

4.8 LAND USE

This section of the EIR discusses applicable land use policies and evaluates potential land use impacts associated with implementation of the proposed project. It references planning and environmental information contained in other sections of this EIR, as applicable.

4.8.1 Existing Conditions

4.8.1.1 On-site Land Uses

The 12-acre site is entirely developed with a combination of six existing buildings, paved surfaces, and ornamental landscaping. The site is currently occupied by the San Diego RV Resort, which contains 174 full-hookup RV spaces and serves a combination of short-term and extended stay visitors. On-site buildings include two one-story laundry/bathroom buildings and a two-story office/apartment complex consisting of four buildings. Ornamental landscaping predominantly consists of a stand of approximately 155 Mexican fan palm trees that are scattered throughout the project site. Alvarado Creek bisects the eastern portion of the project site and extends along the southern site boundary until it enters an underground storm drainage facility near the western boundary. The creek supports vegetation including native and non-native species at varying vegetative cover, and water regularly flows through portions of Alvarado Creek. Three large billboard signs are located within the project site along the Alvarado Road frontage. Overhead utility lines connect to 15 utility poles located throughout the site.

4.8.1.2 Surrounding Land Uses

The existing land uses surrounding the project site include Alvarado Road and I-8 to the north, the double-track Green Line Trolley corridor to the south, a car dealership and motel to the east, and the 70th Street Trolley Station to the west of the site.

Other surrounding land uses in the project vicinity include single-family and multi-family residential uses north of I-8 and south of the Green Line Trolley corridor. A motel (Motel 6) and the commercial fleet sales and service departments of the car dealership are located to the east. West of the trolley station is an automobile repair business and a multi-tenant office building.

Nearby institutional uses include the National University La Mesa campus and Taproot Montessori school east of the site, as well as Maryland Avenue Elementary School to the north across I-8. The Montgomery-Gibbs Executive Airport is located approximately six miles northwest of the project site; the site is within the AIA of this airport. The project site is located within the boundaries of the City's MSCP Subarea Plan but is not located within a designated preserve area.

4.8.2 Regulatory Setting

Land use plans applicable to the proposed project that include goals and policies intended to reduce or avoid environmental effects include the General Plan, Zoning Ordinance, CAP, Montgomery-Gibbs Executive Airport ALUCP, RAQS, and the Water Quality Control Plan for the San Diego Basin. In addition, the regional planning context is provided in San Diego Forward: The Regional Plan. The project also is subject to compliance with all other applicable local, state, and federal environmental regulations. The applicable plans, ordinances, and regulations are described below.

4.8.2.1 Federal

Federal Aviation Administration Noticing Requirements

FAA, under CFR Title 14, Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace, requires submittal of a Notice of Construction or Alteration for applicable projects within identified airport Noticing Surface Areas. Specific requirements for such notices include structures more than 200 feet above the ground surface, construction or alteration that extends within identified (theoretical) slopes projecting from airport runways (or other applicable locations), all airport projects, and certain other transportation projects. After submittal of the required notice, the FAA conducts an aeronautical review prepared under the provisions of 49 US Code Section 44718 and, if applicable, Title 14 of CFR, Part 77. Objects determined to be an obstruction or hazard by Part 77 or Terminal Instruction Procedures, or create change to flight operations, approach minimums, or departure routes would be considered incompatible. Proposed developments may be incompatible and would require evaluation if they would generate other obstructions, such as release of any substance that would impair visibility (e.g., dust, smoke, or steam); emit or reflect light that could interfere with air crew vision; produce emissions that would interfere with aircraft communication systems, navigation systems or other electrical systems; or attract birds or waterfowl. Upon completion of the aeronautical review, the FAA issues either a Determination of Hazard to Navigation (i.e., if a project would exceed an obstruction standard and result in a “substantial aeronautical impact”) or a Determination of No Hazard to Navigation. In the latter case, the FAA may include site-specific conditions or limitations to ensure that potential hazards are avoided (e.g., noticing requirements or lighting restrictions).

4.8.2.2 State Regulations

California Government Code

California Government Code Sections 65450 through 65457 establish the procedures and standards for specific plans and define both the contents and methods by which a specific plan must be locally adopted.

Government Code Section 65302.3 further requires that general plans and any applicable specific plan be consistent with ALUCPs prepared in accordance with Public Utilities Code Section 21675. In addition, general plans and applicable specific plans must be amended to reflect amendments to the ALUCP.

4.8.2.3 Local Regulations

San Diego Forward: The Regional Plan

The Regional Plan (SANDAG 2015) is an update of the Regional Comprehensive Plan (RCP) for the San Diego Region and the 2050 RTP and SCS, combined into one document. The Regional Plan provides a blueprint for San Diego’s regional transportation system to effectively serve existing and projected workers and residents within the San Diego region. In addition to long-term projections, the Regional Plan includes an SCS, in compliance with SB 375. The SCS aims to create sustainable, mixed-use communities conducive to public transit, walking, and biking by focusing future growth in the previously developed, western portion of the region along the major existing transit and transportation corridors. The purpose of the SCS is to help the San Diego region meet the GHG emissions reductions set by the CARB. The Regional Plan has a horizon year of 2050, and projects regional growth and the construction

of transportation projects over this time period. The project site and vicinity are identified as being in a Smart Growth Area and Potential Transit Priority Area (TPA).

City of La Mesa General Plan

The adopted La Mesa General Plan (City 2012a) is a long-term planning document that guides growth and development in La Mesa by establishing goals, policies, and objectives that reflect the City's vision for the future. The General Plan is required to include a Land Use and Urban Design Element, which designates the proposed general location and distribution of land uses for housing, business, industry, open space, education, public buildings and grounds, and other public and private uses of land. Other elements of the General Plan include Land Use and Urban Design, Circulation, Conservation and Sustainability, Recreation and Open Space, Historic Preservation, Noise, Safety, Public Services and Facilities, Health and Wellness, and Housing. The following discussion summarizes each element that is relevant to the project. In addition, applicable goals within each element pertaining to the project are evaluated in detail as presented in Table 4.8-1, *General Plan Goals, Objectives, and Policies Consistency Evaluation*. Because of its length, Table 4.8-1 is placed at the end of this section.

Land Use and Urban Design Element

The Land Use and Urban Design Element addresses the major issues that affect the physical form and development of the City. It offers policy guidance to help preserve and enhance the quality of life in the City and accommodate anticipated growth by balancing the preservation of established neighborhoods and new developments. The goals and policies of the Land Use and Urban Design Element emphasize the following five concepts:

- The City's neighborhoods and facilities should be preserved and improved.
- New development and redevelopment should exhibit high quality design and fit the characteristics of the City's neighborhoods and districts.
- Land use decisions should support sustainability by conserving valuable resources and planning for future generations.
- Promote local job creation and retention by encouraging new business opportunities.
- Land Use and Urban Design are integrated in this Element to ensure that the physical forms, patterns, and aesthetics of future development advance La Mesa's goals for high quality of life and a more sustainable future.

The Land Use and Urban Design Element serves as a guide for the ultimate pattern of development for the City. This Element's policies provide the context for short-term actions involving development, public works, and zoning decisions, as well as the long-term vision. It contains a Land Use Map that sets the City's vision for growth. The Land Use Map designates the project site as Regional Serving Commercial. This land use designation is assigned to those areas of the City that are suitable for more intense urban activities, such as high-volume retail sales and other sales and services expected to draw local and regional customers. Areas with this designation are served by convenient freeway access and public transportation.

Circulation Element

The Circulation Element establishes goals and policies for a complete transportation system, incorporating all travel modes, including motor vehicle, transit, walking, and cycling. The Circulation Element plans for the coordinated movement of people and goods within the City's network of streets and transportation services. It examines the existing transportation network and provides policy direction for implementing the City's future transportation network. A key feature of the Circulation Element is the classification of the streets based on function. The classification system is a statement of policy and design criteria that guide decisions related to street improvements and future development. The Circulation Element addresses streets and highways, public transit, and non-motorized transportation, including pedestrian and bicycle facilities.

Conservation and Sustainability Element

The Conservation and Sustainability Element establishes goals, objectives, and policies that address the conservation and enhancement of the City's resources, safeguard human health and the environment, maintain a healthy and diverse economy, and improve the livability and quality of life for La Mesa residents. This Element examines the City's conservation and sustainability efforts and then provides policy direction for enhancing these efforts. Major topics addressed in the Conservation and Sustainability Element include resource conservation, environmental and public health, economic development, transportation, and waste management.

Recreation and Open Space Element

The purpose of the Recreation and Open Space Element is to guide the comprehensive and long-range preservation and conservation of open space. This Element also outlines the City's intentions for recreational facilities to improve the quality of life of residents. The Recreation and Open Space Element outlines the City's existing park amenities and their classifications; includes discussion of public opportunities provided by the Community Services Department, as well as private recreational facilities; and covers the City's natural open space amenities. This Element includes goals, objectives, and policies addressing public parks, natural open space areas, and private open space areas.

Historic Preservation Element

The purpose of the Historic Preservation Element is to provide a long-range blueprint to guide the process of historic preservation in the City, including the identification and treatment of historical and cultural resources, to support program management and decision-making, and to integrate preservation planning into the comprehensive urban planning and development process. The Historic Preservation Element contains goals, objectives, and policies intended to sustain and improve the quality of the City's built and cultural environment, and to promote awareness and enthusiasm for the unique identity and heritage that La Mesa possesses.

Noise Element

The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels and provides a mechanism for including noise considerations in the planning process. The Noise Element contains goals, objectives, and policies to guide compatible land uses and the incorporation of noise attenuation measures for new development and redevelopment to protect people living and working in the City from an excessive noise environment. The Noise Element identifies the existing and future noise

environment within the City and quantifies the community noise environment in terms of noise exposure contours for future transportation activities. These contours serve as the basis for the noise-land use compatibility guidelines (refer to Table 4.9-3 in this EIR) to ensure that new development and redevelopment are protected from unwarranted noise and do not contribute to unacceptable levels of noise within the community. Where noise sensitive uses are proposed in areas exposed to high noise levels, the Noise Element outlines policies and noise attenuating measures, including building placement, type of construction and materials selections.

Safety Element

The purpose of the Safety Element is to minimize the impact on the community from hazardous conditions and emergency situations. The Safety Element identifies existing local conditions within the City relative to specific hazards, including flood hazards, seismic hazards, landslides, fire hazards, and hazardous materials. Existing conditions are described along with the goals, objectives, and policies to minimize the risks associated with these conditions.

Public Services and Facilities Element

The Public Services and Facilities Element provides policy guidance for the provision of adequate public services and facilities for the City. The goals, objectives, and policies contained in this Element emphasize the following six concepts:

- Provide a balance of City services at a level that attempts to meet or exceed public expectations;
- Provide a safe community through police and fire protection;
- Maintain, expand, and improve the City's public infrastructure to sustain the quality of life;
- Provide the citizens with a range of recreation services;
- Provide oversight and program administration for the physical and economic development of the community; and
- Provide a financial plan for the repair and replacement of capital facilities.

Health and Wellness Element

The Health and Wellness Element describes the measures La Mesa will take to make the health of the community a priority and achieve its vision of being the healthiest and most livable city in the San Diego Region. It offers policy guidance that will enable La Mesa's residents to achieve an active lifestyle, have access to healthy food choices, enjoy a safe, livable community, and raise healthy, active children.

Housing Element

The Housing Element serves as a policy guide to address the comprehensive needs of the City and guide the City's commitment to provide for the housing needs of all economic segments of the community. The purpose of the Housing Element is to provide the City with a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing within the City. It provides an assessment of both current and future housing needs and constraints in meeting such

needs, as well as a strategy that establishes housing goals, policies, and programs. The Housing Element contains the following goals:

- Maintain and enhance the quality of existing residential neighborhoods in La Mesa;
- Encourage adequate provision of a wide range of housing by location, type of unit, and price to meet the existing and future needs of La Mesa residents;
- Provide increased opportunities for home ownership;
- Provide housing support services to address the needs of the City's low- and moderate-income residents; and
- Promote equal opportunity for all residents to reside in the housing of their choice.

Zoning Ordinance

The City of La Mesa Zoning Ordinance, Title 24 of the La Mesa Municipal Code, serves as the primary implementation tool of the General Plan. Whereas the General Plan is a policy document and sets forth direction for development decisions, the Zoning Ordinance is a regulatory document that establishes specific standards for the use and development of all properties in the City. The Zoning Ordinance regulates development intensity using a variety of methods, such as specific regulations regarding the use of land; the minimum lot size for subdivisions; limitations on location, height, and bulk of buildings on lots; and other regulations such as off-street parking standards. According to state law, the Zoning Ordinance must be consistent with the General Plan. In addition to development regulations established by the City's base zones, several overlay zones have been applied to particular areas of the City where supplemental permitted use and development standards are merited.

The existing zone classification for the project site is Light Industrial and Commercial Service - Flood Overlay Zone – Urban Design Overlay Zone. The Light Industrial and Commercial Service zone (CM) is applied in areas that are generally removed from residential uses such as along Alvarado Road. The CM zone is intended to include heavy commercial activity and light industrial services.

The Floodway Overlay Zone (Overlay Zone F) is intended for application in those areas of the City within floodways or water courses in which flood control structures and facilities are either required or planned to be installed or improved. The construction of buildings and structures within areas in Overlay Zone F are prohibited until adequate flood protection facilities are constructed or guaranteed to be constructed and temporary alternate arrangements are made to protect persons and property.

New development and major renovations or remodeling of property within the Urban Design Overlay Zone (Overlay Zone D) is subject to the requirements of the Urban Design Program and approval by the Design Review Board and City Council. This overlay zone is used to supplement the required land use regulations that are reviewed under the standard provisions of the Zoning Ordinance. Projects developed within Overlay Zone D are evaluated on their compliance with both the unique design criteria that pertain to the visually sensitive areas and the general development guidelines established by the Urban Design Program. The proposed Specific Plan however would include site-specific design recommendations and criteria for development within the project site that would supersede those required by the Urban Design Program.

City of La Mesa Climate Action Plan

The General Plan calls for the City to reduce its carbon footprint through actions including adopting new or amended regulations, programs, and incentives. The City adopted its CAP in March 2018 to outline the actions to be taken by the City to achieve its proportional share of GHG emission reductions (City 2018). The CAP establishes a long-range roadmap to decrease energy and water waste, create safer streets for bicyclists and pedestrians, increase recycling, promote clean renewable energy, reduce vehicle trips, and increase the urban tree canopy. These efforts help drive down harmful emissions and support La Mesa's vision of a community with a safe and healthy environment. The CAP establishes two community-wide GHG reduction goals to inform the City's actions: 15 percent reduction from 2010 emissions by 2020 and 53 percent reduction from 2010 emissions by 2035. The CAP describes the 2010 GHG emissions baseline and forecasted emissions for 2020 and 2035, and identifies the achievable, measurable strategies and actions that the City will implement to reduce emissions.

Montgomery Field Airport Land Use Compatibility Plan

As discussed in Chapter 2, *Environmental Setting*, of this EIR, the ALUC is an agency that is required by state law to exist in counties in which there is a commercial and/or a general aviation airport. The purpose of the ALUC is to protect public health, safety, and welfare by ensuring the orderly development of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports, to the extent that these areas are not already devoted to incompatible uses. The ALUC is responsible for preparation of the ALUCPs for each airport in the region. ALUCPs establish land use compatibility policies and development criteria for new development to protect the airports from incompatible land uses. The policies and criteria contained in applicable ALUCPs are addressed in the City of La Mesa's General Plan (Land Use and Urban Design Element).

The SDCRAA serves as the ALUC for Montgomery-Gibbs Executive Airport, which is approximately six miles northwest of the project site. The Montgomery-Gibbs Executive Airport ALUCP is the fundamental tool used by the SDCRAA to promote land use compatibility between airports and the surrounding land uses in the air station vicinity. The ALUCP is intended to (1) provide for the orderly growth of the airport and area surrounding the airport; and (2) safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The ALUCP contains compatibility criteria, maps, and other policies to carry out these objectives (SDCRAA 2010b).

The site is within the AIA for Montgomery-Gibbs Executive Airport. The AIA is defined as "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission" (SDCRAA 2010b). The AIA for Montgomery-Gibbs Executive Airport serves as the planning boundary for the ALUCP and is divided into two review areas: (1) Review Area 1 includes the noise contours, safety zones, airspace protection surfaces, and overflight areas; and (2) Review Area 2 comprises the airspace protection surfaces and overflight areas. The project site is located within Review Area 2 for the airport.

To preclude incompatible development from intruding into areas of significant risk resulting from aircraft takeoff and landing patterns, the ALUCP identifies areas of significant risk as "Safety Zones." The Safety Zones are used for evaluating safety compatibility for new development and are located adjacent

to the ends of the runway's primary surfaces, over which all aircraft using the airport must pass on either arrival or departure. The project site is not located within any designated Safety Zones.

As described in Section 4.8.2.1, the project site is located within the FAA Part 77 Noticing Area for Montgomery-Gibbs Executive Airport. Building height and obstruction restrictions apply around the airport to ensure that no object would interfere with the safe operation of aircraft or impact airport operations. The ALUCP contains criteria for determining airspace obstruction compatibility. Any proposed development that includes an object over 200 feet above the ground level or that penetrates the 100:1 slope extending 20,000 feet away from the nearest runway must be submitted to FAA for obstruction evaluation, as well as notifying SDCRAA.

Regional Air Quality Strategy (RAQS)

The SDAPCD and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The San Diego County RAQS was updated most recently in 2016. The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for ozone. The SDAPCD has also developed the air basin's input to the SIP, which is required under the federal CAA for areas that are out of attainment of air quality standards. The SIP, approved by the USEPA in 1996, includes the SDAPCD's plans and control measures for attaining the ozone national standard.

The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The SIP relies on the same information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin. The SIP also includes rules and regulations that have been adopted by the SDAPCD to control emissions from stationary sources. These SIP-approved rules may be used as a guideline to determine whether a project's emissions would have the potential to conflict with the SIP and thereby hinder attainment of the national air quality standard for ozone.

Water Quality Control Plan for the San Diego Basin

The RWQCB adopted the Basin Plan in 1994 (updated in 2016) that recognizes and reflects regional differences in existing water quality, the beneficial uses of the region's ground and surface waters, and local water quality conditions and problems (RWQCB 1994). The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters.

4.8.3 Methodology and Assumptions

Potential land use impacts resulting from implementation of the proposed project were evaluated based on consistency of the proposed project with the applicable environmental goals and policies contained in the Regional Plan, General Plan, Zoning Ordinance, CAP, Montgomery-Gibbs Executive Airport, RAQS, Basin Plan, and other relevant land use plans, policies, and regulations.

4.8.4 Significance Thresholds

According to Appendix G of the CEQA Guidelines, a significant land use impact would occur if implementation of the proposed project would result in any of the following:

1. Would the project physically divide an established community?
2. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

4.8.5 Impact Analysis

4.8.5.1 Community Division

Threshold 1: Would the project physically divide an established community?

The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local road or bridge that would impact mobility within an existing community or between a community and outlying area.

The project site is currently developed with an existing RV resort and is located between two regional transportation corridors, I-8 and the MTS Green Line Trolley corridor, which bisect the City and create physical barriers for intracity travel. While these existing transportation corridors will remain and continue to divide the City, the project would not introduce any new roads or other linear features that would create new or exacerbate existing physical barriers. The project would improve mobility and connectivity within the project area. The proposed multi-modal improvements would create new connections and enhance existing connections between the various uses present in the project area that could be accessed without relying on cars. Consequently, the proposed project would reduce the amount of division that exists in the project area by improving walkability and bicycle opportunities within the project area and near the 70th Street Trolley Station. Therefore, implementation of the proposed project would not physically divide an established community. Impacts would be less than significant.

4.8.5.2 Consistency with Environmental Policies of Adopted Land Use Plans

Threshold 2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Consistency with San Diego Forward: The Regional Plan

The project would increase the intensity of uses in a previously developed area identified in the Regional Plan as a Smart Growth Area and Potential TPA (and subsequently confirmed by the City of San Diego as a TPA). The site is located adjacent to the 70th Street Trolley Station, which would provide access to the regional transportation network. In addition, the proposed project would enhance pedestrian and bicycle connectivity to the adjacent trolley station. The proposed residential and resident-serving commercial uses would intensify uses and provide a mix of uses in this transit-oriented area, thus providing access to these transit facilities without reliance upon the automobile. This would be consistent with the intent of the Regional Plan to create sustainable, mixed-use communities conducive to public transit, walking, and biking by focusing future growth in the previously developed portion of the region along the major existing transit and transportation corridors. As such, the project would not result in a conflict with or create inconsistencies with the Regional Plan.

Consistency with General Plan

The project would be consistent with applicable environmental goals, objectives, and policies contained in the General Plan as described below and outlined in Table 4.8-1, *General Plan Goals, Objectives, and Policies Consistency Evaluation*.

The General Plan designates the project site Regional Serving Commercial. As described in the Land Use and Urban Design Element, this land use designation is assigned to those areas that are suitable for more intense urban activities, such as high-volume retail sales, and other sales and services which are expected to draw local and regional customers, and are also served by convenient freeway access and public transportation. Grossmont Center, Fletcher Parkway, and Alvarado Road are examples of areas where this designation is applied. Examples of intended uses in the Regional Serving Commercial designation include retail shopping centers, large office complexes, restaurants, service stations, hotels, and motels. Entertainment uses such as movie theaters and nightclubs may be conditionally permitted. The Land Use and Urban Design Element specifies that within larger areas of the City that have been designated Regional Serving Commercial, "there may be areas suitable for mixed-use or high-density residential developments. The appropriate mix of uses permitted within these areas will be determined on a case-by-case review or by the amendment or adoption of a specific plan, which will also establish the appropriate residential density" (City 2012a).

Consistent with this description, the project includes a specific plan to guide the development of the project site with residential and resident-serving commercial uses. A specific plan is a land use planning and regulatory tool authorized by the State to local governments as a means to implement the broad goals and policies of the local General Plan. A specific plan provides the link between the policies within a local General Plan and the more precise development plans for a defined area. State law requires that specific plans must be consistent with the adopted local General Plan.

Furthermore, specific plans must comply with Government Code Sections 65450 through 65457, which define the content of a specific plan and the methods by which the plan must be locally adopted. Government Code Section 65451 requires that a specific plan must clearly define the objectives of the plan in text and diagrams which outline:

- the distribution, location, and intensity of land uses, including open space within the specific plan area;
- the distribution, location, and intensity of major infrastructure components;
- design standards and criteria for development and use of natural resources; and
- a program of implementation measures, including regulations, programs, public works projects, and financing measures necessary to carry out the specific plan.

The specific plan must also include a section to state in detail the relationship of the Specific plan to the locally adopted General Plan and how implementation of the specific plan would assist in implementing the goals and policies of the General Plan. The proposed Specific Plan has been prepared to meet these State requirements outlined above. Additionally, the Land Use and Urban Design Element of General Plan recognizes the use of specific plans as a tool to implement the General Plan for particular geographic areas or individual development sites. The City has utilized this General Plan implementation tool and adopted four specific plans.

General Plan goals, objectives, and policies aimed at reducing or avoiding environmental effects applicable to the proposed project are contained in various Elements. As shown in Table 4.8-1, the project would be consistent with applicable goals, objectives, and policies from the General Plan Land Use and Urban Design Element; Circulation Element; Conservation and Sustainability Element; Recreation and Open Space Element; Historic Preservation Element; Noise Element; Safety Element; Public Services and Facilities Element; Health and Wellness Element; and Housing Element. Accordingly, the project would not result in a conflict with or create inconsistencies with the General Plan.

Consistency with the Zoning Ordinance

Zoning classifications are generally aligned with General Plan land use designations that are linked to a General Plan land use map. In turn, the zoning ordinance typically defines the development standards for properties within the classification. The Alvarado Specific Plan has been established as a planning tool to bridge this relationship between the General Plan and Zoning Ordinance. Adoption of a specific plan that is consistent with the goals and policies of the General Plan provides more flexibility for the land uses and development standards that are prescribed for the Specific Plan area based on the underlying zone. The development regulations to implement the Specific Plan, in lieu of standard zoning classifications, are established by the proposed Specific Plan. As such, although the site is located within the Light Industrial and Commercial Service zone (CM), land uses on site would be governed by the proposed Specific Plan through the establishment of a new overlay zone, the Alvarado Specific Plan Overlay Zone. In cases where development standards are not specifically expressed in the Specific Plan, the existing policies and standards of General Plan and Zoning Ordinance would apply. As the project would conform to the applicable policies and development standards of the Specific Plan that would implement the Alvarado Specific Plan Overlay Zone, the project would not result in a conflict with or create inconsistencies with the Zoning Ordinance.

Consistency with Climate Action Plan

The CAP contains reduction measures within the City's direct influence to achieve the City's 2020 and 2035 GHG reduction targets in five strategy areas: energy; transportation and land use; water; solid waste; and green infrastructure (urban forest). The project site is located within and designated TPA and within 0.5 mile of the 70th Street Trolley Station, which serves the MTS Green Line Trolley. Due the project's proposed high-density multi-family housing and proximity to a major transit stop, the project would be considered TOD. The project would also add pedestrian and bicycle lane/sidewalks on Alvarado Road and add pedestrian and bicycle access to the 70th Street Trolley Station. Therefore, the project would be consistent with the CAP transportation and land use reduction strategies. In addition, the project's conformance to the 2019 Title 24 Part 6 building energy efficiency code and Part 11 CALGreen code would ensure the project is consistent with the CAP building energy, water use, and solid waste diversion strategies and measures. Furthermore, the project would be consistent with the green infrastructure strategies and measures by implementing the 2019 CALGreen and City standards for public right of way and parking lot shade trees and by restoring the Alvarado Creek channel with native planting. Thus, the project would not result in a conflict with or create inconsistencies with the CAP.

Consistency with the Montgomery-Gibbs Executive Airport ALUCP

Montgomery-Gibbs Executive Airport is located approximately six miles from the project site. The project site is located within Review Area 2 of this airport's AIA, which consists of locations that are

within the airspace protection and/or overflight areas on the associated maps in the Montgomery-Gibbs Executive Airport ALUCP (SDCRAA 2010b). Since the site is within the overflight area for the airport, the project would be subject to review under FAA Part 77 Noticing Area requirements. Specifically, all projects that require notification to the FAA would be required to submit an FAA Determination of No Hazard to Air Navigation to the City prior to recommendation of discretionary approval of the project. Depending on the results of this review, the project may be required to implement appropriate measures to maintain compatibility with airport operations and ensure that potential hazards are avoided.

Issues in Review Area 2 requiring review include projects that create objects in a High Terrain Zone,¹ projects that create electrical or visual hazards to airplanes in flight, and projects that have the potential to cause an increase in birds or wildlife. The project site is not located within a High Terrain Zone. The project also does not propose uses that would create electrical hazards to aircraft, and it does not propose the use of neon lights that could be mistaken for airport lighting. The project does not include large water features or propose uses that would attract wildlife such as birds that would interfere with aircraft operations. The site is not located within any Safety Zone designated in the ALUCP. In addition, the project site is located outside of the 60 CNEL noise contour as shown on the Compatibility Policy Map: Noise of the ALUCP.

Implementation of the proposed project would be consistent with the Montgomery-Gibbs Executive Airport ALUCP as development within the Specific Plan area would be subject to the requirements of the ALUCP and associated FAA requirements. Therefore, the project would not result in a conflict with or create inconsistencies with the Montgomery-Gibbs Executive Airport ALUCP.

Consistency with Regional Air Quality Strategy

Although the SDAB is in non-attainment with the federal standard for ozone and the state standards for ozone and particulate matter, emissions associated with both project construction and operation would be below the SDAPCD significance criteria, as demonstrated in the Air Quality Technical Report prepared for the project (HELIX 2020a). The project would also not affect the SDAB's ability to attain and maintain ambient air quality standards or result in adverse human health effects. Refer to Section 4.1, *Air Quality*, of this EIR for additional details. Therefore, the project would not result in a conflict with or create inconsistencies with the RAQS.

Consistency with Water Quality Control Plan for the San Diego Basin

The project would comply with applicable City and related water quality standards and requirements. Conformance would be demonstrated through the use of appropriate low impact development (LID) site design, source control, and storm water control BMPs. Refer to the Section 4.9, *Hydrology/Water Quality*, in this EIR for additional details. Therefore, the project would not result in a conflict with or create inconsistencies with the Basin Plan.

Conclusion

The proposed project would be consistent with existing applicable local and regional land use plans, policies, and regulations as discussed above. Therefore, the project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the

¹ This zone is an area of land that penetrates a specific elevation defined by the FAA that radiates from an airport.

purpose of avoiding or mitigating an environmental effect. Impacts related to consistency with environmental policies of adopted land use plans would be less than significant.

4.8.6 Mitigation Measures

4.8.6.1 Community Division

No significant land use impacts related to the physical division of an established community would result from implementation of the proposed project. Therefore, no mitigation measures are required.

4.8.6.2 Consistency with Environmental Policies of Adopted Land Use Plans

No significant land use impacts related to consistency with environmental policies of adopted land use plans would result from implementation of the proposed project. Therefore, no mitigation measures are required.

4.8.7 Significance Determination

The significance of land use impacts before and after mitigation is summarized in Table 4.8-2, *Significance Determination Summary of Land Use Impacts*. Implementation of the proposed project would not result in any significant land use impacts. Impacts related to community division and consistency with environmental goals of adopted land use plans would be less than significant, and no mitigation is required.

**Table 4.8-2
SIGNIFICANCE DETERMINATION SUMMARY OF LAND USE IMPACTS**

Issue	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Community Division	Less than significant	None required	Less than significant
Consistency with Environmental Goals of Adopted Land Use Plans	Less than significant	None required	Less than significant

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**Table 4.8-1
GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF LA MESA GENERAL PLAN		
Land Use and Urban Design Element		
<i>Goal LU-1: A safe and healthy community.</i>	The project would establish a safe and healthy community for future residents and the public by complying with applicable federal, state, and local regulations. The project would provide shared use pedestrian/bicycle pathways designed to meet all safety requirements.	Yes
<i>Policy LU-1.2.2: As part of the development review process, City departments will review all future development to ensure that safety requirements are met, including building and fire codes, accessibility standards and crime prevention techniques.</i>	The project would comply with applicable federal, state, and local regulations related to safety, including building and fire codes, accessibility standards, and crime prevention techniques.	Yes
<i>Policy LU-1.2.3: Encourage the use of wider sidewalks where higher levels of pedestrian activity occur and the use of non-contiguous sidewalk design where appropriate to help separate pedestrians from auto traffic.</i>	The project would provide a 12-foot-wide shared use pedestrian/bicycle path along the south side of Alvarado Road within a public use easement. The primary on-site pedestrian facilities would include 20- to 26-foot wide pedestrian promenades.	Yes
<i>Policy LU-1.3.1: Seek opportunities to provide pedestrian and bicycle connections between neighborhoods and activity centers along easements and other areas where vehicles are not permitted.</i>	The project includes a shared pedestrian/bicycle facility that would connect to the project's on-site roadways and planned future bicycle facilities along Alvarado Road. The project would also include a pedestrian/bicycle connection from the project site to the 70 th Street Trolley Station.	Yes
<i>Goal LU-2: Residential neighborhoods with strong character and cohesion.</i>	The project would have a coordinated and unifying overall architectural style or theme yet express an individual character. The project would be subject to the City's Urban Design Program. The Design Review Application process would ensure high quality site and architectural design with strong character and cohesion.	Yes
<i>Policy LU-2.2.1: Create a superior living environment for multi-family dwellings.</i>	The project would construct four multi-family residential buildings with an integrated design and cohesive architectural treatments. The project would also construct interior project amenity facilities and active outdoor spaces to serve future residents.	Yes

**Table 4.8-1 (cont.)
GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF LA MESA GENERAL PLAN (cont.)		
Land Use and Urban Design Element (cont.)		
<i>Policy LU-2.2.2:</i> All new development, redevelopment, and rehabilitation within residential neighborhoods shall be constructed to fit within the context of its neighborhood.	The project would be visually compatible with the surrounding neighborhood by following the architectural design guidelines contained in the proposed Specific Plan. Refer to Section 4.14, <i>Visual Resources</i> .	Yes
<i>Goal LU-4:</i> An equitable community that meets the needs of all residents.	All aspects of project development, including structures, roadway improvements, and pedestrian/bicycle pathways, would be designed and constructed in compliance with ADA requirements, and therefore the project facilities would be accessible to individuals of all abilities.	Yes
<i>Policy LU-4.1.1:</i> Opportunities for affordable housing should exist in all residential areas to support the policies and programs for the City's Housing Element.	The project could serve as off-campus housing to provide an affordable housing choice to help meet the student housing demands for local colleges and the nearby university.	Yes
<i>Policy LU-4.1.2:</i> Ensure that development meets the needs of the aging and disabled population.	All aspects of project development, including structures, roadway improvements, and pedestrian/bicycle pathways, would be designed and constructed in compliance with ADA requirements, and therefore the project facilities would be accessible to individuals of all abilities.	Yes
<i>Policy LU-4.2.3:</i> New development shall provide adequate parking. For projects located in the Downtown area or near transit, parking requirements may be reduced. Additionally, differing land uses on the same subject property may utilize shared parking provisions.	The project is located adjacent to the 70 th Street Trolley Station; therefore, the project is a TOD and parking requirements are reduced. Still, the project involves the construction of multiple parking garages to provide adequate parking for the development.	Yes
Circulation Element		
<i>Goal CE-1:</i> A comprehensive, flexible transportation system that is functional, safe, accessible, and attractive.	The project would be considered a TOD because the site is adjacent to the 70 th Street Trolley Station. The project would improve accessibility to the transit station by incorporating a public pedestrian/bicycle connection to the station. Additionally, the project would provide a 12-foot-wide shared use pedestrian/bicycle path along the south side of Alvarado Road that would connect to on-site roadways and planned future bicycle facilities. Lighting and landscaping would be provided along Alvarado Road to improve safety and visual quality, respectively.	Yes

Table 4.8-1 (cont.)
GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF LA MESA GENERAL PLAN (cont.)		
Circulation Element (cont.)		
<i>Policy CE-1.1.2:</i> Streets will be configured and constructed according to the City’s standards. Where the streets standards show flexible width and optional improvements, a determination shall be in made in accordance with the Street Design Manual, the Bicycle Facilities and Alternative Transportation Plan, and the Sidewalk Master Plan.	The project includes improvements to Alvarado Road, including the addition of a 16-foot-wide public access easement along the south side of the Alvarado Road frontage to provide for a 4-foot-wide landscape parkway and a 12-foot-wide shared pedestrian/bicycle path. The pathway would be designed in compliance with the Bicycle Facilities and Alternative Transportation Plan and the Sidewalk Master Plan.	Yes
<i>Policy CE-1.1.3:</i> Require new developments to provide for on- and off-street improvements directly related to the project, found to be needed to meet the City’s policies regarding street function, design, and safety and that advance the City’s “Complete Streets” objectives.	The project would provide on- and of-street improvements directly related to the project. Improvements to Alvarado Road would include a shared pedestrian/bicycle path, curb and gutter, streetlights, street trees, an on-street parking lane, a pedestrian bridge over the Alvarado Creek channel, and a pedestrian connection to the adjacent 70 th Street Trolley Station.	Yes
<i>Policy CE-1.1.13:</i> Work with San Diego Gas and Electric Company and other utilities, to place overhead utility lines underground along transportation corridors and in residential neighborhoods as funding becomes available.	The project includes the relocation of overhead utilities. The existing communications and 12-kilovolt power lines that extend across the site would be relocated underground within the western portion of the project site.	Yes
<i>Goal CE-3:</i> A diverse transit system offering a safe, time-efficient, and cost-effective transportation choice that reduces traffic congestion and improves air quality.	The project would be considered a TOD because it is adjacent to the 70 th Street Trolley Station. The project would improve accessibility to the 70 th Street Trolley Station by incorporating a pathway from the western end of the project site to the transit stop. The use of the existing transit system as an alternative to the automobile would reduce traffic and improve air quality.	Yes
<i>Policy CE-3.1.5:</i> Develop and apply Design Standards applicable to future developments that improve access to public transit.	The project includes the construction of a public connection to from the western end of the project site to the adjacent 70 th Street Trolley Station to improve access to public transit. The project would also include a pedestrian/bicycle pathway along Alvarado Road, which would further improve access to the trolley station.	Yes

Table 4.8-1 (cont.)
GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF LA MESA GENERAL PLAN (cont.)		
Circulation Element (cont.)		
<i>Goal CE-4:</i> Local and regional facilities that accommodate the unique needs of bicycle travelers.	The project includes the construction of a 12-foot-wide shared use pedestrian/bicycle path along the south side of Alvarado Road that would connect to the on-site roadways and planned future bicycle facilities along Alvarado Road. Additionally, the project's connection to the adjacent 70 th Street Trolley Station would also accommodate bicycles. The pathways would be constructed in compliance with the Bicycle Facilities and Alternative Transportation Plan. Furthermore, the project would provide bicycle storage facilities to promote bicycling.	Yes
<i>Policy CE-4.2.1:</i> Design bicycle facilities in accordance with Caltrans design criteria.	The project includes the construction of a Class I 12-foot-wide shared pedestrian/bicycle pathway along the south side of the Alvarado Road frontage. The pathway would be designed in accordance with Caltrans design criteria.	Yes
<i>Goal CE-5:</i> Provide opportunities that encourage safe pedestrian travel.	The project includes the construction of a 12-foot-wide shared use pedestrian/bicycle path along the south side of Alvarado Road. The project would also include a pedestrian/bicycle connection from the western end of the project site to the adjacent 70 th Street Trolley Station. Lighting would be provided along the pedestrian pathways for safety. Additionally, the pathway along Alvarado Road would be separated from the roadway for safe pedestrian/bicycle travel.	Yes
<i>Policy CE-5.1.3:</i> Within a quarter mile of transit services, the needs of pedestrians will be a priority for future capital investment.	The project is located within a quarter mile of a major transit station, and the project incorporates pedestrian facilities into the project design. The project would provide a shared pedestrian/bicycle pathway from the project site to the 70 th Street Trolley Station. Additionally, the project would construct a 12-foot-wide shared pedestrian/bicycle pathway along the south side of the Alvarado Road frontage.	Yes

**Table 4.8-1 (cont.)
GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF LA MESA GENERAL PLAN (cont.)		
Conservation and Sustainability Element (cont.)		
<i>Goal CS-1:</i> The sustainable use of natural resources and land.	The project would not result in an excessive use of, or adverse impacts to natural resources. The project would improve water quality and restore and enhance natural resources at the site by incorporating improvements to Alvarado Creek. Additionally, the project would comply with applicable federal, state, and local regulations relating to natural resources and land.	Yes
<i>Policy CS-1.3.1:</i> Support regional water conservation efforts, water reclamation, and prevention of water quality degradation.	The project would implement construction BMPs and require conformance with City storm water standards and associated requirements (including the NPDES Construction General, Municipal and Groundwater permits), minimizing potential water quality impacts during construction. During project operation, the development would require the implementation of applicable pollutant (treatment) and hydromodification control BMPs, in addition to site design and source control BMPs. Furthermore, the project design would conform to applicable City and NPDES storm water standards. Water-efficient fixtures would be provided in the residential units, and project landscaping incorporate drought-tolerant species with low-drip irrigation systems to conserve water.	Yes
<i>Policy CS-1.4.1:</i> Facilitate savings-by-design and address energy-efficient building and site design in the retrofit or renovation of new, and existing, developments.	The project would incorporate an energy-efficient features to comply with the 2019 Title 24 Part 6 building energy efficiency code and the Part 11 CALGreen code.	Yes
<i>Policy CS-2.1.1:</i> Encourage composting, recycling, and other appropriate techniques to reduce waste by the City and its residents.	A minimum of 75 percent of construction and demolition debris generated by the proposed project would be diverted from the landfill by on-site reuse, recycling, salvage, or donation. Additionally, the project would divert at least 75 percent of operational waste from landfills through reuse and recycling.	Yes

**Table 4.8-1 (cont.)
GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF LA MESA GENERAL PLAN (cont.)		
Conservation and Sustainability Element (cont.)		
<i>Goal CS-3: Safe mobility and access for all without compromising our ability to protect public health and safety.</i>	The project would improve accessibility to the 70 th Street Trolley Station by incorporating a public pedestrian/bicycle connection to the station. Additionally, the project would provide a 12-foot-wide shared use pedestrian/bicycle path along the south side of Alvarado Road that would connect to on-site roadways and planned future bicycle facilities. Lighting would be provided along pedestrian/bicycle pathways to improve safety. Additionally, the pathway along Alvarado Road would be separated from the roadway by curb and landscaping for safety.	Yes
Recreation and Open Space Element		
<i>Goal RO-1: A network of public parks throughout the City that will be convenient and beneficial to all segments of the community.</i>	The project would submit payment of the Residential Park Improvement Impact Fee. Such fees would be used to fund needed park improvements throughout the City that would be beneficial to all segments of the community.	Yes
<i>Policy RO-1.1.1: Use standards established within the Parks Master Plan for improvements to existing and proposed park facilities.</i>	The project would submit payment of the Residential Park Improvement Impact Fee. Such fees would be used to fund needed park improvements.	Yes
<i>Policy RO-1.1.4: Continue to collect park in-lieu fees from developers to fund needed park improvements.</i>	The project would submit payment of the Residential Park Improvement Impact Fee. Such fees would be used to fund needed park improvements.	Yes
<i>Goal RO-2: A City that values areas of native vegetation for their open space and biological habitat.</i>	The project includes improvements to Alvarado Creek, including the removal of non-native vegetation and debris and the restoration of native riparian vegetation, including broad-leaved cattail, Olney's three-square bulrush, and southern bulrush. The enhanced creek would function as a major open space feature of the project and would provide ecologically valuable areas of native vegetation for the City.	Yes

**Table 4.8-1 (cont.)
GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF LA MESA GENERAL PLAN (cont.)		
Recreation and Open Space Element (cont.)		
<i>Policy RO-2.1.2:</i> Consider opportunities to restore open space and natural areas where feasible.	The project includes improvements to the Alvarado Creek channel that traverses the site to enhance the creek as an open space amenity and natural feature. Alvarado Creek would also be enhanced and restored with riparian vegetation.	Yes
<i>Goal RO-3:</i> Open space areas within private developments that supplement and complement the City's public open spaces.	The project would provide outdoor recreation areas including a pedestrian promenade, courtyards, public gathering spaces, seating areas, and observation areas such as seating and/or interpretive signage at Alvarado Creek overlook areas.	Yes
<i>Policy RO-3.1.1:</i> Planned residential developments, mixed-use projects, and multiple-family residential projects shall provide usable on-site open space areas as a supplement to the public parks and open space system.	The project would include interior project amenity facilities and active outdoor spaces for the project residents. Building amenities are anticipated to include clubhouses, pools, and gymnasiums, while outdoor recreation areas would include a pedestrian promenade, courtyards, public gathering spaces, seating areas, and observation areas.	Yes
Historic Preservation Element		
<i>Goal HP-2:</i> Safeguarded heritage by preserving those elements that reflect our cultural, social, economic, and architectural history so that community residents will have a foundation upon which to measure and direct physical change.	Project implementation would not impact any historical structures. The existing on-site buildings to be demolished were evaluated for historical significance. It was determined that the buildings do not meet the State or local criteria for designation as a historic landmark. Additionally, no known archaeological or tribal cultural resources occur on the project site. Mitigation consisting of an archaeological monitoring program would ensure that impacts to resources inadvertently encountered during excavation activities would be avoided or minimized. Refer to Section 4.3, <i>Cultural and Tribal Cultural Resources</i> .	Yes

Table 4.8-1 (cont.)
GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF LA MESA GENERAL PLAN (cont.)		
Noise Element		
<p><i>Goal NS-1:</i> A community where noise and the effects of noise are minimized.</p>	<p>The project would not result in substantial temporary or permanent increases in ambient noise levels in excess of applicable noise standards. The project would not generate or be subject to excess noise, groundborne vibration, or groundborne noise levels. Additionally, the project would not experience significant impacts related to airport noise. Refer to Section 4.9, <i>Noise</i>.</p>	Yes
<p><i>Policy NS-1.1.2:</i> Discourage development of noise-sensitive land uses in areas exposed to existing or future noise levels exceeding 65 dBA CNEL.</p>	<p>The project would experience noise levels exceeding 65 CNEL, primarily from vehicle traffic on I-8 and Alvarado Road, in addition to trolley traffic on the adjacent MTS Green Line trolley corridor. However, the project would incorporate noise reduction design features as part of the project design to reduce noise levels to below 65 CNEL. Refer to Section 4.9, <i>Noise</i>.</p>	Yes
<p><i>Policy NS-1.1.3:</i> Incorporate noise reduction features during site planning to ensure that areas intended for frequent outdoor use are subjected to 60 CNEL or less for single-family land uses and 65 CNEL or less for multi-family residential land uses and multi-family residential land uses within mixed-use developments.</p>	<p>The project would incorporate noise reduction features including sound-attenuating architectural treatments on exterior walls and the incorporation of sound walls as part of the project design. The sound walls would consist of solid masonry, acrylic glass, or a combination thereof. The noise reduction features would reduce noise levels at the outdoor use areas to below the 65 CNEL threshold for multi-family residential land uses. Refer to Section 4.9, <i>Noise</i>.</p>	Yes
<p><i>Policy NS-1.2.1:</i> Enforce the California Noise Insulation Standards (California Code of Regulations, Title 24). Title 24 requires that an acoustical analysis be performed for all new multi-family residences in areas where the exterior sound level exceeds 60 CNEL. The analysis shall ensure that the building design limits the interior noise environment to 45 CNEL or below.</p>	<p>A project-specific noise analysis was performed for the project. The noise analysis found that the project would comply with the interior noise compatibility standards of 45 CNEL or less with the incorporation of noise reduction design features that are part of the project design standards. Refer to Section 4.9, <i>Noise</i>.</p>	Yes

**Table 4.8-1 (cont.)
GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF LA MESA GENERAL PLAN (cont.)		
Safety Element		
<i>Goal SE-1: Protection from the adverse effects of flooding.</i>	The project would minimize the existing flood hazard risks by providing improvements to Alvarado Creek and the portion of the Alvarado Creek channel that traverses the site. The improved creek would accommodate 100-year storm events to resolve the existing flooding conditions that occur on the project site during high storm events. Refer to Section 4.7, <i>Hydrology and Water Quality</i> .	Yes
<i>Policy SE-1.1.4</i> Require that all proposed development be designed to minimize the volume and velocity of surface runoff and to prevent adverse downstream effects.	The volume and velocity of surface runoff associated with the project would be minimized through the implementation of construction and post-construction BMPs, related maintenance efforts, and compliance with the City's storm water standards, NPDES standards, and the project SWQMP. Refer to Section 4.7, <i>Hydrology and Water Quality</i> .	Yes
<i>Policy SE-1.2.1: Continue to require that all new development in flood prone areas be elevated to or above the level of a 100-year flood.</i>	Because most of the site is located within a floodplain, the project would raise the existing grade to be above the base floodplain elevation. The top of bank elevation, ground floor finished floor, and garage entry elevations would all be elevated at least one foot above the 100-year flood elevation. Improvements would also be made to Alvarado Creek to contain the 100-year flood within the creek channel. Refer to Section 4.7, <i>Hydrology and Water Quality</i> .	Yes
<i>Goal SE-2: Protection from risks associated with landslides and other geologic hazards.</i>	The project site is underlain by generally flat bedding and lacks steep slopes. The project would follow the construction recommendations provided by the Geotechnical Investigation and CBC requirements to avoid potential landslides or other geologic hazards. Refer to Section 4.4, <i>Geology and Soils</i> .	Yes
<i>Goal SE-3: Protection from adverse effects caused by earthquakes and other seismic hazards.</i>	The project site is not underlain by a known active or potentially active fault. Still, the project would be designed and constructed in compliance with the CBC, which contains specific structural requirements for seismic safety. Refer to Section 4.4, <i>Geology and Soils</i> .	Yes

Table 4.8-1 (cont.)
GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF LA MESA GENERAL PLAN (cont.)		
Safety Element (cont.)		
<i>Policy SE-3.1.1:</i> Apply and enforce seismic design standards and building construction codes for new development.	Pursuant to La Mesa Municipal Code Title 14, the proposed project would be designed and constructed in compliance with the CBC, which contains specific structural requirements for seismic safety. Refer to Section 4.4, <i>Geology and Soils</i> .	Yes
<i>Goal SE-4:</i> Protection from risks associated with fire.	The project is located in a developed area where the risk of wildland fire risk is minimal. The project would adhere with the City's Fire Code, including all applicable requirements for fuel management, brush clearance, and sprinklers for the proposed buildings to minimize on-site fire hazards. Additionally, the existing fire facilities and staffing are capable of serving the project.	Yes
<i>Policy SE-4.1.1:</i> Continue to enforce fire codes involving new construction.	The project would comply with applicable fire codes, including the City's Fire Code. Specifically, the project would include applicable requirements for fuel management, brush clearance, and sprinklers for the proposed buildings to minimize on-site fire hazards.	Yes
<i>Goal SE-5:</i> Protection from exposure to hazardous materials and waste.	Exposure to hazardous materials resulting from project implementation would most likely occur during demolition activities due to the potential for the building materials to contain asbestos and/or lead. The project would minimize potential exposure by conducting an asbestos and lead survey prior to demolition of existing on-site buildings. Other exposures of hazardous materials would be minimized through compliance with the project's SWPPP pursuant to the NPDES General Construction Permit. Refer to Section 4.6, <i>Hazards and Hazardous Materials</i> .	Yes
<i>Policy SE-5.1.8:</i> Participate in local and regional programs that facilitate the proper disposal of hazardous household waste.	As a residential development, the project would involve the limited use of household cleaning products, chemical pesticides, and fertilizers required to maintain proposed landscaping, and chemicals associated the swimming pool. Any regulated materials would be properly handled, used, stored, transported, and/or disposed of in accordance with regulatory standards.	Yes

**Table 4.8-1 (cont.)
GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF LA MESA GENERAL PLAN (cont.)		
Public Services and Facilities Element		
<i>Goal PSF-5: A community where fire risk is minimal.</i>	The project is located in a developed area where the risk of wildland fire risk is minimal. The project would adhere with the City's Fire Code, including all applicable requirements for fuel management, brush clearance, and sprinklers for the proposed buildings to minimize on-site fire hazards. Additionally, the existing fire facilities and staffing are capable of serving the project.	Yes
<i>Goal PSF-6: Infrastructure of streets, sewers, and storm drains that sustains a high quality of life.</i>	The project involves improvements to Alvarado Road, including a shared pedestrian/bicycle path, curb and gutter, streetlights, street trees, an on-street parking lane, a pedestrian bridge over the Alvarado Creek channel, and a pedestrian connection to the adjacent 70 th Street Trolley Station. The project also involves sewer system improvements, including relocating an existing sewer trunk line within Alvarado Creek out of the channel and under the proposed internal access road, raising and capping an existing manhole, removal of portions of existing on-site sewer lines, and construction of new on-site sewer lines. Site drainage for the project site would be collected in a proposed private, on-site storm drain system consisting of detention basins, grass-lined swales, catch basins, and storm drains that would be directed to Alvarado Creek.	Yes
<i>Policy PSF-6.2.2: A condition of approval of future development will include construction of improvements to the Storm Water System as appropriate.</i>	The project includes improvements to Alvarado Creek to contain the 100-year flood within the creek channel. The project would include compliance with a SWPPP pursuant to the NPDES General Construction Permit. The project would also comply with the City's Storm Water BMP Manual and the guidelines outlined in the project's SWQMP.	Yes

**Table 4.8-1 (cont.)
GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF LA MESA GENERAL PLAN (cont.)		
Public Services and Facilities Element (cont.)		
<i>Policy PSF-6.3.1:</i> The Sidewalk Master Plan and Bicycle Facilities and Alternative Transportation Plan shall be utilized for guidance in the design and construction of street improvements.	The project involves the construction of a 12-foot-wide shared use pedestrian/bicycle path along the south side of Alvarado Road. The project would also construct a pedestrian/bicycle connection from the western portion of the project site to the adjacent 70 th Street Trolley Station. The pathways would comply with the Sidewalk Master Plan and Bicycle Facilities and Alternative Transportation Plan.	Yes
<i>Policy PSF-6.5.2:</i> The City will provide enforcement activities to ensure recycling for single-family, multi-family and commercial properties, and construction and demolition sites to reduce the amount of solid waste diverted to local landfills.	A minimum of 75 percent of construction and demolition debris generated by the proposed project would be diverted from the landfill by reuse on site, recycling, salvage, or donation. Additionally, the proposed project would divert at least 75 percent of operational waste from landfills through reuse and recycling in accordance with AB 341.	Yes
<i>Policy PSF-6.5.3:</i> New construction and remodeling projects are required to provide space for recycling containers.	The project would provide adequate space for recycling containers. The areas for collection of recyclables and yard waste would be in accordance with 2019 Title 24 Part 11 CALGreen Standards.	Yes
<i>Policy PSF-8.1.1:</i> Give careful attention to the building permit process, as well as Urban Design Standards related to building scale, architectural materials, landscaping, and other elements to emphasize attractive and safe building and site design in new development projects.	The project would have a coordinated and unifying overall architectural style yet express an individual character. The project would be subject to the City's Urban Design Program. The Design Review Application process would ensure high quality site and architectural design. Landscaping and improvements to Alvarado Creek would also be provided, which would improve visual quality at the site. The project would ensure safe building design by complying with applicable federal, state, and local building regulations.	Yes

**Table 4.8-1 (cont.)
GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF LA MESA GENERAL PLAN (cont.)		
Health and Wellness Element		
<i>Goal HW-1: A community where residents are healthy and feel safe and secure.</i>	Heartland Fire and the La Mesa Police Department would have adequate capacity to support the project. The pathways proposed by the project would be physically separated from roadways for safety. Additionally, the project would provide lighting throughout the project site and along all proposed pathways to ensure residents feel safe and secure.	Yes
<i>Policy HW-1.1.1: Encourage developers to incorporate building and site design techniques that reduce crime, such as utilizing Crime Prevention through Environmental Design (CPTED) design strategies.</i>	The project would incorporate lighting throughout the project site and along all proposed pedestrian/bicycle pathways for safety. Lighting within the site would be provided along the internal access roads, pedestrian promenade, and pathways; within recreation areas and public outdoor spaces; on buildings, and at the project entry monument signs.	Yes
<i>Policy HW-1.2.2: Continue to develop and implement Safe Routes to Schools and Safe Routes to Transit.</i>	The project would assist with the implementation of Safe Routes to Transit by construction a pedestrian/bicycle connection between the western end of the project site to the 70 th Street Trolley Station. The pathway would have lighting and would be constructed in compliance with all applicable regulations. Additionally, the proposed shared pedestrian/bicycle path would provide pedestrian facilities that would connect to existing sidewalk and planned future bicycle facilities in support of the Safe Routes to School program.	Yes
<i>Policy HW-1.2.3: Improve pedestrian and bicycle safety through implementation of La Mesa’s Walkability Plan and Bicycle Master Plan, and evaluate and implement other plans and programs, as appropriate.</i>	The project would construct shared pedestrian/bicycle pathways pursuant to La Mesa’s Walkability Plan and Bicycle Master Plan.	Yes

**Table 4.8-1 (cont.)
GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF LA MESA GENERAL PLAN (cont.)		
Housing Element		
<i>Goal HE-1:</i> High-quality and well-maintained residential neighborhoods.	The project would have a coordinated and unifying overall architectural style yet express an individual character. The project would be subject to the City's Urban Design Program. The Design Review Application process would ensure high quality site and architectural design. The project would also incorporate landscaping and would include upgrades to Alvarado Creek to improve storm water drainage and enhance the site's existing visual quality.	Yes
<i>Policy HE-1.2.2:</i> Encourage developers to provide street planting, landscaping, lighting, and underground utilities as part of any subdivision.	The project would provide improvements to Alvarado Road, including streetlights and landscaping. The landscaping would consist of street trees with mixed heights and species, in addition to a series of bulb-outs in the parking lane.	Yes
<i>Policy HE-1.2.3:</i> Continue to implement design review criteria that encourage high quality standards of design and materials in all residential developments.	The project would have a coordinated and unifying overall architectural style yet express an individual character. The project would be subject to the City's Urban Design Program. The Design Review Application process would ensure high quality site and architectural design.	Yes
<i>Policy HE-1.2.4:</i> Encourage cost effective energy efficient housing, including the use of passive systems, to decrease energy use.	The project would comply with the 2019 Title 24 Part 6 building energy efficiency code and the Part 11 CALGreen code, minimizing energy usage.	Yes
<i>Goal HE-2:</i> Availability of a wide range of housing by location, type of unit, and price to meet the existing and future needs of La Mesa residents.	The project would add a mix of housing units to the City to help meet the existing and future needs of La Mesa residents to address the current shortfall of housing stock within the City.	Yes
<i>Policy HE-2.1.1:</i> Provide a variety of residential development opportunities in the City, including single-family homes, townhomes, apartments, condominiums, and residential mixed use to fulfill regional housing needs.	The project involves the construction of multi-family residences to help fulfill regional housing needs.	Yes