FINAL
ENVIRONMENTAL IMPACT REPORT
Volume 2: Errata

Mount Etna Community Plan Amendment and Rezone Project

SCH No. 2018091016

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Volume 2. Chapter 1 Errata

V2.1 Introduction

Responses to comments on the DEIR that have resulted in revisions to the DEIR text. Other minor clarifications have also been made. This section reflects all changes made to the FEIR in ~~strikeout~~/underline text, and will be adopted as part of the FEIR by the City and County when certifying the FEIR and approving the proposed project.

V2.2 Table of Contents

The DEIR text in the Table of Contents on former page i is revised in the Final EIR as follows:

V2.3 Executive Summary

The DEIR text in the Executive Summary Table S-1 on DEIR former pages S-4 through S-7 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.

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-3: Cannington Drive & Balboa Avenue Intersection Modifications (All Access Options). Prior to issuance of the first building permit, Owner/Permittee shall assure by permit and bond the 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-~~3~~4: Charger Boulevard & Balboa Avenue Intersection Modifications (~~a~~All ~~a~~Access ~~o~~Options). Prior to issuance of the first building permit, Owner/Permittee shall assure by permit and bond the restriping of the northbound shared through-left turn lane into an exclusive through lane and convert the northbound and

southbound signal from split phasing to protective phasing and the 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-~~5~~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~~ 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.

V2.4 Chapter 1, Project Description

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.

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 1.2.1.5 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.

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.

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.

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.

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. 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. By opening day of the project in 2022, there would be two high-frequency bus routes intersecting in the project area. 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".

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	~~Application never submitted.~~ PTS# 634180, SDP, application deemed complete 6/18/19.

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	Approved. 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.	Approved. Building not yet demolished
530427	Fairfield Marriott Suites CDP*	4345 Mission Bay Dr	Demolish existing buildings and develop a 106-unit hotel	Approved. Buildings not yet demolished

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.	~~Final EIR circulated Feb 2019.~~ Adopted.

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).

V2.5 Section 2.1, Air Quality

The DEIR text in Section 2.1.3.2 on former page 2.1-20 is revised as follows:

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

V2.6 Section 2.2, Hazards and Hazardous Materials

The headers throughout Section 2.2 (former pages 2.2-2 through 2.2-20 are revised in the Final EIR as follows:

> 2.~~5~~2 Hazards and Hazardous Materials

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.

V2.7 Section 2.3, Noise

The DEIR text in Section 2.3, Noise, Table 2.3-13 on 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

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

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

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

V2.8 Section 2.4, Transportation and Traffic

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.

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.

The DEIR text in Section 2.4.3.1 on former page 2.4-15 is revised in the Final EIR as follows:

> The analysis includes three traffic condition scenarios: Existing Plus Project; Near-Term Year 2021 Plus Project; and Cumulative Year 2050 Plus Project, and includes an evaluation of each of the three access options.

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.

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.

The DEIR text in Section 2.4.3.1 on former page 2.4-15 is revised in the Final EIR as follows:

As such, the transportation and traffic analysis and impact evaluation summarized below is based on the results described in the TIS Addendum contained in Appendix I-2 ~~and not~~ rather than the TIS contained in Appendix I-1.

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. 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 during the lifespan of the project

The DEIR text in Section 2.4.3.1 on former page 2.4-16 is revised in the Final EIR as follows, in addition, Tables 2.4-7A and 2.4-7B were added into the Final EIR:

Table~~s~~ 2.4-7A and 2.4-7B summarize the ramp metering analysis for Existing plus Project conditions at the two study intersections (no. 15 and no. 16) with ~~activated~~ most restrictive ramp meters using SOV and HOV data.

The DEIR text in Section 2.4.3.1 on former page 2.4-21 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

Option 1 would result in a significant direct impact at the following study intersection **(Impact TRA-1)**:

9. Mount Everest Boulevard & Balboa Avenue

The DEIR text in Section 2.4.3.1 on former page 2.4-21 is revised in the Final EIR as follows:

Access Option 3 would result in two significant direct intersection impacts **(Impact TRA-1)**:

9. Mount Everest Boulevard & Balboa Avenue
10. Genesee Avenue & Balboa Avenue

The DEIR text in Section 2.4.3.1 on former page 2.4-22 is revised in the Final EIR as follows:

17. Balboa Avenue, between Cannington Drive and Charger Boulevard.

The proposed project would add 646 daily trips, resulting in an increase of 0.013 in V/C ratio. The arterial level of service analysis identifies this roadway segment to operate at LOS E and LOS D in the eastbound and westbound directions, respectively, during the AM peak hour, and LOS F and LOS D in the eastbound and westbound directions, respectively, during the PM peak hour. The intersections of Mount Albertine Avenue/Cannington Drive/Balboa Avenue and Eckstrom Avenue/Charger Boulevard/Balboa Avenue are projected to operate at LOS D or better during both AM and PM peak hours. Therefore, the proposed project would result in a significant direct impact to this roadway segment **(Impact TRA-1)**.

The DEIR text in Section 2.4.3.1 on former page 2.4-23 is revised in the Final EIR as follows:

18. Balboa Avenue, between Charger Boulevard and I-805 Southbound Ramps.

The proposed project would add 646 daily trips, resulting in an increase of 0.013 in V/C ratio. The arterial level of service analysis identifies this roadway segment to operate at LOS B and LOS C in the eastbound and westbound directions, respectively, during the AM peak hour, and LOS B and LOS D in the eastbound and westbound directions, respectively, during the PM peak hour. The intersections of Eckstrom Avenue/Charger Boulevard/Balboa Avenue and I-805 Southbound Ramps/Balboa Avenue are projected to operate at LOS D or better during both AM and PM

peak hours. Therefore, the proposed project would not result in a significant direct impact to this roadway segment **(Impact TRA-1)**.

The DEIR text in Section 2.4.3.1 on former page 2.4-23 is revised in the Final EIR as follows:

The Near-Term plus Project traffic scenario represents an analysis of traffic conditions in Year 2021 (i.e., approximate opening year for the proposed project) with the addition of trips generated by the proposed project.

The DEIR text in Section 2.4.3.1 on former page 2.4-23 is revised in the Final EIR as follows, in addition, Tables 2.4-10A and 2.4-10B were added into the Final EIR:

Tables 2.4-10A and 2.4-10B summarize the ramp metering analysis for Near-Term plus Project conditions at the two study intersections (no. 15 and no. 16) with ~~activated~~ most restrictive ramp meters using SOV and HOV data.

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):**

9. Mount Everest Boulevard & Balboa Avenue; and
14. Charger Boulevard & Balboa Avenue.

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):**

9. Mount Everest Boulevard & Balboa Avenue;
10. Genesee Avenue & Balboa Avenue; and
14. Charger Boulevard & Balboa Avenue.

The DEIR text in Section 2.4.3.1 on former page 2.4-29 is revised in the Final EIR as follows:

> Of the five roadway segments projected to operate at substandard LOS E or F under Near-Term plus Project conditions, the two discussed below could potentially result in a significant direct impact based on the Significance Determination Thresholds outlined in Table 2.4-4.

The DEIR text in Section 2.4.3.1 on former page 2.4-29 is revised in the Final EIR as follows:

> 17. Balboa Avenue, between Cannington Drive and Charger Boulevard.
>
> The proposed project would add 646 daily trips, resulting in an increase of 0.013 in V/C ratio. The arterial level of service analysis identifies this roadway segment to operate at LOS E and LOS D in the eastbound and westbound directions, respectively, during the AM peak hour, and LOS F and LOS D in the eastbound and westbound directions, respectively, during the PM peak hour. The intersections of Mount Albertine Avenue/Cannington Drive/Balboa Avenue and Eckstrom Avenue/Charger Boulevard/Balboa Avenue are projected to operate at LOS D or better during both AM and PM peak hours. Therefore, the proposed project would result in a significant direct impact to this roadway segment **(Impact TRA-2)**.

The DEIR text in Section 2.4.3.1 on former page 2.4-30 is revised in the Final EIR as follows:

> 18. Balboa Avenue, between Charger Boulevard and I-805 Southbound Ramps.
>
> The proposed project would add 962 daily trips, resulting in an increase of 0.013 in V/C ratio. The arterial level of service analysis identifies this roadway segment to operate at LOS B and LOS C in the eastbound and westbound directions, respectively, during the AM peak hour, and LOS B and LOS D in the eastbound and westbound directions, respectively, during the PM peak hour. The intersection of Eckstrom Avenue/Charger Boulevard/Balboa Avenue is projected to operate at LOS E in the AM peak hour and LOS D in the PM peak hour, and the intersection of I-805 Southbound Ramps/Balboa Avenue is projected to operate at LOS B or better during both AM and PM peak hours. Therefore, the proposed project would result in a significant direct impact to this roadway segment **(Impact TRA-2)**.

The DEIR text in Section 2.4.3.1 on former page 2.4-30 is revised in the Final EIR as follows, in addition, Tables 2.4-13A and 2.4-13B were added into the Final EIR:

> **Table<u>s</u> 2.4-13<u>A and 2.4-13B</u>** summarize the ramp metering analysis for Cumulative plus Project conditions at the two study intersections (no. 15 and no. 16) with ~~activated~~ <u>most restrictive</u> ramp meters <u>using SOV and HOV data</u>.

The DEIR text in Section 2.4.3.1 on former page 2.4-35 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 the proposed project would result in a significant <u>cumulative</u> impact at the following five study intersections for all three access options **<u>(Impact TRA-3)</u>**:
>
> 1. Genesee Avenue & Clairemont Mesa Boulevard;
> 8. Clairemont Drive & Balboa Avenue;
> 9. Mount Everest Boulevard & Balboa Avenue;
> 10. Genesee Avenue & Balboa Avenue; and
> 14. Charger Boulevard & Balboa Avenue.

The DEIR text in Section 2.4.3.1 on former page 2.4-36 is revised in the Final EIR as follows:

> Of the six roadway segments projected to operate at substandard LOS E or F under Cumulative plus Project conditions, the Access Option 1 could cause potentially significant <u>cumulative</u> impacts at the two roadway segments discussed below based on the Significance Determination Thresholds outlined in Table 2.4-4.

The DEIR text in Section 2.4.3.1 on former page 2.4-36 is revised in the Final EIR as follows:

> 11. Mount Etna Drive, between Mount Everest Boulevard and Genesee Avenue.
>
> The proposed project would add 2,018 daily trips, resulting in an increase of 0.252 in V/C ratio. The arterial LOS analysis identifies this roadway segment to operate at LOS E in the eastbound and westbound directions during both the AM and PM peak hours. The intersections of Mount Everest Boulevard/Mount Etna Drive and Genesee Avenue/Mount Etna Drive are projected to operate at LOS C or better during both AM and PM peak hours. Therefore, Access Option 1 would result in a significant <u>cumulative</u> impact to this roadway segment **<u>(Impact TRA-3)</u>**.

The DEIR text in Section 2.4.3.1 on former page 2.4-37 is revised in the Final EIR as follows:

> 18. Balboa Avenue, between Charger Boulevard and I-805 Southbound Ramps.
>
> The proposed project would add 646 daily trips, resulting in an increase of 0.013 in V/C ratio. The arterial level of service analysis identifies this roadway segment to operate at LOS B and LOS C in the eastbound and westbound directions, respectively, during the AM peak hour, and LOS B and LOS D in the eastbound and westbound directions, respectively, during the PM peak hour. The intersection of Eckstrom Avenue/Charger Boulevard/Balboa Avenue is projected to operate at LOS E in the AM peak hour and LOS D in the PM peak hour, and the intersection of I-805 Southbound Ramps/Balboa Avenue is projected to operate at LOS B or better during both AM and PM peak hours. Therefore, Access Option 1 would result in a significant cumulative impact to this roadway segment **(Impact TRA-3)**.

The DEIR text in Section 2.4.3.1 on former page 2.4-37 is revised in the Final EIR as follows:

> Of the five roadway segments projected to operate at substandard LOS E or F under Cumulative plus Project conditions, the one discussed below could potentially result in a significant cumulative impact based on the significance criteria outlined in Table 2.4-4.

The DEIR text in Section 2.4.3.1 on former page 2.4-37 is revised in the Final EIR as follows:

> 18. Balboa Avenue, between Charger Boulevard and I-805 Southbound Ramps.
>
> The proposed project would add 646 daily trips, resulting in an increase of 0.013 in V/C ratio. The arterial level of service analysis identifies this roadway segment to operate at LOS B and LOS C in the eastbound and westbound directions, respectively, during the AM peak hour, and LOS B and LOS D in the eastbound and westbound directions, respectively, during the PM peak hour. The intersection of Eckstrom Avenue/Charger Boulevard/Balboa Avenue is projected to operate at LOS E in the AM peak hour and LOS D in the PM peak hour, and the intersection of I-805 Southbound Ramps/Balboa Avenue is projected to operate at LOS B or better during both AM and PM peak hours. Therefore, Access Options 2 and 3 would result in a significant cumulative impact to this roadway segment **(Impact TRA-3)**.

The DEIR text in Section 2.4.3.1 on former page 2.4-37 and 2.4-38 is revised in the Final EIR as follows:

> The ramp meter analysis results are the same for all three access options. ~~As shown in Table 2.4-13, the anticipated peak hour demand is anticipated to exceed the anticipated meter rate at the I-805 Southbound Ramp @ Balboa Avenue (eastbound) during the PM peak hour by 12 vehicles and result in a queue length of 348 feet.~~ Based upon the significance criteria presented in Table 2.4-4, the addition of project traffic would not cause a significant impact to either of the study ramp meter locations.

The DEIR text in Section 2.4.3.2 on former page 2.4-38 is revised in the Final EIR as follows:

> Should public road lane closures be required during project demolition and site preparation, a Traffic Control Plan would be implemented by the construction contractor, as required by the County (refer to Chapter 1.0). As discussed in Section 2.2, Hazards and Hazardous Materials, construction of the future development could require lane closures and interfere with emergency response services and evacuation routes. However, with implementation of Mitigation Measure HAZ-2, a Traffic Control Plan would be required, reducing impacts related to interferences with an adopted emergency response plan or emergency evacuation plan to less than significant.

The DEIR text in Section 2.4.3.3 on former page 2.4-39 is revised in the Final EIR as follows:

> It would, however, encourage use of transit services in the project area by constructing affordable housing in a planned TPA. Therefore, impacts would be less than significant.

The DEIR text in Section 2.4.3.4 on former page 2.4-40 is revised in the Final EIR as follows:

> The VMT analysis for the proposed project was prepared in accordance with the County of San Diego's *Guidelines for Transportation Impact Studies in the San Diego Region*, January 22, 2019 (Regional TIS Guidelines), as well as the City's Draft VMT guidance which is currently undergoing peer review.

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.

The DEIR text in Section 2.4.4 on former page 2.4-40 through 2.4-41 is revised in the Final EIR as follows:

Impact ~~TIA~~TRA-1: Existing plus Project. The proposed project would result in significant direct impacts at the following two study intersections and one study roadway segment:

Intersections:

9. Mount Everest Boulevard & Balboa Avenue (Access Options 1 and 3)

10. Genesee Avenue & Balboa Avenue (Access Option 3)

Roadway Segments:

17. Balboa Avenue, between Cannington Drive and Charger Boulevard (all access options)

Impact ~~TIA~~TRA-2: Near-Term plus Project. The proposed project would result in significant direct impacts at the following three study intersections and two study roadway segments:

Intersections:

9. Mount Everest Boulevard & Balboa Avenue (all access options)
10. Genesee Avenue & Balboa Avenue (Access Option 3)
14. Charger Boulevard & Balboa Avenue (all access options)

Roadway Segments:

17. Balboa Avenue, between Cannington Drive and Charger Boulevard (all access options)

18. Balboa Avenue, between Charger Boulevard and I-805 Southbound Ramps (all access options)

Impact ~~TIA~~TRA-3: Cumulative plus Project. The proposed project would result in significant impacts at the following five study intersections and two study roadway segments:

Intersections:

1. Genesee Avenue & Clairemont Mesa Boulevard (all access options)
8. Clairemont Drive & Balboa Avenue (all access options)
9. Mount Everest Boulevard & Balboa Avenue (all access options)
10. Genesee Avenue & Balboa Avenue (all access options)
14. Charger Boulevard & Balboa Avenue (all access options)

Roadway Segments:

11. Mount Etna Drive, between Mount Everest Boulevard and Genesee Avenue (Access Option 1)

18. Balboa Avenue, between Charger Boulevard and I-805 Southbound Ramps (all access options)

The DEIR text in Section 2.4.5 on former page 2.4-42 is revised in the Final EIR as follows:

The mitigation measures described below would be required to reduce the project's impact to intersections ~~and roadway segments~~ to a less-than-significant level. The effectiveness of the mitigation measures is shown in **Table 2.4-14**.

The DEIR text in Section 2.4.5 on former page 2.4-42 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.

The DEIR text in Section 2.4.5 on former page 2.4-44 is revised in the Final EIR as follows:

The segment of Balboa Avenue between Cannington Drive and Charger Boulevard is impacted by all three access options and is currently built to its ultimate classification per the currently adopted CMCP. Based on the existing land use fronting this roadway (i.e. residential and school uses) as well as right-of-way constraints, there are no feasible improvements that would expand the capacity of the roadway segment. However, the integration of ITS technology at the two City intersections would partially mitigate the project's direct impacts to roadway segments.

> **TRA-3: Cannington Drive & Balboa Avenue Intersection Modifications (All Access Options).** Prior to issuance of the first building permit, Owner/Permittee shall assure by permit and bond the 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.

The implementation of adaptive signal controls along the impacted segment of Balboa Avenue ~~corridor~~ as stated in **Mitigation Measure TRA-3**, as well as signal modifications at the Charger Boulevard & Balboa Avenue intersection recommended below in **Mitigation Measure TRA-~~3~~4**, 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~~ However, this impact would remain significant and unavoidable for all access options.

The DEIR text in Section 2.4.5 on former page 2.4-44 is revised in the Final EIR as follows:

> **TRA-~~3~~4: Charger Boulevard & Balboa Avenue Intersection Modifications (~~all~~ All ~~access~~ Access ~~options~~Options).** Prior to issuance of the first building permit, Owner/Permittee shall assure by permit and bond the restriping of the northbound shared through-left turn lane into an exclusive through lane and convert the northbound and southbound signal from split phasing to protective phasing and the 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.

The DEIR text in Section 2.4.5 on former page 2.4-46 is revised in the Final EIR as follows:

> The implementation of adaptive signal controls along the impacted segments of Balboa Avenue ~~corridor~~recommended in **Mitigation Measure TRA-3**, as well as signal modifications and adaptive signal controls at the Charger Boulevard & Balboa Avenue intersection recommended in **Mitigation Measure TRA-~~3~~ 4** 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~~However, the roadway segment impacts would remain significant and unavoidable for all access options.

The DEIR text in Section 2.4.5 on former page 2.4-46 is revised in the Final EIR as follows:

> ~~Implementing~~ Implementation of **Mitigation Measure TRA-~~3~~ 4** described above under Near-Term plus Project discussion would reduce intersection delays at Charger Boulevard & Balboa Avenue to pre-project conditions and would reduce the Cumulative plus Project impacts to a less than significant level for all access options (Table 2.4-16).
>
> The following additional measures would be required to partially mitigate the project's cumulative intersection impacts.
>
> **TRA-4~~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~~ 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.

The DEIR text in Section 2.4.5 on former page 2.4-48 is revised in the Final EIR as follows:

> **TRA-~~5~~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~~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 aboveto 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.

The DEIR text in Section 2.4.5 on former page 2.4-48 is revised in the Final EIR as follows:

The implementation of adaptive signal controls at Cannington Drive & Balboa Avenue recommended in **Mitigation Measure TRA-3**along the Balboa Avenue corridor, as well as signal modifications and adaptive signal controls at the Charger Boulevard & Balboa Avenue intersection recommended in **Mitigation Measure TRA-3 4** would partially mitigate the project's cumulative impacts. However, the County cannot assure that the City would implement adaptive signal controls along the Balboa Avenue corridor. ThereforeHowever, this Cumulative plus Project roadway segment impact would remain significant and unavoidable for all access options.

The DEIR text in Section 2.4.8 on former page 2.4-49 is revised in the Final EIR as follows:

Project impacts to study intersections and roadway segments would occur during Existing plus Project (**Impact ~~TIA~~TRA-1**), which would be mitigated or partially mitigated by **Mitigation Measures TRA-1, ~~and~~ TRA-2 and TRA-3**. However, even with the implementation of **Mitigation Measure TRA-3**, significant and unavoidable roadway segment impacts would remain along Balboa Avenue.

Project impacts to study intersections and roadway segments would also occur as a result of the various access options during Near-term plus Project (**Impact ~~TIA~~TRA-2**), which would be mitigated or partially mitigated by **Mitigation Measures TRA-1, TRA-2, TRA-3 and TRA-~~3~~4**. However, even with the implementation of Mitigation Measures TRA-3 and TRA-4, significant and unavoidable roadway segment impacts would remain along Balboa Avenue.

Project impacts to study intersections and roadway segments would also occur as a result of the various access options during Cumulative plus Project (**Impact ~~TIA~~TRA-3**), which would be mitigated or partially mitigated by **Mitigation Measures TRA-1, TRA-2, ~~and~~ TRA-3, TRA-4, TRA-5 and TRA-6**. However, significant and unavoidable impacts would remain at two intersections and two roadway segments along Mount Etna Drive and Balboa Avenue because **~~Mitigation Measures TRA-4 and TRA-5~~** ~~cannot be assured by the County and~~ there are no other feasible improvements that can be implemented ~~for the impacted roadway segments~~.

V2.9 Section 3.1, Aesthetics

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.

V2.10 Section 3.4, Land Use and Planning

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).~~

V2.11 Section 3.6, Public Services

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.

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.

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.

V2.12 Section 3.7, Recreation

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 ~~Avenue~~ Drive	2.90	1.2

V2.13 Chapter 4, Project Alternatives

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 <u>likely</u> 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~~.

The DEIR Table 4-1 on former page 4-10 is revised in the Final EIR as follows:

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

					AM Peak Hour					PM Peak Hour				
Land Use	**Units**	**Trip Rate**	**% Daily**	**ADT**	**%**	**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~~ <u>Residential</u> Reduction due to Transit Stations*	-	-	3%	-105	5.5%	-12		-9	~~-3~~<u>2</u>	2%	-7		-2	-5
Total				**3,395**		**198**		**159**	**39**		**343**		**103**	**240**

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)

The DEIR text in Section 4.6.1 on 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 <u>(including building above the 30-foot height limit)</u> 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 DEIR text in Section 4.6.3.4 on former page 4-14 is revised in the Final EIR as follows:

> In addition, direct impacts to intersections would be lessened but not avoided ~~and mitigation (Mitigation Measures TRA-1 through TRA-3) would still be required~~ under this alternative, while cumulative impacts to intersections would remain significant and

unavoidable because the mitigation is not fully funded ~~cannot be assured (Mitigation Measures TRA-4 and TRA-5)~~.

V2.14 Chapter 5, Other CEQA Considerations

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.

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.

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 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.

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.

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.

V2.15 Chapter 7, Mitigation Measures

The DEIR text in Chapter 7, List of Mitigation Measures, Table 7-1 on DEIR former pages 7-1 through 7-4 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.

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-3: Cannington Drive & Balboa Avenue Intersection Modifications (All Access Options). Prior to issuance of the first building permit, Owner/Permittee shall assure by permit and bond the 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-~~3~~4: Charger Boulevard & Balboa Avenue Intersection Modifications (~~a~~All ~~a~~Access ~~o~~Options). Prior to issuance of the first building permit, Owner/Permittee shall assure by permit and bond the restriping of the northbound shared through-left turn lane into an exclusive through lane and convert the northbound and southbound signal from split phasing to protective phasing and the 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-4~~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~~ 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-~~5~~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~~ 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.

The DEIR Table 7-1 on former page 7-3 and 7-4 is revised in the Final EIR as follows:

Impact Number
Transportation and Traffic
TRA-1 (Existing Plus Project)
TRA-2 (Near-Term Plus Project)
TRA-3 (Cumulative Plus Project)

V2.16 Chapter 8, References

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.