bike?

I30-4

The gridlock is expanding and safety is affected because drivers take residential streets to avoid the gridlock of Balboa and Genesee. According to the EIR, "there are **no feasible improvements** that would expand the capacity of the impacted roadway segment and the County cannot assure that the City would implement adaptive signal controls along the Balboa Avenue corridor." Yet, residents are just supposed to willingly accept this? When will the City Council represent all city residents?

I30-5

Options for entrances and exits along Balboa and Genesee should be requirements not options. To feed this amount of traffic down Mt. Etna is unconscionable and will be a safety hazard to the side streets.

I30-6

Not all residents want to live in Mission Valley type congestion. Does the City Council only listen to lawsuits?

I30-7

Janet Ingersoll

## Letter I30 Response

### Janet Ingersoil

- I30-1 This comment states the proposed project is too dense for the area. The commenter is referred above to *Master Response: Affordable Housing Density Bonus*.
- I30-2 This comment reiterates the DEIR conclusion regarding significant and unavoidable impacts to transportation and traffic, and expresses concern that the project is not in a TPA until 2035. The commenter is referred above to *Master Response: Transit*.
- The commenter also expresses concern related to how housing is not a response to homelessness. The comment raises economic, social, or political issues that do not relate to potential effects of the proposed project on the environment and are not required topics for discussion in a CEQA document.
- I30-3 This comment provides the opinion that MTS is not viable, and the proposed density will negatively impact the surrounding area, as the project will not be in a TPA for 15 years. The commenter is referred above to *Master Response: Transit*.
- I30-4 This comment states that Balboa Avenue and Genesee Avenue are currently a gridlocked area, and provides the opinion that residents do not ride bikes. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I30-5 This comment states that according to the DEIR there are no feasible improvements to expand the capacity of the impacted roadway segments along Balboa Avenue. The commenter questions how residents are supposed to accept this, and when City Council will represent all city residents. The comment is general in nature and does not address the adequacy of the DEIR, and therefore no specific response is required.
- I30-6 This comment states the access options discussed in the DEIR should be requirements and not options. The comment states that feeding the amount of traffic to Mount Etna will be a safety hazard to side streets. Due to community input and concerns related to traffic, the DEIR analyzed three access options. In order to allow for flexibility of design no one access option has been selected at this time. The comment is general in nature and does not address the

adequacy of the DEIR, and therefore no specific response is required.

I30-7

This comment states not all residents want to live in Mission Valley type congestion, and inquires if the City Council only listens to lawsuits. The comment raises economic, social, or political issues that do not relate to potential effects of the proposed project on the environment and are not required topics for discussion in a CEQA document. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

**Subject:** FW: Clairemont Mt. Etna EIR commentary

-----Original Message-----

From: holly churchill <hrc@sdchurchills.com>

Sent: Tuesday, November 26, 2019 12:03 AM

To: Cass, Marc <Marc.Cass@sdcounty.ca.gov>; Passons, Omar <Omar.Passons@sdcounty.ca.gov>

Subject: Clairemont Mt. Etna EIR commentary

Dear Mr. Cass and Mr. Passons,

Regarding the Mt Etna project in Clairemont, I would like to add my note to your undoubtedly full in-box. I have been attending meetings for over a year regarding the project and have repeatedly voiced my complete opposition to the project, having felt it important enough to supercede other community commitments, i.e. work/business, local high school Site Governance, local high school sports community and Prop S/Z/YY campus development project planning meetings. Since the early 2000s, I have worked tirelessly get 2 Joint Use fields for a Clairemont elem. school and a middle school, as I value intelligent land use and strengthening our community with good development. However, this project is likely to be the opposite of that.

I31-1

My friends, neighbors, and community members also have super busy lives and may have not attended meetings, yet they also stand in complete opposition to the project. There are thousands more behind them, who may not have spoken up, but who would vote against the Mt. Etna project if a vote were offered. The emails you are receiving is just the tip of the iceberg.

However, I understand that because this is County (not City) property, no such vote is going to be offered-- it is just going to be mandated, regardless of the wishes of the local residents. Furthermore, I understand that the Mt. Etna subcommittee of the Clairemont Planning Group voted not to recommend the project, but that has been ignored so far. It seems that some local and state politicians are tight with a developer-friendly agenda and focused on making suburban areas into urban villages. This denial of the people's input is, in and of itself, very sad, and it also stands in opposition to the way Clairemont residents conduct business.

I31-2

Like so many others, we moved here in order to be in a family-friendly area where we can rent or own a single family home, and to live in a central area, quick driving distance to most San Diego destinations. Property-tax paying citizens support the local community businesses, and many of us go to businesses at Balboa and Genesee multiple times daily for school transfers, sports, work, going to the bank/ grocery store, etc. Since this project is apparently going to happen (valuable it's county property), it will create monstrous traffic at Balboa and Genesee.

The EIR has not addressed mitigating traffic at key intersections in the area, including Charger and Balboa, and Marlesta and Genesee where Mesa College students drive. This lack of mitigation is unreasonable, and an "F" grade is unacceptable.

The planners are assuming (or perhaps hoping) that people will give up on driving cars and instead hop on a bike and then a bus or trolley, in order to avoid traffic. This is not true, especially for families who have any concern for their children's safety. If you're lucky, you'll get 1 out of 1000 residents who (for financial reasons or other), will bike and ride bikes to avoid traffic, because it makes no sense to spend an hour to a place that we can drive to in 15 minutes. The planners need to know that people will just change their plans. and avoid doing business in Clairemont. For example, I live close enough to PB and UC that doing business there, or via online corporate shopping (i.e. Amazon) will become my norm.

I31-3

Again, we chose Clairemont for the 15-minutes-to-anywhere concept, rather than choosing Mission Valley, UTC, downtown SD, or other high-density urban areas. When the traffic makes that 15 minutes into 30, we will just find alternatives. And when we can't, we will be just have to succumb to the heavy commuter traffic that goes E-W and N-S on Balboa and Genesee, contributing to air pollution from vehicle emissions (that this whole project is attempting to reduce.) The EIR is not adequately addressing that, because again it's based on the false assumption that people will give up on driving. Unmitigated traffic will turn people away from Clairemont and affect its economy.

I31-3  
cont.

The EIR has also not addressed necessary infrastructure including fire station services for a high rise building. It has also not addressed safety of children in the area (Mt. streets) that walk to school. It does not guarantee a land bridge across Balboa for students in the "Mt.

I31-4

streets" that walk to Holmes Elem., High Tech High Mesa, Mt. Everest, and John Muir schools. Those parents will opt to driving their kids instead of letting them walk, for safety purposes--making the traffic on Balboa even worse.

I31-5

Please eliminate or reduce the Mt. Etna project to 100 units or so. 404 is completely impossible for our community. Please keep the height restriction to 30 feet. 70' is also impossible. Petitions show that most of us are against it, and in order to get any support from our whole community, please reduce the size, height and scope of the project to something much smaller.

I31-6

Thank you,

Holly Churchill

[hrc@sdchurchills.com](mailto:hrc@sdchurchills.com)

## Letter I31 Response

### Holly Churchill

- I31-1 This comment is introductory in nature and states the commenter's and community's opposition to the proposed project. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I31-2 This comment states the proposed project will create traffic at Balboa and Genesee, and states that the DEIR did not address mitigation for the intersections of Balboa Avenue and Charger Boulevard, and at Genesee Avenue and Marlesta Drive. As detailed in the DEIR in Section 2.4.5 (former page 2.4-44), the proposed project would include mitigation at the intersection of Balboa Avenue and Charger Boulevard. As for Genesee Avenue and Marlesta Drive, the commenter is referred to Response to Comment I23-6.
- I31-3 This comment provides the opinion that individuals will not give up driving cars in order to avoid traffic, and asserts the DEIR is based on a false assumption that people will not drive. The commenter is referred to *Master Response: Transit*. The Route 27 bus stops located at the Genesee Ave/Balboa Ave intersection currently has the highest boardings/alightings along the corridor within the Clairemont community, similar to the number of boardings/alightings of Route 41 (along Genesee Avenue) stops. Additionally, Route 27 will service and connect to the future Mid-Coast Trolley Balboa Avenue station that is planned to open in year 2021.
- I31-4 This comment states the DEIR did not address the necessary infrastructure, such as fire station equipment for a high rise building. The commenter is referred above to *Master Response: Fire Protection Services*.
- I31-5 This comment states the DEIR did not evaluate safety of children in the neighborhood who walk to school. The comment raises economic, social, or political issues that do not relate to potential effects of the proposed project on the environment and are not required topics for discussion in a CEQA document.
- I31-6 This comment requests the proposed project be rejected or reduced to approximately 100 units, and to maintain the current height limit. The commenter is referred above to *Master Response:*

*Affordable Housing Density Bonus.* The comment is general in nature and does not address the adequacy of the DEIR, and therefore no specific response is required.

**Subject:** FW: Comment to DEIR; Mount Etna Project  
**Attachments:** Ltr of Comments to Mount Etna Project DEIR (112519).pdf

**From:** Cynthia L. Eldred, Esq. <[Cindy@eldredlaw.com](mailto:Cindy@eldredlaw.com)>  
**Sent:** Tuesday, November 26, 2019 10:01 AM  
**To:** Cass, Marc <[Marc.Cass@sdcounty.ca.gov](mailto:Marc.Cass@sdcounty.ca.gov)>  
**Cc:** Jackson-Llamas, Angela <[Angela.Jackson-Llamas@sdcounty.ca.gov](mailto:Angela.Jackson-Llamas@sdcounty.ca.gov)>  
**Subject:** FW: Comment to DEIR; Mount Etna Project

Marc –

I apologize for the late delivery of the attached letter. As you can see from my e-mail below and from the e-mail address on the letter itself, I used an incorrect e-mail address for you. Please accept this letter and enter it into the official record of the proceedings. Please confirm receipt.

I32-1

Thank you.

Cynthia Eldred

Cynthia L. Eldred, Esq.  
The Law Office of Cynthia L. Eldred, APC  
4303 Altamirano Way  
San Diego, CA 92103  
Main: (619) 233-7366  
Direct: (619) 233-7388  
Cell: (619) 277-7388  
[cindy@eldredlaw.com](mailto:cindy@eldredlaw.com)

This transmission is intended for the party to whom it is addressed and may contain privileged and confidential information. If you are not the intended recipient, any use, dissemination, or copying of this transmission is prohibited. Thank you.

## Letter I32 Response

### Cynthia Eldred

- I32-1 This comment is introductory in nature and states that further comments are attached. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I32-2 This comment describes details of the proposed project and asserts that the DEIR does not provide the text of the proposed General Plan Amendment, DDA or ground lease. As stated in Chapter 1, Project Description, of the DEIR, the proposed project is a GPA, which would change the project site's underlying land use designation from Commercial Employment, Retail & Services to Residential as depicted on Figure LU-2 of the General Plan to maintain consistency with the CPA. A total of 404 units is what is reasonably foreseeable for the final DDA and Ground Lease between the County and the developer, however the documents are not attached because they are still being finalized and are anticipated to be approved prior to the issuance of the building permit. If the County and the developer move forward with a project larger than 404 units, then additional CEQA review would be required.
- I32-3 This comment states that the DEIR does not analyze the impacts of 448 units. The comment states that limitation to the number of units would have to be provided in the DDA and Ground Lease, which are not provided for public review. The commenter is referred above to Response to Comment I32-2. In addition, as detailed in the DEIR Section 1.2.1.2 (former page 1-2), the DDA would cap the site capacity at a maximum of 404 dwelling units onsite. Any future development proposal beyond 404 dwelling units would require a CPA and may be subject to additional CEQA review. The DEIR text in Section 1.2.1.2 on former page 1-2 is revised as follows:
- The CPA would allow for a density of up to ~~448~~ 404 residential units onsite, as detailed in Appendix B.; ~~however, the~~ In addition, the Disposition and Development Agreement (DDA) described below would cap the site capacity at a maximum of 404 dwelling units onsite.
- I32-4 This comment states the DEIR does not acknowledge that SFT owns the land that the access option to Balboa Avenue would require. The comment states that the DEIR gives a false impression

of the feasibility of this access option, as the County does not own the real property rights to implement this access point. As stated in Section 1.2.1.6 of the DEIR (former page 1-5), the specific design and development of the project site with an affordable housing community is not part of this proposed project, but would be developed in the future by an affordable housing developer who would be engaged with the County through the DDA. The developer would work with the City Engineer regarding the feasibility of this access option prior to issuance of a building permit, once a specific design is determined.

- I32-5 This comment states the DEIR does not disclose the project site is constrained by a 30-foot easement that burdens the County's property, and states that any development of the County's property must accommodate SFT's rights. Refer to Response to Comment I32-4.
- I32-6 This comment provides a conclusion for the comment letter and provides contact information. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required. All comments are included in this Final EIR for consideration by the County and City prior to making a final decision on the project.

**Subject:** FW: Mt Etna

-----Original Message-----

From: Tom Cebulski <amccebulski@gmail.com>

Sent: Monday, November 25, 2019 7:14 PM

To: Cass, Marc <Marc.Cass@sdcounty.ca.gov>

Subject: Mt Etna

>  
>  
> Mr. Cass,  
>  
> I have many concerns with the Mt.Etna project. I encourage affordable housing when done responsible and with the community in agreement. These are some of my concerns:  
>  
> If you build over 300-400 units, traffic will be severely affected without much mitigation. The only mitigation I hear, is Seniors will not have cars. All the Seniors in my neighborhood have cars and the reasons they have cars is because mass transit is not convenient (takes too long) and they cannot carry items on the buses, because it is too hard to carry bags on a bus at their age.  
>  
> If the developer is allowed to build up to the side walk there will be a blind spot for drivers pulling into and out the entrance ways. Just last year a Senior was ran over walking on the sidewalk near the entry way to Chick a flick. She was killed because a truck driver did not see her crossing the entry way. So this is a liability for the city and county.  
>  
> No one has addressed the additional pollution that 300-400 cars will be generating by driving to and from the site. The Developer and county keep saying not everyone will have cars, I have yet to meet one family that did not own at least one car. Also what about the cars that will be sitting in traffic in the neighborhoods trying to get to Balboa and Genesee? The home owners that do not have AC will have their windows open in the summer and CO2 entering into their house. It is a known fact that exposures increases your chances in having cancer.  
>  
> Clairemont residents want to preserve the 30' height limit. We do not want to look like university city.  
>  
> Regards,  
>  
> Tom Cebulski  
> Sent from my iPad

I33-1  
I33-2  
I33-3  
I33-4  
I33-5

## Letter I33 Response

### Tom Cebulski

- I33-1 This comment is introductory in nature and states the commenter has concerns with the proposed project, which are detailed in the comments below. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I33-2 This comment states building over 300-400 residential units will severely impact traffic without much mitigation, asserting the only mitigation provided is that seniors will not have cars. The commenter is referred above to *Master Response: Transit*.
- I33-3 This comment raises concerns regarding the safety of pedestrians if developers are allowed to build up to the sidewalk. Any ultimate building placement would be required to meet City engineering standards for site visibility and access requirements prior to issuance of the building permit.
- I33-4 This comment asserts the DEIR did not evaluate the additional pollution generated by traffic resulting from the proposed project. The DEIR evaluates the proposed project's impacts related to air quality in Section 3.1, Air Quality, of the DEIR (former page 3.1-34), which concludes that with the incorporation of Mitigation Measure AIR-1, impacts from air quality would be reduced to less than significant. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I33-5 This comment states a desire to preserve the 30-foot height limit. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required. All comments are included in this Final EIR for consideration by the County and City prior to making a final decision on the project.



## Letter I34 Response

### Larry Sites

- I34-1 This comment is introductory in nature and states the commenter's opposition to the proposed project. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I34-2 This comment states that traffic on Balboa Avenue from Genesee Avenue to the I-805 or I-5 will be increasing to immitigable levels. Traffic impacts are analyzed in Section 2.4, Transportation and Traffic, of the DEIR. As detailed in Section 2.4.8 (former page 2.4-49), project impacts to study intersections and roadway segments would occur during the Existing plus Project phase, Near-term plus Project phase, and Cumulative plus Project phase, which would be mitigated or partially mitigated. Further, while impacts to roadway segments along Balboa Avenue would occur during the Existing plus Project, Near-term plus Project, and Cumulative plus Project scenarios, however, not all roadway segments along Balboa Avenue would have impacts as a result of the proposed project. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I34-3 This comment states the proposed project will reduce four intersections and five road segments to LOS E or F, and provides minimal mitigation to reduce impacts. Commenter is referred above to Response to Comment I34-2.
- I34-4 The comment asserts it is wrong to develop a 70 foot building with 404 units without also adding the necessary infrastructure and mobility, such as schools, road improvements, new bus lines, and police and firefighters. The commenter is referred above to *Master Response: Schools*, *Master Response: Fire Protection Services*, *Master Response: Transit*, and Response to Comment I14-67. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I34-5 This comment states that the community welcomes reasonable, community-cooperative implementation and smart growth. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required. All comments are included in this Final EIR for consideration by the County and City prior to making a final decision on the project.

November 21, 2019

Dear Mr. Cass,

We moved into our Mountain Street home in 1974. We insist on protecting the quality of life we have as preserved in our 30 foot height limit.

The Environmental Impact Report for the planned 404 units means a 70 foot apartment tower and a lot more cars in the area. It also shows no additional infrastructure improvement, no additional schools, no additional police or fire to protect these residents. Traffic gridlock would be reduced by building fewer units with more parking per unit. The report indicates the gridlock will be reduced by the use of the rapid bus and trolley which is hoped to arrive from 2035 - 2050. We'll be dead by then. We are the residents who are still waiting for the overhead power lines to be placed underground and our streets to be repaired. This seems to be all done to benefit the developers and transportation growth. Even our city councilman is exempt. We are working to protect the quality of life in Clairemont. We are working to preserve the 30 foot height limit and working to prevent traffic gridlock.

Concerned Mountain Street owners,

Darwin & Linda Saylor  
4601 Mt. Bigelow Drive, 92111

135-1

135-2

135-3

135-4

135-5

## Letter I35 Response

### Darwin and Linda Saylor

- I35-1 This comment is introductory in nature and insists protecting the quality of life with the 30-foot height limit. Commenter is referred to *Master Response: Building Height and Character*. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I35-2 This comment states the proposed project would add more cars to the area and does not include additional infrastructure improvements, schools, or police and fire. The commenter is referred above to *Master Response: Schools*, *Master Response: Fire Protection Services*, *Master Response: Transit*, and Response to Comment I14-67. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.
- I35-3 This comment states traffic impacts would be reduced by building fewer units. As detailed in Chapter 4, Project Alternatives, of the DEIR (former page 4-12), the Reduced Intensity Project Alternative would still cause significant impacts to Existing, Near-Term, and Cumulative plus Project traffic conditions on the roadway network surrounding the project site. However, the reduced trip generation and peak hour traffic would lessen project impacts on area intersections and would avoid a cumulatively significant roadway segment impact along Balboa Avenue between its intersections with Charger Boulevard and the Interstate 805 southbound ramps. Direct impacts to intersections, including Balboa Avenue/Genesee Avenue, would be lessened but not avoided and partial mitigation (Mitigation Measures TRA-1, TRA-2, and TRA-4) would still be required under this alternative.
- The comment also recommends more parking per unit, and states that the trolley and rapid bus will not come soon enough. The commenter is referred above to *Master Response: Parking* and *Master Response: Transit*.
- I35-4 This comment states they are waiting for the undergrounding of power lines and streets to be repaved. The comment raises economic, social, or political issues that do not relate to potential effects of the proposed project on the environment and are not required topics for discussion in a CEQA document. This comment

is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required.

I35-5 This comment states they are working to preserve the 30-foot height limit and prevent traffic gridlock. This comment is general in nature and does not address the adequacy of the DEIR and, therefore, no specific response is required. All comments are included in this Final EIR for consideration by the County and City prior to making a final decision on the project.