

4.8 LAND USE

This section discusses the existing environmental conditions and land use characteristics within the planning area and evaluates the potential land use impacts that could result from implementation of the 2012 General Plan.

4.8.1 Existing Environmental Setting

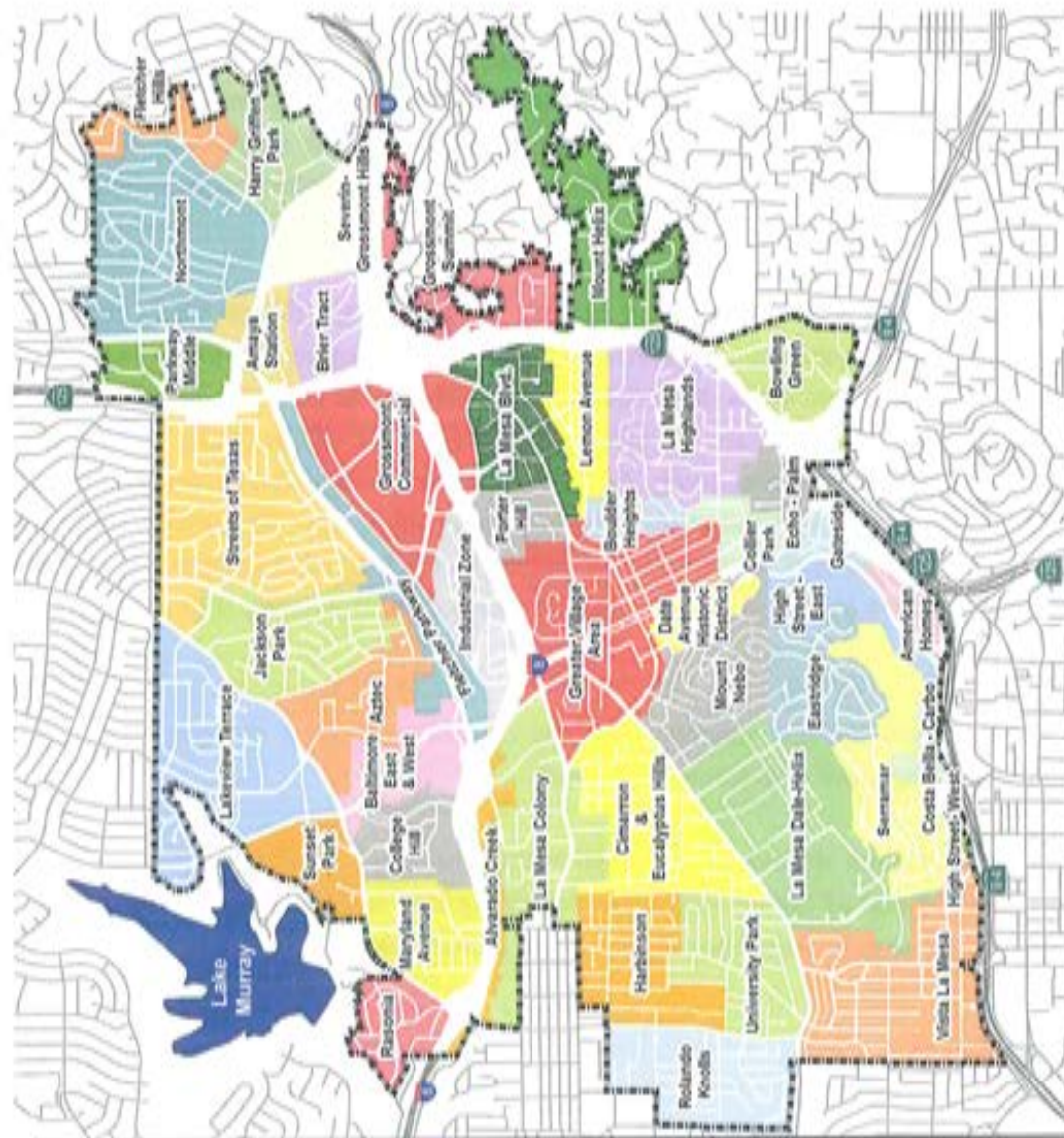
Existing Land Use Patterns and Land Uses

In La Mesa, distinctive street patterns influence how individual sites relate to the public realm and to surrounding private land. The street grid network containing smaller lots is found between I-8 and SR-94, particularly in west La Mesa. These neighborhoods are more conducive to multiple modes of circulation and mixed-use development, primarily along University Avenue and El Cajon Boulevard. The street grid pattern promotes high connectivity and flexibility for new development. Figure 4.8-1 identifies La Mesa's neighborhoods. These neighborhood names are useful as geographic references and general characterization of neighborhoods within the City.

La Mesa contains a variety of land uses. The existing land use map (Figure 4.8-2) records existing (2012) development patterns and serves as a basis for developing the future land use plan. The City's crossroads location is a destination for regional-serving land uses. Most of the 9 square miles within the City limits are devoted to two main uses: single-family homes on individual lots and transportation right-of-way. While large tracts of single-family developments are located north of I-8, in the west end of the City, and on hillsides; more than one-half of the housing units in La Mesa are part of multi-family developments located in clusters along and near major streets. Figure 4.8-3 illustrates the general distribution of existing land uses in the City.

Commercial developments include suburban shopping centers, a regional shopping center, a downtown shopping village, and strip commercial areas.

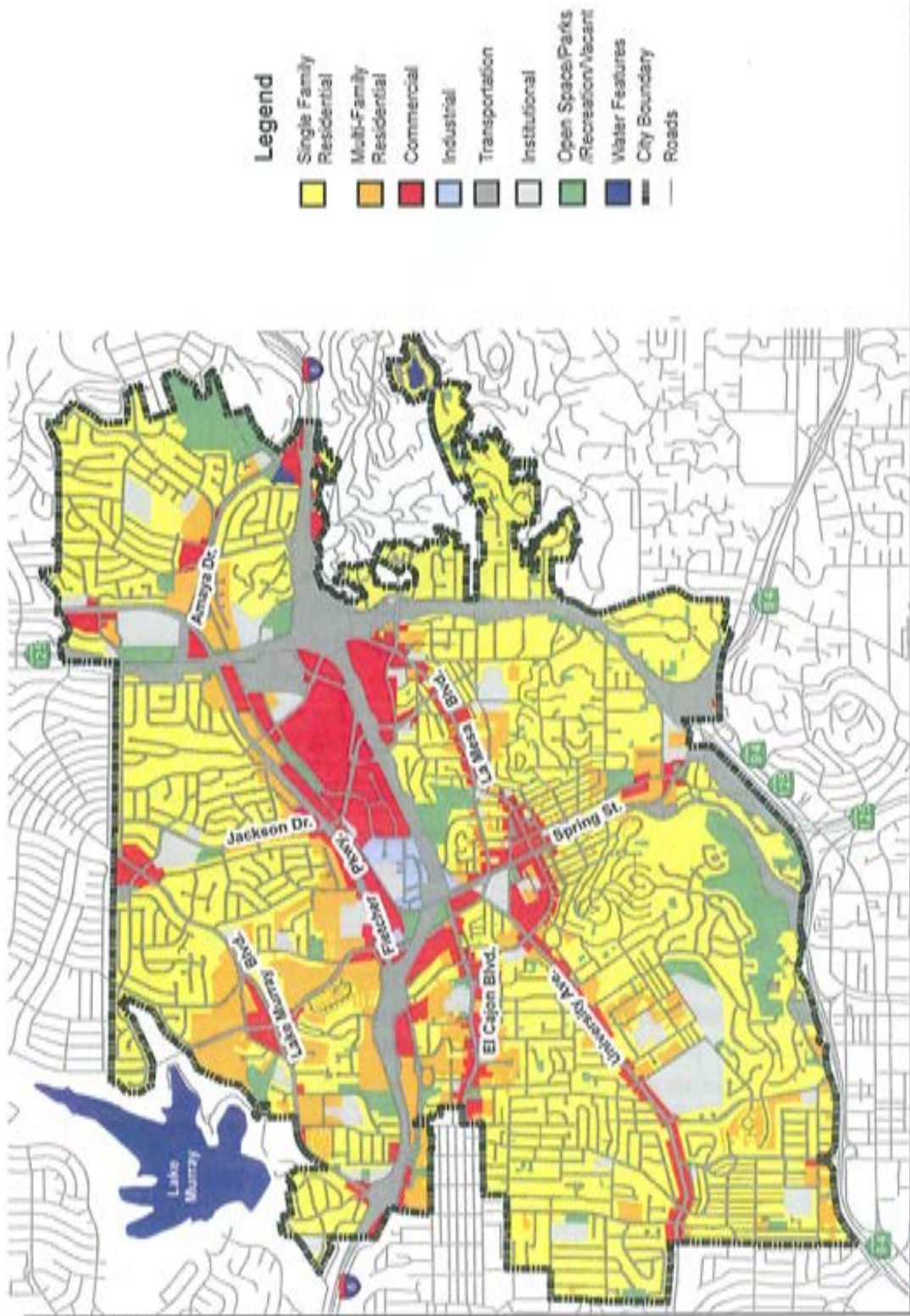
There is very little industrial development located within the City: 34 acres divided into 78 parcels north of I-8 and east of Spring Street. The remaining land within the City is used for a variety of public or private uses, including schools, parks, and churches.



Source: City of La Mesa



Figure 4.8-1
Neighborhoods



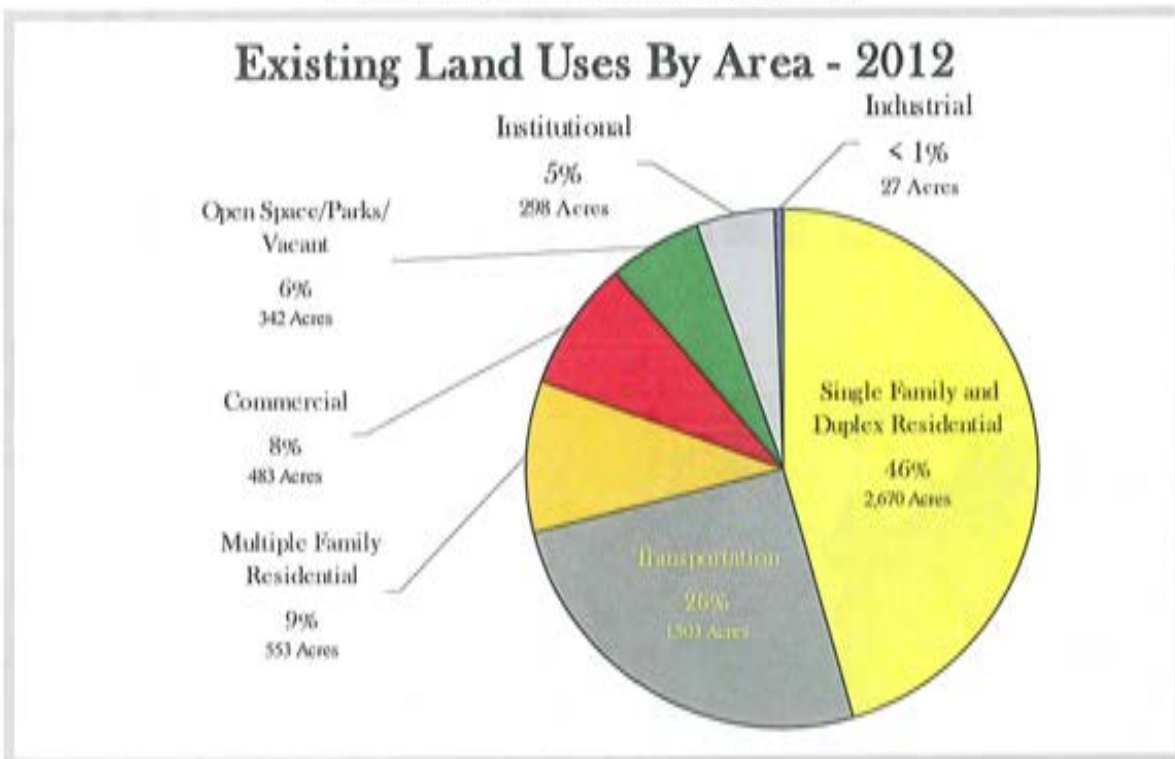
Legend

- Single Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Transportation
- Institutional
- Open Space/Parks/Recreation/Vacant
- Water Features
- City Boundary
- Roads

Source: City of La Mesa

**Figure 4.8-2
Existing Land Use**

Figure 4.8-3. Existing Land Uses by Area



Planned Land Uses

The Planned Land Use Map is shown in Figure 2-2 and illustrates the planned land uses throughout the City proposed by the 2012 General Plan. The land use designations shown on the map illustrate the spatial arrangement of residential, commercial, and other uses. Since the City is highly developed, the Planned Land Use Map is very similar to the Existing Land Use Map (Figure 4.8-2). There are few areas where land use designation changes are proposed by the 2012 General Plan. These areas are described in Table 4.8-1 and shown in Figure 2-4. The proposed land use designation changes total approximately 12.59 acres out of the City's total 5,876 acres. This is less than one-half of 1 percent of the total area within the City. The proposed changes made by the 2012 General Plan are minimal and, therefore, would be considered consistent with SANDAG's 2050 Regional Growth Forecast (SANDAG 2011a). As development proposals are received by the City, the appropriate use of the land will be evaluated on a case-by-case basis.

**Table 4.8-1
2012 General Plan Land Use Designation Changes**

Site	1996 General Plan Land Use Designation	Draft 2012 General Plan Land Use Designation	Site Acreage
1. Former police station site at northeast corner of Allison Avenue and Nebo Drive	Public Use (Civic Center)	Downtown Commercial	1.28
2. Caltrans property west of SR-125 north of Fletcher Parkway	Transportation Uses (transportation right-of-way)	Multiple Unit Residential (18–23 dwelling units per acre [du/acre])	0.77
3. Former County of San Diego Public Works site at the northwest corner of Murray Hill Road and Waite Drive	Public Use (Public Works Facility)	Urban Residential (7 du/acre)	2.94
4. Mission Valley Trolley Extension	Mission Valley Trolley (proposed)	Transportation right-of-way (trolley station)	4.59
5. Vacant private parcel at the northwest corner of Lemon Avenue and Bancroft Drive	Transportation Uses (transportation right-of-way)	Local-Serving Commercial	0.59
6. Vacant Caltrans parcel at the southwest corner of Lemon Avenue and Bancroft Drive	Transportation Uses (transportation right-of-way)	Local-Serving Commercial	0.30
7. Fire Station 12 on Dallas Street, east of SR-125	Urban Residential (7 du/acre)	Public Use (Public Safety facility)	1.75
8. Fire Station 13 on Grossmont Boulevard east of SR-125	Suburban Residential (4 du/acre)	Public Use (Public Safety facility)	0.37
Total acreage of proposed land-use designation changes			12.59

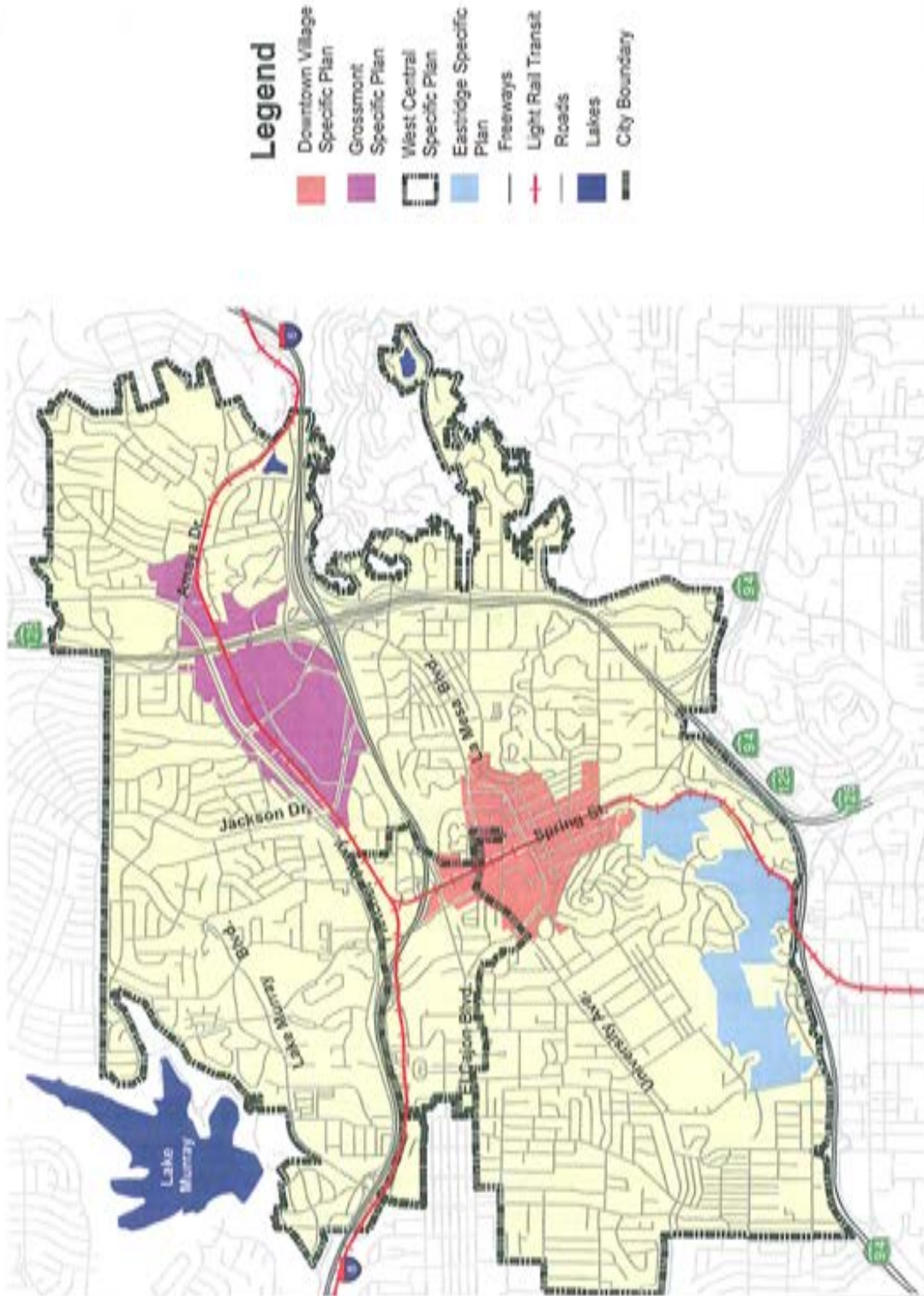
Specific Plan Areas

A primary development tool of the City has been the use of Specific Plan Areas. Specific Plans must be consistent with all aspects of the General Plan. La Mesa uses Specific Plans to help the City appropriately address large districts that have unique infrastructure needs or environmental constraints, or require collaboration between multiple entities. Figure 4.8-4 identifies the City's Specific Plan Areas, which cover approximately 24 percent, or 1,411 acres, of the planning area.

In La Mesa, Specific Plans have been adopted in four areas:

Grossmont Specific Plan

Grossmont Center and Grossmont Hospital are part of a high-density commercial district serving the City and region with a variety of commercial uses and professional services, including retail, restaurants, medical offices, and a hospital. This Specific Plan Area is generally bounded by I-8 to the south, Jackson Drive to the west, Parkway Drive to the north, and Amaya Drive to the east. This area comprises the largest commercial district in La Mesa. The Specific Plan was first adopted in 1985, and the area has received



Legend

- Downtown Village Specific Plan
- Grossmont Specific Plan
- West Central Specific Plan
- Eastridge Specific Plan
- Freeways
- Light Rail Transit
- Roads
- Lakes
- City Boundary

Figure 4.8-4
Specific Plans

numerous improvements, such as construction of a trolley station and improvements to surrounding commercial property, including regional-serving uses such as the Grossmont Medical Campus. Grossmont Shopping Center contains 64 acres and represents the largest single development opportunity site in La Mesa.

Downtown Village Specific Plan

The Downtown Village Specific Plan, adopted in 1990, establishes land use, circulation and parking, public facilities, and design goals for development within various “Land Use Clusters” identified within the planning area boundaries. The Downtown Village Specific Plan Area extends from I-8 south along Spring Street to Pasadena and Date Avenues. It is roughly bounded on the east by the University Avenue/La Mesa Boulevard intersection and again on the west by the University/La Mesa Boulevard intersection. In 2012, the Community Development Department began preliminary work to update the Downtown Village Specific Plan.

West Central Specific Plan

The West Central Specific Plan was adopted in 1987, and its goals and policies have been replaced by the Mixed Use Urban Overlay Zone and the Downtown Village Specific Plan. As a result, the West Central Specific Plan will be rescinded by these documents.

Eastridge Specific Plan

The Eastridge Specific Plan, located in the south/central portion of the City, was adopted in 1989. The area consists of 192 acres generally bounded by Murray Hill Road to the west, SR-94 to the south, Spring Street to the east, and existing residential neighborhoods to the north. The site is generally steeply sloping and includes vegetated areas with coastal sage scrub and chaparral. At the time of its adoption, the Eastridge Specific Plan Area was the largest undeveloped land in the City.

Surrounding Land Uses

The City of San Diego borders the planning area to the west and north, the City of Lemon Grove borders the planning area to the south, and the City of El Cajon borders the planning area to the northeast. Unincorporated areas of San Diego County adjoin the planning area to the east. Surrounding land uses are primarily residential, including larger-lot residential uses in the unincorporated area and view lots on Mt. Helix. Land uses directly adjacent to the planning area to the west and south include retail uses in San Diego and Lemon Grove. Just east of the City limits, along University Avenue in San Diego, is the Salvation Army Ray and Joan Kroc Center, which offers fitness and educational services to the region. Lake Murray is located in the City of San Diego to the northwest of La Mesa and serves regional recreational needs as part of Mission Trails Regional Park.

4.8.2 Regulatory Setting

Numerous laws, regulations, policies, programs, codes, and ordinances regulate land use development within the planning area. To simplify the volume and complexity of these regulations, the following discussion focuses on laws, regulations, and programs that affect land use designations and zoning. Laws, regulations, and programs that indirectly affect land use planning, such as traffic, biological resources, water quality, and air quality regulations, for example, are included in applicable subsections of this EIR.

Federal

No federal plans, policies, regulations, or laws related to land use and planning apply to the 2012 General Plan for the purpose of determining land use and planning impacts.

State

California Planning and Zoning Law

The legal framework in which California cities and counties exercise local planning and land use functions is provided in the California Planning and Zoning Law, Government Code Sections 65000 et seq. Under state planning law, each city and county is required to adopt a General Plan “for the physical development of the city, and any land outside its boundaries [that] bears relation to its planning” (Section 65300). The California Supreme Court has called the General Plan the “constitution for future development.” The General Plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private. A General Plan consists of a number of elements, including land use, circulation, housing, conservation, open space, noise, and safety; other elements may be included at the discretion of the jurisdiction that relate to the physical development of the county or city. The General Plan must be comprehensive and internally consistent. Of particular importance is the consistency between the circulation and land use elements; the general location and extent of existing and proposed major thoroughfares and transportation routes and other public utilities and facilities must be consistent with the general distribution and intensity of land for housing, business, industry, open space, education, public areas, waste disposal facilities, agriculture, and other public and private uses.

In addition, every jurisdiction is governed by its own set of local policies, regulations, and ordinances set forth in its General Plan and municipal code. A city’s municipal code, including the zoning ordinance, is the primary tool used to implement the goals and policies of its General Plan. Zoning ordinances provide detailed direction related to development standards; permitted,

conditionally permitted, and prohibited uses; and other regulations such as parking standards and sign regulations.

Local Agency Formation Commission

Government Code Section 56000 et seq., titled the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, requires that each county have a Local Agency Formation Commission (LAFCO), which is the agency that has the responsibility to create orderly local government boundaries, with the goals of encouraging orderly growth, efficient public services for cities and special districts, and preservation of prime agricultural and open space lands, and discouraging urban sprawl. While LAFCOs have no direct authority over land use, their actions determine which government will be responsible for new planning areas. LAFCOs address a wide range of boundary actions, including creation of spheres of influences for cities, adjustment to boundaries of special districts, annexations, incorporations, detachments of areas from cities, and dissolution of cities. The San Diego LAFCO consists of eight commissioners from five membership categories: two commissioners are members of the County Board of Supervisors, one commissioner is from the San Diego City Council, two commissioners are city council members from the 17 other incorporated cities, two commissioners are directors from independent special districts, and one commissioner represents the public. In addition, there are five alternates to the regular members—one for each membership category. All commissioners serve 4-year terms.

In the late 1980s, studies of the unincorporated area to the east of the City were made to see if additional property should be annexed into the City of La Mesa. Due to fiscal impact concerns, additional lands annexed into the City were limited to single-family home sites with failing septic systems. The City's sphere of influence aligns with the municipal boundary.

Regional and Local

Airport Land Use Commission (ALUC)

In each county containing a public use airport, an ALUC is required to assist local agencies in ensuring compatible land uses in the vicinity of existing or proposed airports; to coordinate planning at state, regional, and local levels; to prepare and adopt an ALUCP as required by PRC Section 21675; to review plans or regulations submitted by local agencies; and to review and make recommendations regarding land uses, building heights, and other issues relating to air navigation safety and promotion of air commerce. The San Diego County Regional Airport Authority is the ALUC for the San Diego region. It is responsible for the preparation of CLUPs for civilian airports. Military airports are exempt from the state's requirements for a CLUP,

although the Department of Defense agreed to the development of a CLUP for Marine Corps Air Station Miramar (formerly Naval Air Station Miramar). Local jurisdictions are responsible for land use control around the airports. The City of La Mesa falls within the AIA for Montgomery and Gillespie Fields.

Most of La Mesa lies within Montgomery Field Airport Influence Review Area 2, which is an airport overflight notification area applicable to new residential development. If any future home development or redevelopment occurs within Airport Influence Review Area 2, a real estate professional is required to disclose, upon property transaction, that airplane over-flights occur from Montgomery Field (see Figure 4.6-1).

The northeastern edge of La Mesa is within Gillespie Field Airport Influence Review Area 2. This area of the City consists of developed single-family residential neighborhoods that cross the municipal boundary between La Mesa and El Cajon. If new housing or housing redevelopment were to occur in this neighborhood, real estate professionals are required to disclose to buyers the fact that airplane overflights occur from Gillespie Field. The Gillespie Field ALUCP requires the recordation of an overflight notification or, in some cases, an aviation easement to the County of San Diego. The recordation of an overflight notification applies only to new developments, whereas aviation easements apply to any new use of property (see Figure 4.6-2).

Multiple Species Conservation Program

In 1991, California passed the NCCP Act, providing for the long-term regional conservation of natural vegetation and wildlife diversity. The MSCP is the framework NCCP plan for southwestern San Diego County and a comprehensive habitat conservation planning program. The MSCP was developed cooperatively by participating jurisdictions and special districts in partnership with the wildlife agencies, property owners, and representatives of the development industry and environmental groups. The MSCP is designed to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. In the City, the MSCP is implemented through the La Mesa Subarea Plan, or HCP. The City monitors 50 acres of privately owned open space that was set aside in 2003 as part of the MSCP Implementing Agreement in the Serramar neighborhood.

Regional Comprehensive Plan

SANDAG's Regional Comprehensive Plan (RCP) is a long-range planning document that encourages local jurisdictions to address the San Diego region's housing, economic, transportation, environmental, and overall quality of life needs (SANDAG 2004). The RCP establishes a planning framework and implementation actions that aim to increase the region's

sustainability and encourage “smart growth” (higher-density mixed-use development near existing and planned public transit) while preserving natural resources and limiting sprawl.

To encourage regional sustainability and smart growth, the RCP aims to promote more compact development in the urbanized areas of the region to reduce pressure to develop the back country and reduce the number of housing units and residents that are expected to be “exported” from the region by 2030. To achieve this, the RCP identifies certain areas in the region as smart growth opportunity areas. Designation of these opportunity areas is intended to provide guidance to local governments, property owners, and service providers as to where smart growth development could occur from a regional perspective, and encourages local jurisdictions to focus attention on these areas as they update their General Plans. Once these areas are designated by local jurisdictions for development types, densities, and intensities consistent with the goals of the RCP, transportation facility improvements and other infrastructure to these areas can be prioritized. The intended effect of this effort is to attract housing units that are anticipated to be exported from the San Diego region to Baja California, Riverside County, Orange County, and Imperial County by 2030. The RCP would redirect those housing units to areas within the region that are located along existing and proposed regional transportation corridors and other locations where compact development is appropriate. A portion of this redirected development would occur in areas of vacant land and a portion would occur as redevelopment and infill development in existing communities.

2050 Regional Transportation Plan/Sustainable Communities Strategy

The 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS) outlines projects for rail and bus services, highways, local streets, bicycling, walking, and movement of goods, as well as for systems and demand management. The 2050 RTP/SCS presents a transportation system designed to maximize transit enhancements, integrate biking and walking elements, and promote programs to reduce demand and increase efficiency (SANDAG 2011b). One key theme of the 2050 RTP/SCS is to improve the connections between land use and transportation plans by using smart growth principles. The 2050 RTP/SCS includes an SCS that integrates land use planning, housing development, and transportation planning. The SCS also addresses how the transportation system is developed in such a way that the region reduces per-capita GHG emissions to state-mandated levels. The SCS includes a land-use pattern that accommodates the region’s future employment and housing needs, and protects sensitive habitats and resource areas. To accomplish this in a sustainable manner, the 2050 RTP/SCS land-use pattern focuses housing and jobs growth in existing urbanized areas, protects about 1.3 million acres of land, and invests in a transportation network that provides residents and workers with alternatives to driving alone. New development would be more compact and more accessible to public transit and other travel choices, such as walking and bicycling.

The 2050 RTP lays out a plan for investing an estimated \$214 billion in local, state, and federal transportation funds, expected to come into the region over the next 40 years. The largest portion of the funds is devoted to transit. The percentage dedicated to transit increases each decade, from 44 percent in 2021 to 2030, 47 percent in the third decade, and 57 percent in the last decade of the plan.

SANDAG's SCS encourages a land-use pattern that accommodates the region's future employment and housing needs. For example, Sharp Grossmont Hospital is one of La Mesa's leading employers, and the only regional hospital in the east county. The hospital is located in the Grossmont area, an urban area that allows residents to live, work, and conduct business within the City. The Regional Growth Forecast projects that La Mesa's population will grow by 13.5 percent by 2030. Nearly 3,000 homes and 3,000 jobs will be added during this period. As residential density increases, local job creation and economic growth will help to maintain the quality of life in La Mesa. Information addressing regional growth projections relative to La Mesa is included in Section 4.8.4 of this EIR.

San Diego Regional Air Quality Strategy

SDAPCD is the local agency responsible for the administration and enforcement of air quality regulations for San Diego County. The SDAPCD and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of ambient air quality standards in the SDAB. The San Diego County RAQS was initially adopted in 1991 and is updated on a triennial basis, most recently in April 2009. The RAQS outlines the SDAPCD's plans and control measures designed to attain the more stringent CAAQS for ozone. The SDAPCD has also developed the SDAB's input to the California SIP, which is required under the federal CAA for pollutants that are designated as being in nonattainment of NAAQS.

The RAQS relies on information from ARB and SANDAG regarding mobile and area source emissions and projected growth in San Diego County. This information is used to project future emissions and develop appropriate strategies for the reduction of emissions through regulatory controls. ARB mobile-source emissions projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and the county as part of the development of their respective general plans. As such, a project that proposes development that is consistent with the growth anticipated by the applicable general plan would be consistent with the RAQS.

City of La Mesa 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, a number of overlay zones have been applied to particular areas of the City where supplemental permitted use and development standards are merited. The Urban Design Overlay Zone, adopted in 1987, is used to supplement the required land use regulations reviewed under the standard provisions of the Zoning Ordinance. The Scenic Preservation Overlay Zone established regulations for the recognized scenic areas in the City, the character of which could be permanently damaged by actions involving the development and use of land without special regulations. The Brier Tract Overlay Zone establishes development standards for a unique residential area of the City, including lots fronting Brier Road, Bramble Road, Briercrest Drive, and Nokomis Street in the Brier Tract, which is a relatively rural area with a rustic atmosphere.

The Grossmont Specific Plan Overlay Zone, which was adopted in 1985, establishes standards and regulations for a unique area of the City consisting of Grossmont Hospital, Grossmont Shopping Center, two transit stations, and related surrounding uses. The Floodway Overlay Zone is intended for those areas of the City within floodways or water courses in which flood control structures and facilities are required or planned to be installed. The Murray Hill Overlay Zone, which was adopted in 1982, establishes standards and regulations for the reasonable development of a unique area of the City, the Murray Hill area. This overlay zone includes modified regulations and special development standards. The Hillside Overlay Zone, which was adopted in 1980, establishes standards and regulations for the reasonable development of hillside areas to reduce the impact of such development on adjacent residential areas. The Neighborhood Plan Overlay Zone, which was adopted in 1979, establishes development standards for a unique residential area of the City. Unlike other single-family residential neighborhoods in La Mesa, this area has exceptionally large lots that cannot be subdivided in a conventional manner. This overlay zone was established to provide regulations of these lots. The Neighborhood Plan Overlay Zone Number Two, which was adopted in 1980, establishes development standards and regulations for the American Avenue neighborhood and surrounding area. The Bowling Green Overlay Zone, which was adopted in 1985, establishes development standards and regulations for the Bowling Green Drive area. These three overlay zones were relevant to the widening of SR-125. Now that the SR-125 project is complete, the relevance of these overlay zones will be addressed by the City.

The Mixed Use Overlay Zone was adopted in 2008 and establishes development standards and regulations for uses, structures, and lots within the overlay zone boundary. Related design guidelines apply to all remodeling of, or additions to, existing structures exceeding 2,500 square feet in size, and any change in occupancy exceeding 2,500 square feet in size. Site plan review and urban design review are required for all new development and major renovation of existing development in the Mixed Use Overlay Zone. The overlay zone provides a mechanism to revitalize older commercial corridors, increase opportunities for infill housing, encourage new housing and innovative retail that is less automobile dependent, and help create pedestrian-oriented neighborhoods. The 2012 General Plan would not result in a conflict with the City's zoning regulations, but, rather, establishes the goals and policies that are implemented by such regulations.

City of La Mesa Subdivision Ordinance

The State Subdivision Map Act provides the uniform standards for determining when a subdivision map must be filed with the appropriate local agency and contains regulations regarding minimum design requirements for subdivisions. Additionally, it specifies appropriate findings for approval and disapproval, and outlines time limits for review of subdivision applications. La Mesa has adopted its own Subdivision Ordinance that specifies local review and approval procedures and provides regulations that are optional in state law. One example of an optional regulation is the City's control of the number of apartments that may convert to condominiums. The Subdivision Ordinance provides an important function in controlling the density of development in residential categories of the General Plan. The 2012 General Plan would not result in a conflict with the City's subdivision ordinance, but, rather, establishes the goals and policies that are implemented by the ordinance.

City of La Mesa Urban Design Program

The City's Urban Design Program was adopted by Resolution 15539 on June 23, 1987. In July 1987, the City Council adopted Ordinance 2457 establishing the Design Review Board. The Urban Design Program recognizes the City's natural settings and commitment to excellence of design. The Urban Design Program states on page 1 that "When the appearance of business districts, public areas and residential neighborhoods is good, shoppers, new businesses, industries and new residents are all attracted to the community." To ensure the future quality of the City's appearance, the Urban Design Program establishes a "Community Image" vocabulary, visually sensitive areas, detailed development guidelines, and a design review process. The 2012 General Plan would not result in a conflict with the City's Urban Design Program, but, rather, establishes the goals and policies that are implemented by the program.

4.8.3 Thresholds for Determining Significance

The impact of the proposed project related to land use and planning would be considered significant if it would exceed the following thresholds of significance, in accordance with Appendix G of the CEQA Guidelines:

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

Impacts related to division of an established community and conflicts with applicable HCPs or NCCPs were determined to be less than significant in the Initial Study and will not be discussed further in this EIR. Refer to the Initial Study in Appendix A for a discussion on these issue areas.

4.8.4 Analysis of Environmental Impacts

Future land use changes are anticipated as the 2012 General Plan is implemented and vacant land is proposed for development or already developed land is redeveloped with more intensive uses. Changes are expected as land is developed or redeveloped in accordance with the 2012 General Plan land use goals and policies or through Specific Plan implementation. This would result in incremental intensification of uses within the planning area. Intensification would result from redevelopment primarily near the City's transit stations, within mixed-use corridors, and within the focus area surrounding the Grossmont Shopping Center as planned by the 2012 General Plan. This would concentrate additional population, commerce, and traffic in the City to capitalize on existing infrastructure, transit, and development patterns. Over time, as properties transition from one use to another or property owners develop and/or redevelop their land, uses and intensities would gradually shift to align with the intent of the 2012 General Plan.

La Mesa is highly developed; therefore, future growth will include redevelopment and the recycling of land and buildings as new uses are proposed. In 2012, there were approximately 130 acres of vacant property on 234 parcels, which equals 2.2 percent of the total land area in La Mesa. Most of these vacant acres are designated for residential development.

Conflict with an Adopted Land Use Plan

Implementation of the 2012 General Plan would have a significant environmental impact if it would conflict with any of applicable regional or local land use plans and/or regulations, as described in Section 4.8.2. Potential conflicts with applicable regional or local plans are described below.

Airport Land Use Compatibility Plans (ALUCP)

Montgomery Field airport is located approximately 5 miles northwest of the La Mesa planning area boundaries in the City of San Diego. Montgomery Field is a general aviation reliever airport located in and operated by the City of San Diego. The majority of the planning area lies within Review Area 2 of the ALUCP. Review Area 2 consists of airspace protection and/or overflight notification areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. The 2012 General Plan does allow development and redevelopment to occur within Review Area 2, and, under certain land-use designations, such as mixed-use, would allow for greater intensity of uses and taller building heights. However, building and structure height limits would be required to be consistent with the City's Zoning Ordinance, which would ensure that development and redevelopment within Review Area 2 would be well within the ALUCP height limits. Furthermore, the 2012 General Plan contains policies within the Land Use and Community Design Element and the Safety Element that require review of development and redevelopment proposals for land use compatibility to ensure compatibility with ALUCP.

Gillespie Field airport is located approximately 2.3 miles northeast of the La Mesa planning area boundaries in the City of El Cajon. Gillespie Field is a general aviation reliever airport operated by the County of San Diego. Airport-related airspace protection and overflight notification factors may affect or necessitate restrictions on land uses. A relatively small portion of the planning area lies within Review Area 2 of the ALUCP, in the northeastern portion of the City. Review Area 2 consists of airspace protection and/or overflight notification areas. In the northeastern portion of the City, new residential land uses are required to record aviation easements, as shown on Figure 4.6-2. The 2012 General Plan does allow development and redevelopment to occur within Review Area 2, and, under certain land use designations, such as mixed-use, would allow for greater intensity of uses and taller building heights. However, building and structure height limits would be required to be consistent with the City's Zoning Ordinance, which would ensure that development and redevelopment within Review Area 2 would be well within the ALUCP height limits. Furthermore, the 2012 General Plan contains policies within the Land Use and Community Design Element and the Safety Element that require review of development and redevelopment proposals for land-use compatibility to ensure compatibility with the ALUCP.

Implementation of the General Plan would result in less-than-significant impacts relative to potential conflicts with the adopted ALUCPs for Montgomery Field and Gillespie Field for the reasons discussed above.

Regional Comprehensive Plan

The RCP, prepared by SANDAG, is the strategic planning framework for the San Diego region. The RCP identifies seven planning elements and recommends goals, policy objectives, and actions for each. The seven elements are urban form, transportation, housing, healthy environment, economic prosperity, public facilities, and borders. As stated in the RCP, the RCP document was not designed as a regulatory plan but as a guidance plan. SANDAG suggests that agencies incorporate the recommendations of the RCP into their local and regional plans. As plans are updated, SANDAG also updates its regional growth forecast, the RCP, and the RTP. The 2012 General Plan is not required to comply with the recommendations in the RCP; however, the City considered the RCP goals and implemented them to the extent feasible during the General Plan planning process. The RCP identifies existing and planned smart growth opportunity areas, which are compact, mixed-use, pedestrian-oriented developments where a higher priority is placed on providing transportation facility improvements. The City worked closely with SANDAG in the development of smart growth opportunity areas within the planning area; smart growth opportunity areas coincide with many of the identified opportunity sites. The RCP's smart growth principles are incorporated into the 2012 General Plan's visions and goals, which guide the Land Use Plan and provide the basis for many of the Land Use Element's policies.

Implementation of the 2012 General Plan would result in less-than-significant impacts relative to potential conflicts with the adopted RCP for the reasons discussed above.

2050 Regional Transportation Plan/Sustainable Communities Strategy

The 2050 RTP/SCS contains an integrated set of objectives to guide the San Diego region toward a more sustainable future by integrating land-use decisions, housing development, and planned transportation network improvements. The 2050 RTP/SCS outlines regional transportation network improvement projects, including improvements to transit (rail and bus services), highways, local streets, bicycling, and walking, as well as systems and demand management. In addition, the 2050 RTP/SCS contains a set of specific implementation actions that carry out the intent of the SCS. Implementation of the 2012 General Plan would result in significant impacts if it would conflict with the SCS implementation actions. The City considered the SCS implementing actions that are applicable to local agencies throughout development of the 2012 General Plan. Table 4.8-2 outlines the SCS implementing actions that require local agency coordination and describes the relationship between each implementing action and the element(s) within 2012 General Plan. As shown in Table 4.8-2, implementation of the 2012 General Plan would not result in conflicts with the 2050 RTP/SCS.

**Table 4.8-2
2050 RTP/SCS: SCS Implementing Actions and La Mesa General Plan**

SCS Implementing Actions Requiring Local Agency Coordination	La Mesa General Plan
Update the Smart Growth Concept Map to reflect changes to local land use plans contained in the 2050 Regional Growth Forecast and to the regional transportation network.	Consistent: The 2012 General Plan is consistent with the current Smart Growth Concept Map. The City will continue to coordinate with SANDAG in the preparation of updates to the Smart Growth Concept Map.
Provide additional guidance on SB 375 CEQA streamlining provisions.	Consistent: This SCS implementing action is the primary responsibility of SANDAG; however, the City, as a member agency, intends to implement any guidance SANDAG prepares for CEQA streamlining for residential mixed-use projects and "Transit Priority Projects," consistent with the 2050 RTP/SCS.
Use the Smart Growth Concept Map as a basis for allocating smart growth incentives, prioritizing transit service enhancements, and seeking additional smart growth funds.	Consistent: This SCS implementing action is the primary responsibility of SANDAG; however, the General Plan is consistent with the current Smart Growth Concept Map. In addition, policies within the Land Use and Urban Design Element ensure participation with and support of SANDAG regional planning.
Refine the selection criteria for the TransNet Smart Growth Incentive Program project selection criteria so it reflects the 2050 RTP/SCS.	Consistent: This SCS implementing action is the primary responsibility of SANDAG; however, the policies within the Land Use and Urban Design Element Plan ensure participation with and support of SANDAG regional planning.
Consider health principles in the evaluation criteria for existing grant programs such as the Smart Growth Incentive Program and the Bicycle, Pedestrian, and Neighborhood Safety Program.	Consistent: This SCS implementing action is the primary responsibility of SANDAG; however, the Land Use and Urban Design Element, the Circulation Element, the Recreation and Open Space Element, and Health and Wellness Element promote land uses, and mobility improvements encourage walking, bicycling, and outdoor recreation through parks and trails.
Consider greenhouse gas reductions/climate change principles in the evaluation criteria for existing grant programs, such as the Smart Growth Incentive Program.	Consistent: This SCS implementing action is the primary responsibility of SANDAG to implement; however, the Conservation and Sustainability Element includes policies for air pollution reduction. Policies and programs of the Land Use and Urban Design Element address smart growth and sustainability principles.
Coordinate and cooperate throughout the region on the planning and implementation of future transportation and habitat preserve infrastructure systems.	Consistent: The Land Use and Urban Design Element contains policies to ensure participation with and support of SANDAG regional planning.

**Table 4.8-2
2050 RTP/SCS: SCS Implementing Actions and La Mesa General Plan**

SCS Implementing Actions Requiring Local Agency Coordination	La Mesa General Plan
Pursue joint development opportunities to promote construction of housing and mixed-use projects at existing and planned transit stations.	Consistent: The General Plan land use plan strategically places mixed-use development around transit stations. Efforts to work with SANDAG and joint development opportunities are addressed in the Land Use and Urban Design Element.
Implement the Regional Energy Strategy and Climate Action Strategy in coordination with state and local jurisdiction efforts.	Consistent: The Conservation and Sustainability Element addresses local Climate Action strategy and continued work efforts to collaborate with regional, state, and national environmental protection entities.
Support increased use of clean, alternative fuels in SANDAG and local jurisdiction-owned vehicle fleets, and the vehicle and equipment fleets of contractors and funding recipients, such as the vehicle fleet for the SANDAG Vanpool Program or for local jurisdiction waste haulers.	Consistent: The Conservation and Sustainability Element contains policies to support use of reusables, recyclables, and municipal purchasing policies and practices that reduce trips and emissions.
Support planning and infrastructure development for alternative fueling stations and plug-in electric vehicle chargers.	Consistent: The Land Use and Urban Design Element and Conservation and Sustainability Element support environmentally friendly practices and incorporates standards for electric vehicle parking and chargers in future updates to the Zoning Ordinance.
Develop or facilitate a regional approach to long-term alternative fuel infrastructure planning that includes the continued development of public/private strategic alliances.	Consistent: This SCS implementing action is the primary responsibility of SANDAG; however, the Land Use and Urban Design Element contains policies that address partnering with private industry on renewable energy efforts.
Work with San Diego Gas & Electric (SDG&E) and other stakeholders to mitigate the potential impacts of electric vehicles on the electric grid.	Consistent: The Land Use and Urban Design Element addresses coordination with SDG&E and other utility providers to pace development with infrastructure and install contemporary technology services.
To the extent possible, address adaptation issues in the design of new projects and when improvements are made to existing infrastructure.	Consistent: The Zoning Ordinance requires evaluation of new commercial development by the Urban Design Board, consistent with the objectives of the Land Use and Urban Design Element for environmental/climate impacts.
Continue to refine Quality of Life Funding Strategy and determine appropriate time to seek voter approval.	Consistent: This SCS implementing action is the primary responsibility of SANDAG; however, policies within the Land Use and Urban Design Element Plan ensure participation with and support of SANDAG regional planning.
Evaluate the feasibility of developing preliminary maps that identify transportation infrastructure that could be vulnerable to environmental changes due to climate change, including precipitation, heat, and sea level rise.	Consistent: This SCS implementing action is the primary responsibility of SANDAG to implement; however, policies within the Land Use and Urban Design Element Plan ensure participation with and support of SANDAG regional planning.

The 2012 General Plan includes a variety of actions aimed at coordinating with SANDAG and regional planning efforts. As such, implementation of the General Plan would result in less-than-significant impacts relative to potential conflicts with the adopted RTP/SCS for the reasons discussed above.

4.8.5 Mitigation Measures

Implementation of the 2012 General Plan would result in less-than-significant impacts to land use. No mitigation is required.

4.8.6 Significance After Mitigation

Impacts associated with conflicts with an adopted land use plan have been determined to be **less than significant**.