

ERRATA

Riverwalk Environmental Impact Report Project No. 581984 / SCH No. 2018041028 November 12, 2020

The Environmental Impact Report (EIR) was finalized on October 6, 2020 and revisions made were shown in a ~~single strikeout~~ and single underline format. After the Planning Commission hearing on October 22, 2020, additional revisions to the final environmental document were required. Specifically, dates for several technical studies have been corrected to reflect the actual final dates for those reports. The revisions are reflected in double underline, and ~~double strikethrough~~ format. The various revisions are as follows:

Land Use, Section 5.1.3.5, page 5.1-47

MHPA Guidelines

According to the City's MSCP Subarea Plan, the project site is an urban habitat area that includes the San Diego River in the MHPA. The Subarea Plan lists MHPA Guidelines for the San Diego River that are required to be implemented for take authorization of Covered Species. Guideline B15 is required to be met by the project and states:

Native vegetation shall be restored as a condition of future development proposals along this portion of the San Diego River Corridor.

The project would comply with Guideline B15 through removal of invasive, non-native plant species and through focused seeding and container stock planting of native species along the San Diego River on-site in the MHPA as presented in the Wetland Restoration Plan prepared for the project (February 19, ~~2019~~2020; Alden Environmental, Inc.). Therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, NCCP, or other approved local, regional or state habitat conservation plan.

Biological Resources, Section 5.4, page 5.4-1

5.4.1 Biological Resources

This section evaluates the potential biological resources impacts associated with the Riverwalk project. The following discussion is based on the *Biological Technical Report*, prepared by Alden Environmental, Inc. (~~February 19~~September 29, 2020), included as Appendix E of this EIR.

Biological Resources, Section 5.4.4.2, pages 5.4-45 and 5.4-46

Light-footed Ridgway's Rail

According to the conditions of coverage for the light-footed Ridgway's rail contained in Appendix A of

the City's MSCP Subarea Plan, this species would be covered by the MSCP because 93 percent of its habitat would be conserved. Furthermore, participating jurisdictions' guidelines and ordinances, and state and federal wetland regulations will provide additional habitat protection resulting in no net loss of wetlands. ASMDs for the species must include active management of wetlands to ensure a healthy tidal saltmarsh environment, and specific measures to protect against detrimental edge effects to this species. Furthermore, the project has incorporated measure to avoid direct and indirect impacts to this species.

The Riverwalk River Park portion of the project includes grading and planting of native wetland species to create native habitats adjacent to the San Diego River and the existing wetlands in the southwestern portion of the project site. The goal is to create a mosaic of site-appropriate wetland/riparian associated habitats similar to those on-site through the installation of a broad species mix. The habitat restoration could create appropriate habitat for this species on-site. Additionally, the transitional upland/wetland habitat to be planted in the buffer between the river and proposed development to the north and the MHPA/wetland buffer to the south, as well as compliance with the MHPA LUAGs and avoidance of noise impacts, would provide protection against detrimental edge effects to this species. Post-construction noise levels would be less than 60 dBA at the edge of occupied habitat by adherence to specific distances determined in the Noise Study prepared for the project (Birdseye Planning, ~~April~~September 2020).

Air Quality, Section 5.5.3.1, page 5.5-11

Emissions associated with project operation would exceed the daily and annual ROG, CO, and PM₁₀ standards. Based on the size and scope of the project, there are no feasible mitigation measures that can be implemented to reduce operational emissions that exceed SDAPCD thresholds to below the thresholds and still meet project objectives. Further, the project's design and location incorporate the CAPCOA recommended measures for reducing criteria air pollutant emissions from mobile sources, such as ~~increasing density,~~ increasing the diversity of developments, increasing location efficiency and destination and transit accessibility, which have been incorporated and accounted for in the vehicular travel demand estimates used in the analysis.

The proposed project was included in the buildout scenario evaluated in the Mission Valley Community Plan (CPU) Program EIR. The mission Valley CPU Program EIR found that cumulative air quality impacts resulting from operational emissions would be significant and unmitigable because the City lacks control over SDAPCD's timeline to update the RAQS and SIP. ~~The project would not generate impacts that were not previously anticipated or greater than what was previously approved for the site as part of the Levi Cushman Specific Plan. Further the~~ The project is consistent with the City of San Diego General Plan and the CPU Program EIR. As such, the project would not cause or contribute to a conflict with the AQMP, RAQS, or SIP, and therefore, would not obstruct implementation of these air quality plans.

Air Quality, Section 5.5.3.2, page 5.5-16

Operational Emissions

Operational emissions include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), area sources, landscape equipment, and evaporative emissions as the structures are repainted over the life of the project. Operational emissions were also estimated using CalEEMod, version 2016.3.2. The majority of operational emissions are associated with vehicle trips to and from the project site and area emissions associated with operation of the residential buildings, use of consumer products and landscaping equipment. The emissions are based on known factors and may be less with improved efficiencies in vehicle and maintenance equipment emissions. Project vehicle trips as calculated by the Riverwalk Transportation Impact Analysis (May-September 2020) were utilized to analyze vehicle-related operational emissions. Vehicle trips were calculated based on the trip generation rates in the City of San Diego Trip Generation Manual (May 2003). The trips were then reduced by applying the SANDAG MXD methodology. Further, existing trips associated with the Riverwalk Golf Course were subtracted from the total. Finally, project design features incorporate applicable California Air Pollution Control Officer's Association (CAPCOA) Vehicle Miles Traveled (VMT) Reduction Mitigation Measures to reduce passenger vehicle VMT and related mobile source air pollutant emissions. The operational analysis also assumed reapplication of architectural coatings would use low-VOC paint (100 g/L for non-flat coatings) as required by SDAPCD Rule 67.

Air Quality, Section 5.5.3.2, page 5.5-17

To the extent feasible and applicable, the project includes recommended measures identified by CAPCOA for reducing air emissions such as ~~increasing density from existing conditions, location efficiency, diversity of uses, destination accessibility, and transit accessibility (see Table 5.5-8, Examples of Measures for Reducing Mobile Source Air Quality Emissions).~~ Nonetheless, ~~Because~~ because of the size and scope of the proposed development, there are no feasible methods for reducing all cumulative emissions to meet daily and annual SDAPCD standards for ROG, CO, and PM₁₀ ~~and the annual standard for PM₁₀.~~ Therefore, operational impacts to air quality would be regarded as cumulatively significant.

Air Quality, Section 5.5.3.2, page 5.5-18

Mitigation Measures

Based on the size and scope of development, there are no feasible methods for reducing all cumulative emissions to meet daily and annual SDAPCD standards for ROG, CO, and PM₁₀ ~~and the annual standard for PM₁₀~~ due to the projected increase in traffic associated with project buildout. Further, the project design incorporates the CAPCOA recommended measures for reducing criteria

air pollutant emissions from mobile sources, such as ~~increasing density~~, increasing the diversity of developments, increasing location efficiency and destination and transit accessibility, which have been incorporated and accounted for in the vehicle miles traveled used in the analysis. Therefore, operational impacts remain significant and unmitigable.

Air Quality, Table 5.5-8, page 5.5-28

Table 5.5-8. Examples of Measures for Reducing Mobile Source Air Quality Emissions

Measure Number	Strategy	Measure Description	Measure Applicability	Project Incorporation	Notes
<u>Land Use/Location</u>					
<u>LUT-1</u>	<u>Increase Density</u>	<u>Designing the Project with increased densities, where allowed by the General Plan and/or Zoning Ordinance reduces GHG emissions associated with traffic in several ways. Density is usually measured in terms of persons, jobs, or dwellings per unit area. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. This strategy also provides a foundation for implementation of many other strategies which would benefit from increased densities. For example, transit ridership increases with density, which justifies enhanced transit service.</u>	<u>• Urban and suburban context • Appropriate for residential, retail, office, industrial, and mixed-use projects</u>	<u>□</u>	<u>Project is designed with increased densities, as allowed by the Community Plan and underlying zone, and would replace the existing non-residential uses. Additionally, the project would result in an increase in jobs.</u>

Historical Resources, Section 5.6, page 5.6-1

5.6 Historical Resources

This section evaluates potential impacts to historical resources associated with the project. The following discussion is based on the *Cultural Resources Inventory Report for the Riverwalk Project*, prepared by Spindrift Archaeological Consulting (October 2017), the *Addendum to the Class III Cultural Resource Inventory for the Riverwalk Project*, prepared by ASM Affiliates, Inc. (~~December 8, 2019~~ July

~~29, 2020~~ October 12, 2020), the *Historical Resources Technical Report*, prepared by ASM Affiliates, Inc. (December 2019) and the *Archaeological Research and Data Recovery Program for the Riverwalk Redevelopment Project* prepared by ASM Affiliates, Inc. (~~February~~ July 2020), included as Appendices G, H, I, and X respectively.

Historical Resources, Section 5.6.4.1, page 5.6-18

MM 5.6-1: Historical Resources Archaeological Data Recovery Program

- 2 The project requires implementation of an Archaeological Data Recovery Program (ADRP) to mitigate impacts to archaeological site (SDI-11767, SDI-12220, and SDI-12126) prior to the issuance of ANY construction permits or the start of ANY construction if no permits are required. The ADRP with Native American participation consists of a Statistical Sample and shall be implemented as described below after consultation with DSD ED in accordance with the Cultural Resources Report prepared by (*Riverwalk Redevelopment Project Archaeological Research and Data Recovery Program* (ASM Affiliates Inc., ~~February~~ July 2020).
 - a. A sampling strategy shall be conducted in accordance with the Methods Section of the *Riverwalk Redevelopment Project Archaeological Research and Data Recovery Program* (ASM Affiliates Inc., ~~February~~ July 2020). Additional test units can be added in consultation with DSD EAS, project archaeologist, and Native American Monitor.

Noise, Section 5.8, page 5.6-1

5.8 Noise

This section evaluates potential noise impacts associated with the project. The following discussion is based on the *Noise Study* prepared by Birdseye Planning Group (~~March~~ August-September 2020) and included as Appendix K. For analysis related to land use-based impacts associated with the Noise Element of the General Plan, refer to Section 5.1, *Land Use*.

Noise, Section 5.8.3.1, page 5.8-13

Construction Noise Impacts to MHPA

The Biological Technical Report (Alden Environmental, Inc., ~~February~~ September 29, 2020) identified the potential for special-status bird species to occur on the project site and within the MHPA area. All sensitive animal species observed or detected on site utilize wetland/riparian habitats and were observed or detected along the San Diego River. These species include the following:

- Cooper's hawk;
- Clark's marsh wren;
- Willow flycatcher;

- Yellow-breasted chat;
- Double-crested cormorant;
- Yellow warbler;
- Light-footed Ridgway's rail; and
- Western bluebird.

Noise, Section 5.8.3.1, page 5.8-15

Exterior Traffic Noise

Traffic is the primary noise source that would be generated by the project. Existing measured noise levels in the project area exceed the 65 dBA residential standard. The highest measured noise level is 73.0 dBA along Hotel Circle North, south of the project site. Noise in this area is dominated by traffic on I-8. Existing noise levels along Friars Road between Fashion Valley Road and Fresno Street are approximately 69.3 dBA. Whether a significant noise impact would occur is based on whether project traffic, when added to the existing traffic, would cause the Leq to noticeably increase (+3 dBA) or exceed the 65 dBA exterior standard.

Traffic volumes for each of the three phases were obtained from the *Riverwalk Transportation Impact Analysis* prepared by Linscott, Law and Greenspan and Urban Systems Associates, Inc. (~~March 20~~September 24, 2020). The three general construction phases were modeled individually with Phase III (South District) reflecting buildout conditions. Traffic-related noise impacts are addressed based on the difference in volumes between existing conditions and the proposed uses.

Tribal Cultural Resources, Section 5.10, page 5.10-1

5.10 Tribal Cultural Resources

This section evaluates potential Tribal Cultural Resources associated with the project. The analysis is based on the *Cultural Resources Inventory Report for the Riverwalk Project*, prepared by Spindrift Archaeological Consulting, LLC (October 2017), the corresponding *Addendum to the Class III Cultural Resource Inventory for the Riverwalk Project*, prepared by ASM Affiliates, Inc. (~~December 8, 2019~~October 12, 2020) the *Archaeological Research and Data Recovery Program for the Riverwalk Redevelopment Project* by ASM Affiliates, Inc. (~~February 2020~~July 2020) and, *Interpretive signage for Tribal Cultural Resources for the Riverwalk Development Project* by ASM Affiliates, Inc (January 15, 2020) included as Appendices G, H, X and BB respectively. Additionally, the analysis is based on consultation with Native American tribes traditionally and culturally affiliated with the project area who have requested consultation pursuant to PRC Section 21080.3.1.

Mitigation Monitoring Reporting Program, 11.0, page 11-18

Historical Resources

MM 5.6-1: Historical Resources Archaeological Data Recovery Program

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, but prior to the first preconstruction meeting, whichever is applicable, the Owner/Permittee shall ensure that the following mitigation measures are outline verbatim on appropriate construction plans.
2. The project requires implementation of an Archaeological Data Recovery Program (ADRP) to mitigate impacts to archaeological site (SDI-11767, SDI-12220, and SDI-12126) prior to the issuance of ANY construction permits or the start of ANY construction if no permits are required. The ADRP with Native American participation consists of a Statistical Sample and shall be implemented as described below after consultation with DSD ED in accordance with the Cultural Resources Report prepared by (*Riverwalk Redevelopment Project Archaeological Research and Data Recovery Program* (ASM Affiliates Inc., ~~February~~July 2020).
 - a. A sampling strategy shall be conducted in accordance with the Methods Section of the *Riverwalk Redevelopment Project Archaeological Research and Data Recovery Program* (ASM Affiliates Inc., ~~February~~July 2020). Additional test units can be added in consultation with DSD EAS, project archaeologist, and Native American Monitor

References, 12.0, pages 12-1 and 12-2

- AECOM Technical Services, Inc. *Construction and Highway Health Risk Assessment for the Riverwalk Project*. August 2020.
- Alden Environmental, Inc. *Biological Technical Report*. ~~February 19~~September 29, 2020.
- Alden Environmental, Inc. ~~Habitat~~Wetland Restoration Plan. February 19, 2020.
- ASM Affiliates, Inc. *Addendum to the Class III Cultural Resource Inventory*. ~~December 8, 2019~~August 6, 2020October 12, 2020.
- ASM Affiliates, Inc. *Archaeological Research and Data Recovery Program*. ~~February 2020~~July 2, 2020October 2020.
- ASM Affiliates, Inc. *Historical Resources Technical Report*. December 2019.
- ASM Affiliates, Inc. *Interpretive signage for Tribal Cultural Resources for the Riverwalk Development Project*. January 15, 2020.
- SCS Engineers, *Soil Management Plan*. July 21, 2020.

Conclusion

In accordance with California Environmental Quality Act Guidelines Section 15088.5(a), a lead agency is required to recirculate an EIR only when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. Minor revisions have been made to the final EIR, which appear in strike-out and underline format. Inserting the correct dates of technical studies does not result in any changes to the environmental impacts associated with the project or the project’s mitigation measures. These changes do not result in the inclusion of significant new information necessitating recirculation. Therefore, the final EIR does not require recirculation.