



THE CITY OF SAN DIEGO

## NEGATIVE DECLARATION

Project No. 503848  
SCH No. *Not Applicable*

**SUBJECT: University Manor Mixed-Use:** SITE DEVELOPMENT PERMIT (SDP), PLANNED DEVELOPMENT PERMIT (PDP), and a RIGHT-OF-WAY VACATION to allow for the demolition of nine structures (totaling approximately 15,172 square feet), associated paved parking areas, driveways, and walkways and subsequent construction of a 63,169-square-foot mixed-use project. The right-of-way vacation would allow approximately 5,938 square feet of University Avenue right-of-way to be vacated to accommodate a gross project site area of 64,222 square feet (1.47 acre). The residential-commercial mixed-use project would consist of four structures (two residential structures and two commercial structures). More specifically, the residential component would consist of 63 multi-family residential dwelling units in two four-story buildings (3-level residential over ground level podium parking) with a total residential building area of 55,951 square feet (including the stair areas) located on the rear two-thirds of the site; whereas the commercial component would consist of approximately 7,218 square feet of gross building area inclusive of 2,170 square feet of common area (5,048 SF, net rentable area) in two buildings located on the front third of the site. The project would also construct various site improvements, including associated hardscape, landscaping, retaining walls, infrastructure (e.g. off-site utility connections of water, sewer), storm drain, and access. Allowable deviations from development regulations are being requested pertaining to projection into the setback, structure height, and retaining wall height. The project would conform to Council Policy 900-14 criteria by providing ten percent onsite affordable units consistent with the Affordable/In-Fill Housing and Sustainable Buildings Expedite Program requirements. The 1.33-acre project site is comprised of three contiguous legal parcels and located at 5556-5592 University Avenue. The project site is designated Commercial and Mixed-Use (residential density of 29 dwelling units per acre [du/acre] and provides a mixed-use density bonus, which allows up to 43 du/acre) and zoned CC-3-5 (Commercial-Community Service) and RM-1-1 (Residential Multi-Family) in the Central Urbanized Planned District within the El Cerrito Heights sub-community area of the Eastern Neighborhood of the Mid-City Communities Plan area. The project site is also within the Residential Tandem Parking Overlay Zone, the Transit Area Overlay Zone, Transit Priority Area, Brush Zones with 300-Foot Buffer, Very High Fire Hazard Severity Zone, and the Outdoor Lighting Zone (Lighting Zone 3-Medium). (LEGAL DESCRIPTION: Parcel 1: The westerly 50 feet of the easterly 150 feet that portion of Lot 29 of Lemon Villa, Map No. 734, lying northerly of the northerly line of University Avenue as said Avenue was conveyed to the City of East San Diego by Deed recorded August 16, 1918 in



Book 761, Page 57, said Distance being measured at right angles from easterly line of said Lot 29; Parcel 2: The westerly 100 feet of the easterly 250 feet of that portion of Lot 29, Lemon Villa Map No. 734, lying north of the north line of University Avenue, as said Avenue was conveyed to the City of East San Diego by Deed recorded August 16, 1918 in Book 761, Page 57, said distance being measured at right angles from easterly line of said Lot 29; Parcel 3: The westerly 50 feet of the easterly 300 feet of that portion of Lot 29, Lemon Villa Map No. 734, lying north of the north line of University Avenue, as said Avenue was conveyed to the City of East San Diego by Deed recorded August 16, 1918 in Book 761, Page 57, said distance being measured at right angles from easterly line of said Lot 29.) APPLICANT: University Avenue Manor, LLC.

**I. PROJECT DESCRIPTION:**

See attached Initial Study.

**II. ENVIRONMENTAL SETTING:**

See attached Initial Study.

**III. DETERMINATION:**

The City of San Diego conducted an Initial Study which determined that the proposed project will not have a significant environmental effect and the preparation of Environmental Impact Report will not be required.

**IV. DOCUMENTATION:**

The attached Initial Study documents the reasons to support the above Determination.

**V. MITIGATION, MONITORING AND REPORTING PROGRAM:**

None required.

**VI. PUBLIC REVIEW DISTRIBUTION:**

Draft copies or notice of this Negative Declaration were distributed to:

City of San Diego  
Mayor's Office (91)  
Councilmember Bry, District 1 (MS 10A)  
Councilmember Zapf, District 2 (MS 10A)  
Councilmember Ward, District 3 (MS 10A)  
Councilmember Cole, District 4 (MS 10A)  
Councilmember Kersey, District 5 (MS 10A)  
Councilmember Cate, District 6 (MS 10A)  
Councilmember Sherman, District 7 (MS 10A)



City of San Diego - continued

Councilmember Alvarez, District 8 (MS 10A)

Councilmember Gomez, District 9 (MS 10A)

Development Services Department

EAS Transportation

LDR Planning

Plan-Historic

Engineering

Geology

Landscape

PUD Water & Sewer

Project Manager

Planning Department

Plan-Long Range Planning

Park and Recreation

Plan Facilities Financing

Environmental Services Department

Transportation Development - DSD (78)

Development Coordination (78A)

Fire and Life Safety Services (79)

Library Department - Government Documents (81)

Central Library (81A)

City Heights/Weingart Library (81G)

College-Rolando Library (81I)

Oak Park Library (81U)

Facilities Financing (93B)

City Attorney (93C)

Other Organizations Groups and Interested Individuals

San Diego Transit Corporation (112)

Metropolitan Transit System (115)

Colina Del Senior Citizens (297)

Mel Shapiro (300)

Eastern Area Communities Planning Committee (301)

John Stump (304)

Darnell Community Council (306)

Clint Linton, Iipay Nation of Santa Ysabel

Lisa Cumper, Jamul Indian Village

Jesse Pinto, Jamul Indian Village

Lufti Bustami, University Avenue Manor, LLC, Applicant

Mark Gottschlich, BNF Real Estate Group, Agent

VII. RESULTS OF PUBLIC REVIEW:

- ( ) No comments were received during the public input period.
- ( ) Comments were received but did not address the accuracy or completeness of the draft environmental document. No response is necessary and the letters are incorporated herein.
- ( ) Comments addressing the accuracy or completeness of the draft environmental document were received during the public input period. The letters and responses are incorporated herein.

Copies of the draft Negative Declaration, the Mitigation, Monitoring and Reporting Program and any Initial Study material are available in the office of the Development Services Department for review, or for purchase at the cost of reproduction.



E. Shearer-Nguyen  
Senior Planner  
Development Services Department

November 7, 2018

Date of Draft Report

December 4, 2018

Date of Final Report

Analyst: Shearer-Nguyen

Attachments: Initial Study Checklist  
Figure 1 – Location Map  
Figure 2 – Site Plan

## INITIAL STUDY CHECKLIST

1. Project title/Project number: University Manor Mixed-Use / 503848
2. Lead agency name and address: City of San Diego, 1222 First Avenue, MS-501, San Diego, California, 92101
3. Contact person and phone number: E. Shearer-Nguyen / (619) 446-5369
4. Project location: 5556, 5570, 5582, 5586, and 5590, 5590a, 5590b, and 5592 University Avenue within the City and County of San Diego
5. Project Applicant/Sponsor's name and address: Lufti Bustami, University Avenue Manor, LLC, 8051 Main Street, Stanton CA 90680
6. Community Plan designation: Commercial and Mixed-Use (residential density of 29 dwelling units per acre [du/acre] and provides a mixed-use density bonus, which allows up to 43 du/acre)
7. Zoning: CC-3-5 (Commercial-Community Service) and RM-1-1 (Residential Multi-Family) in the Central Urbanized Planned District

8. Description of project (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation.):

A request for a SITE DEVELOPMENT PERMIT (SDP), PLANNED DEVELOPMENT PERMIT (PDP), and a RIGHT-OF-WAY VACATION to allow for the demolition of nine structures (one single-story commercial building on APN 472-410-05; two residential structures plus one detached garage/storage structure on APN 472-410-12; and five buildings [commercial and storage] on APN 472-410-13) totaling approximately 15,172 square feet, associated paved parking areas, driveways, and walkways. The right-of-way vacation would allow approximately 5,938 square feet of University Avenue right-of-way to be vacated to accommodate a gross project site area of 64,222 square feet (1.47 acre) to the existing 58,284 square feet (1.33 acre) project site. Furthermore, the project proposes to consolidate the three existing legal parcels and create a single legal lot that would allow for the subsequent construction of a 63,169-square-foot mixed-use project.

The residential component would consist of 63 multi-family residential dwelling units in two four-story buildings (3-level residential over ground level podium parking) with a total residential building area of 55,951 square feet (including the stair areas) located on the rear two-thirds of the site. The residential product mix would include 15 studios, 24 one-bedroom units, and 24 two-bedroom units for a total of 63 dwelling units ranging in size from 400 to 1,000 square feet. Proposed site amenities would include a gym, common area recreational open space with landscaping, barbeque area, and children's play area. The commercial component would consist of approximately 7,218 square feet of gross building area inclusive of 2,170 square feet of common area (5,048 square feet, net rentable area) in two buildings which would be located on the front third of the site.

The Land Development Code (LDC), Section 143.0920 allows Affordable/In-Fill Housing and Sustainable Building projects to request deviations from applicable development regulations, pursuant to a Site Development Permit (SDP) decided in accordance with Process Four, provided that the findings in Section 126.0504(a) and 126.0504(m) are made. the following allowable deviations from the development regulations in accordance with LDC Section 143.0740 are being requested:

- Building Height: A deviation from San Diego Municipal Code (SDMC) Table 131.05EE to allow a maximum building height of 57.6 feet for Residential Building A where a 45-foot height maximum would be required;
- Balcony Encroachments into the Sideyard Setback: A deviation from SDMC §131.0543(b) Table 131.05E to extend a maximum of 3 feet into the 10-foot-wide-sideyard setback where a balcony encroachment is not allowed; and
- Retaining Wall Height: A deviation from SDMC §142.0340(d)(1) to allow a retaining wall height of 23 feet where a 6-foot height maximum would be required.

The project would provide 87 secured parking spaces for the residential units inclusive of two van accessible parking spaces, three electric vehicle parking spaces and one electric vehicle charging station. In addition, 7 motorcycle spaces and 30 bicycle spaces would be provided. Most all of the residential parking spaces are covered podium areas underneath Residential Buildings A and B. The project would provide 12 parking spaces to be located to the rear (north) of Commercial Building B (10 spaces) and adjacent to the east elevation of Commercial Building A (2 spaces).

Access to the project site would be provided via two driveways along the University Avenue frontage. The 24-foot wide easterly driveway would serve the commercial component of the project extending moderately upward along Commercial Building B to a commercial trash enclosure and parking area (10 spaces and a turnaround space) for the commercial tenants/patrons. The westerly driveway, at the middle of the site, would be 25 feet wide and serves the residential component of the project. The westerly driveway would slope moderately up to two (2) commercial parking spaces and a security gate located near the rear of the commercial buildings before ramping up to Level 2 (14' above Level 1 at street grade) of the project.

The Project proposes other associated improvements including hardscape (including a total of 77 onsite parking spaces), landscaping, storm drain, and off-site utility connections.

## **Utilities**

The Project proposes on-site infrastructure improvements such as connections to off-site utilities (existing 8-inch water line and 8-inch sewer line) in University Avenue adjacent to the site. In addition, the storm drain system would also be provided consistent with the City's Storm Water Regulations and be directed into appropriate storm drain systems designated to carry surface runoff that has been reviewed and accepted by City Engineering staff.



## **Landscape Plan**

The project's landscape design concept includes a softscape comprised of a drought tolerant plant palette and an automatic drip irrigation system. The hardscape provides places for pedestrian movement and gathering spaces while enhancing the surrounding architecture. Additionally, the design provides amenities to the residents including two barbecue / shaded gathering spaces and a boulder yard / creative play area. Parking views from University Avenue and within the site would be screened by green walls covered in vines. Retaining walls along the peripheries would be softened by trees and shrubs, as well as vines. At the street level, trees would be used to line University Avenue, along with shrub and ground covers to buffer the street impact. All tree and shrub sizes and quantities would meet or exceed all City of San Diego requirements. Furthermore, all landscape areas would be maintained by the Property Association.

The total landscape area attributable to the commercial/Level 1 streetscape consists of 2,445 square feet. The total landscape area attributable to the residential/Level 2 area consists of 5,685 square feet.

## **Grading and Construction**

The overall 1.47-acre project site would be graded in preparation for the construction of the project. Grading quantities include 10,062 cubic yards (cy) of cut, 2,785 cy of fill, and 7,277 cy of export. Proposed fill depths range up to a maximum of 12.63 feet while proposed cut depths range up to a maximum 35.33 feet. Resulting slopes would be at a maximum 2:1 (V:H) ratio.

Given the existing topography, two finished pad areas would be created, one for the commercial component (at street grade) and one for the residential component (with a finished grade 14 feet above the commercial/street grade). Further, in order to preserve as much of the existing sloping knoll landform extending onto the northwest portion of the site, a retaining wall with a maximum height of 23 feet at this northwest corner location is proposed in order to accommodate the design footprint of Residential Building A.

### **9. Surrounding land uses and setting:**

The rectangular 1.33-acre project site is comprised of three contiguous parcels Assessor Parcel Numbers (APNs) 472-410-1200, 472-410-1300, and 472-410-0500 from west to east) located on the north side of University Avenue, between 54<sup>th</sup> Street to the west, Chollas Parkway to the south, and 58<sup>th</sup> Street to the east. The project site is directly bounded by University Avenue to the south, a private drive to Crestwood Behavioral Health the west, open space to the north, and a rehabilitation/skilled nursing home to the east. The project site includes of the associated street addresses: 5556 University Avenue contains the unoccupied Quality Auto Sales comprised of a one-story structure; 5570, 5582, 5586, and 5590 University Avenue contains four one-story structures and one two-story structure associated with the former dry-cleaning operations; and lastly, 5590a, 5590b, and 5592 University Avenue contains two one-story residential structures and one detached garage.

Topographically, the site generally has a downward gradient of approximately six percent to the south. Ascending cut slopes up to approximately 30 feet high exist along the northern and northwestern boundaries; these slopes have inclinations that approach being near vertical. Elevations at the site range from 286 feet above means sea level at the south to approximately 340 feet above mean sea level to the north.

The project site is designated Commercial and Mixed-Use (residential density of 29 dwelling units per acre [du/acre] and provides a mixed-use density bonus, which allows up to 43 du/acre) and zoned CC-3-5 (Commercial-Community Service) and RM-1-1 (Residential Multi-Family) in the Central Urbanized Planned District within the El Cerrito Heights sub-community area of the Eastern Neighborhood of the Mid-City Communities Plan area. The project site is also within the Residential Tandem Parking Overlay Zone, the Transit Area Overlay Zone, Transit Priority Area, Brush Zones with 300-Foot Buffer, Very High Fire Hazard Severity Zone, and the Outdoor Lighting Zone (Lighting Zone 3-Medium). The site is situated in an urbanized setting of similar uses (commercial and residential) and is currently served by existing public services and utilities.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

None required.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

In accordance with the requirements of Public Resources Code 21080.3.1, the City of San Diego provided formal notifications to the Lipay Nation of Santa Isabel and the Jamul Indian Village, both traditionally and culturally affiliated with the project area, requesting consultation via email on July 17, 2017. Consultation was declined by the Lipay Nation of Santa Isabel on July 17, 2017 and July 18, 2017 by the Jamul Indian Village.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Hazards & Hazardous Material | <input type="checkbox"/> Recreation                                    |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hydrology/Water Quality      | <input type="checkbox"/> Transportation/Traffic                        |
| <input type="checkbox"/> Air Quality                        | <input type="checkbox"/> Land Use/Planning            | <input type="checkbox"/> Tribal Cultural Resources                     |
| <input type="checkbox"/> Biological Resources               | <input type="checkbox"/> Mineral Resources            | <input type="checkbox"/> Utilities/Service System                      |
| <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Noise                        | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology/Soils                      | <input type="checkbox"/> Population/Housing           |  |
| <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Public Services              |  |

**DETERMINATION: (To be completed by Lead Agency)**

On the basis of this initial evaluation:

- ☒ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required.
- ☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

## EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses”, as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or (mitigated) negative declaration. *Section 15063(c)(3)(D)*. In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated”, describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. AESTHETICS – Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The Mid-City Communities Plan does not identify any scenic vistas. The project proposes a maximum development height of five stories. Public views, scenic corridors, and/or scenic vistas do not exist on the project site or in the immediate project area. Therefore, no impact to scenic vistas would result.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is developed with commercial structures (auto sales, auto repair shop, and a dry cleaners) and associated surface parking of which are not in operation. There are no scenic resources (trees, rock outcroppings, or historic buildings) located on the project site. The project would not result in the physical loss, isolation, or degradation of a community identification symbol or landmark, as none are identified by the General Plan or Mid-City Communities Plan as occurring in the project vicinity. In addition, there are no scenic resources adjacent to the project site. The project would not substantially damage scenic resources along a State Scenic Highway or local roadway. No impacts would result.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project site is developed with commercial structures (auto sales, auto repair shop, and a dry cleaners) and associated surface parking of which are not in operation. Surrounding the project are one-, two- and three-story commercial buildings. The project proposes a five-story maximum, which is within the allowable height and bulk regulations of the underlying zone. As such, the project would not exceed the height and/or bulk of building in the surrounding neighborhood.

As described, the project is consistent with the community plan and underlying zone designations and therefore would be compatible with the surrounding neighborhood and development. Therefore, the project would not substantially degrade the visual character and quality of the site or the surrounding area. Impacts would be less than significant.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

### Lighting

The project site is currently developed. The project site is a source of light in the form of perimeter lighting. The project area already has several lighting sources, such as street lights, lights from residential, and lighting for commercial elements like parking lighting and security lighting. However, the project would not create a new source of substantial light that would adversely affect



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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daytime or nighttime views in the area. Lighting would be regulated by compliance with Section 142.0740 of the City of San Diego Land Development Code.

Overall, no substantial sources of lighting would be generated during construction, as construction activities would occur during daylight hours. Furthermore, the contribution of light emitted from the project site would not be substantial; all permanent exterior lighting would be required to comply with the City lighting regulations. Impacts would be less than significant.

#### *Glare*

No single elevation of the project's exterior would incorporate glass material having a light reflectivity greater than 30 percent, consistent with Section 142.0730 of the Land Development Code. Those areas that would provide glass material would not result in the reflection of natural or artificial light off of the glass and represent a safety impacts to motorists on surrounding roadways. Impacts would be less than significant.

As such, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area; impacts would be less than significant.

- II. AGRICULTURAL AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – Would the project:

- a) Converts Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

☐
☐
☐
☒

The project site does not contain prime farmland, unique farmland, or farmland of Statewide Importance as designated by the California Department of Conservation. Agricultural land is not present on the site or in the general vicinity. No impact would result.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

☐
☐
☐
☒

Refer to II.a., above. There are no Williamson Act Contract Lands on or within the vicinity of the site. Furthermore, the project would not affect any properties zoned for agricultural use or affected by a Williamson Act Contract, as there are none within the project vicinity. Agricultural land is not present on the site or in the general vicinity of the site; therefore, no conflict with the Williamson Act Contract would result. No impact would result.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would not conflict with existing zoning for or cause a rezoning of forest land, timberland, or timberland zoned Timberland Production. No designated forest land or timberland occur on-site. No impact would result.

d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to II.c., above. The project would not contribute to the conversion of any forested land to non-forest use, as surrounding land uses are built out. No impact would result.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to II.a. through d., above. No impact would result.

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations – Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located in the San Diego Air Basin (SDAB) and is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD) and the California Air Resources Board (CARB). Both the State of California and the Federal government have established health-based Ambient Air Quality Standards (AAQS) for the following six criteria pollutants: carbon monoxide (CO); ozone (O<sub>3</sub>); nitrogen oxides (NO<sub>x</sub>); sulfur oxides (SO<sub>x</sub>); particulate matter up to 10 microns in diameter (PM<sub>10</sub>); and lead (Pb). O<sub>3</sub> (smog) is formed by a photochemical reaction between NO<sub>x</sub> and reactive organic compounds (ROCs). Thus, impacts from O<sub>3</sub> are assessed by evaluating impacts from NO<sub>x</sub> and ROCs. A new increase in pollutant emissions determines the impact on regional air quality as a result of a proposed project. The results also allow the local government to determine whether a proposed project would deter the region from achieving the goal of reducing pollutants in accordance with the Air Quality Management Plan (AQMP) in order to comply with Federal and State AAQS.

The SDAPCD and San Diego Association of Governments (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 County Regional Air Quality Strategy (RAQS) was initially adopted in 1991 and is updated on a triennial basis (most recently in 2009). The RAQS outlines the SDAPCD's plans

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and control measures designed to attain the state air quality standards for ozone (O<sub>3</sub>). The RAQS relies on information from the CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in San Diego County and the cities in the county, to project future emissions and then determine the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by San Diego County and the cities in the county as part of the development of their general plans.

The RAQS relies on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and by the county as part of the development of their general plans. As such, projects that propose development that is consistent with the growth anticipated by local plans would be consistent with the RAQS. However, if a project proposes development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the RAQS and may contribute to a potentially significant cumulative impact on air quality.

The project is consistent with the General Plan, Mid-City Communities Plan, and the underlying zone. Therefore, the project would be consistent at a sub-regional level with the RAQS and would not obstruct implementation of the RAQS. No impacts would result

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

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#### Short-Term (Construction) Emissions

Project construction activities could potentially generate combustion emissions from on-site heavy-duty construction vehicles and motor vehicles transporting the construction crew and necessary construction materials. Exhaust emissions generated by construction activities would generally result from the use of typical construction equipment that may include excavation equipment, forklift, skip loader, and/or dump truck. Variables that factor into the total construction emissions potentially generated include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. It is anticipated that construction equipment would be used on-site for four to eight hours per day; however, construction would be short-term and impacts to neighboring uses would be minimal and temporary.

Demolition, excavation, and grading can cause fugitive dust emissions. Construction of the project would be subject to standard measures required by a City of San Diego grading permit to reduce potential air quality impacts to less than significant. These measures include, but are not limited to, compliance with SDMC 142.0710, which prohibits airborne contaminants from emanating beyond the boundaries of the premises upon which the use emitting the contaminants is located. Some example measures are watering three times daily, reducing vehicle speeds to 15 miles per hour on unpaved or use architectural coatings that comply with San Diego Air Pollution Control District Rule 67.0 [i.e., architectural coatings that meet a volatile organic compounds (VOC) content of 100 grams per liter (g/l) for interior painting and 150 g/l for exterior painting] would be used during construction. Therefore, impacts associated with fugitive dust are considered less than significant



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

#### Long-Term (Operational) Emissions

Long-term air emission impacts are those associated with stationary sources and mobile sources related to any change caused by a project. After construction, air emissions from the project could result from heating, ventilation, and cooling (HVAC) systems typically associated with residential and commercial uses. The project is compatible with the surrounding development and is permitted by the community plan and zoning designation. Based on project-specific Access Analysis prepared by Linscott, Law & Greenspan (May 15, 2018), the project would result in a net total of 776 daily trips, and therefore the project would not generate traffic volumes that warrant preparation of a traffic study. No significant impacts to traffic volumes would occur, thus, automobile emissions that result in violation of air quality standards are not anticipated. Based on the commercial land use, project emissions over the long-term are not anticipated to violate any air quality standard or contribute substantially to any existing or projected air quality violations. Impacts would be less than significant.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The San Diego Air Basin is considered a non-attainment under Federal standards for O<sub>3</sub> (8-hour standard). As described above in response III(b), construction operations temporarily increase the emissions of dust and other pollutants. However, construction emissions would be temporary and short-term in duration. Implementation of Best Management Practices (BMPs) would reduce potential impacts related to construction activities to a less than significant level.

Construction of the motel development in the region would not create considerable ozone or PM<sub>10</sub> from construction and operation. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards. Impacts would be less than significant.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

#### Short-Term (Construction) Emissions

Project construction could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust during construction. These compounds would be emitted in various amounts and at various locations during construction. Sensitive receptors near the construction site include the residences approximately 0.1 mile to the north of the project site and residences located to the west across Rosecrans Street. However, odors are highest near the source and would quickly dissipate away from the source. Also, construction activities would be temporary, and the main use of heavy equipment would be during the first stages of development. After construction is complete,

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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there would be no objectionable odors associated with the project. Thus, the potential for odor impacts associated with the project is less than significant.

#### Long-Term (Operational) Emissions

Typical long-term operational characteristics of the project are not associated with the creation of such odors nor anticipated to generate odors affecting a substantial number of people. The project would construct a 92-guest room motel and associated amenities areas. The project would not create uses that, in the long-term operation, would be typically associated with the creation of such odors nor are they anticipated to generate odors affecting a substantial number or people. Therefore, project operations would result in less than significant impacts.

#### IV. BIOLOGICAL RESOURCES – Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is developed within an urbanized area. No native habitat is located on-or adjacent to the site. As such, the project would not directly or through habitat modification effect any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or USFW. No impacts would occur.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to IV.a., above. The project would not directly or indirectly impact any riparian habitat or other plant community. No impact would result.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Have a substantial adverse effect on federally protected wetlands as defined by section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is developed and does not contain any Federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impacts would result. Also, refer to IV.a. above.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				

No formal and/or informal wildlife corridors are located on or near the project, as the site is located within an urbanized area. No impacts would result. Also, refer to IV.a., above.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to IV.a., above. The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impact would result.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to IV.a., above

The City is a participant in the Multiple Species Conservation Program (MSCP), a comprehensive, long-term habitat conservation program designed to provide permit issuance authority for take of covered species to the local regulatory agencies. The MSCP is implemented in the City through the Subarea Plan. Although the project is within a Development Area identified in the Subarea Plan, it has not been identified as a strategic preserve, nor is it located within or adjacent to the Multi-Habitat Planning Area (MHPA); more specifically, the project site is identified as a developed community within the Urban Area. There are no other policies or ordinances that apply to the project. Furthermore, the project would not conflict with the provisions of any other adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts would occur.

#### V. CULTURAL RESOURCES – Would the project:

a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The purpose and intent of the Historical Resources Regulations of the Land Development Code (Chapter 14, Division 3, and Article 2) is to protect, preserve and, where damaged, restore the historical resources of San Diego. The regulations apply to all proposed development within the City of San Diego when historical resources are present on the premises. Before approving discretionary projects, CEQA requires the Lead Agency to identify and examine the significant adverse environmental effects which may result from that project. A project that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (Sections 15064.5(b) and 21084.1). A substantial adverse change is defined as demolition, destruction, relocation, or alteration activities, which would impair historical significance (Sections 15064.5(b)(1)). Any historical resource listed in, or eligible to be listed in the California



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Register of Historical Resources, including archaeological resources, is historically or culturally significant.

The City of San Diego criteria for determination of historic significance, pursuant to CEQA, is evaluated based upon age (over 45 years), location, context, association with an important event, uniqueness, or structural integrity of the building. Projects requiring the demolition and/or modification of structures that are 45 years or older can result in potential impacts to a historical resource. The existing structures were identified as being constructed between 1947 through 1960, thereby being over 45 years in age. Consequently, photographic documentation, architectural descriptions, building permit and Assessor's Building Records, City Directory Research and Occupant History, and A Notice of Completion letter for the project site were submitted and reviewed by Plan-Historic staff. City staff determined that the property and/or structures are not individually designated resources and are not located within a designated historic district. In addition, the property does not meet designation criteria as a significant resource under any adopted criteria. No impact would result.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is located within a high sensitivity area on the City of San Diego's Historical Resources Sensitivity Map. Therefore, a record search of the California Historic Resources Information System (CHRIS) digital database was reviewed to determine presence or absence of potential resources within and/or adjacent to the project site by qualified archaeological City staff. Based on the CHRIS records search, recorded historical resources were not identified within or adjacent to the project site. Furthermore, the project site has been previously graded to allow for the existing development and a majority of the site contains slopes exceeding 25 percent gradient. Also, based on the project-specific geotechnical report undocumented fill currently layers across the site ranging from approximately one to three feet depth. Therefore, it was determined that there is no potential to impact any unique or non-unique historical resources and no further work would be required. No impact would result.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

According to Geotechnical Report, the project site is underlain by Mission Valley Formation. According to the Significance Determination Thresholds, Mission Valley Formation has a high sensitivity for paleontological resources. Projects with a high sensitivity that excavate more than 1,000 cubic yards to a depth of ten feet or more require paleontological monitoring during construction to mitigate for potential effects on paleontological resources. This project proposes approximately 10,062 cubic yards of cut to a depth of 36 feet; therefore, the project could result in significant impacts to paleontological resources. Consequently, paleontological monitoring would be required during all grading and/or excavation activities.

Adherence to the San Diego Municipal Code Section 142.0151 regulations would be adequate to preclude paleontological resources impacts. Compliance with the Paleontological Resources

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Requirements for Grading Activities are assured through permit conditions. Therefore, impacts would be less than significant.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Disturb and human remains, including those interred outside of dedicated cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

As noted in V.a. above, it was determined that there is no potential to impact any unique or non-unique historical resources. Additionally, no formal cemeteries or human remains are known to exist on-site or in the vicinity. However, should human remains be discovered during ground-disturbing activities associated with redevelopment of the project site, work would be required to halt in that area and no soil would be exported off-site until a determination could be made regarding the provenance of the human remains via the County Coroner and Native American representative, as required. The project would be required to treat human remains uncovered during construction in accordance with the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5). No impact would result.

#### VI. GEOLOGY AND SOILS – Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:   |                          |                          |                                     |                          |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Based on the site-specific geotechnical investigation prepared, no known active faults have been mapped at or near the project site. The closest known active surface fault is the Rose Canyon fault located approximately six miles west of the site. Additionally, the La Nacion Fault system is mapped approximately 900 feet west of the site, but the La Nacion is not considered an active fault. The site is not located within a State of California Earthquake Fault Zone (EFZ). Furthermore, the risk of fault rupture is considered low. However, any structures associated with the project would be required to be constructed in accordance with the applicable California Building Code guidelines that would reduce impacts to people or structures due to local seismic events to an acceptable level of risk. Therefore, impacts would be less than significant.

- |                                    |                          |                          |                                     |                          |
|------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Refer to Section VI(a)(i).

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Liquefaction generally occurs in areas where four criteria are met: the site is subject to seismic activity; on-site soil consists of cohesionless soil or silt and clay with low plasticity; groundwater is encountered within 50 feet of the surface; and soil relative densities are less than 70 percent. Seismically induced settlement can occur whether the potential for liquefaction exists or not. Within the project site, the potential for liquefaction or seismically induced settlement is considered to be very low, due to the relatively-dense nature of the underlying soils. Furthermore, construction associated with the project would be required to comply with applicable California Building Code guidelines that would reduce impacts to people or structures to an acceptable level of risk. Therefore, impacts would be less than significant.

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Evidence of landslides were not observed on the project site, nor are there any geomorphic features indicative of landslides noted in the review of published geological maps. Furthermore, construction associated with the project would be required comply with applicable California Building Code guidelines that would reduce impacts to people or structures to an acceptable level of risk. Therefore, impacts would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Demolition and construction activities would temporarily expose soils to increased erosion potential. However, the use of standard erosion control measures and implementation of storm water best management practices requirements consistent with the City's Storm Water Standards during construction would preclude impacts.

Grading activities within the site would also be required to comply with the City's Grading Ordinance as well as the Storm Water Standards, which would ensure soil erosion and topsoil loss is minimized to less than significant levels. Furthermore, permanent storm water BMPs would also be required post-construction consistent with the City's regulations. Therefore, the project would not result in substantial soils erosion or loss of topsoil, therefore impacts would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site is located within geologic hazards zone 53 as shown on the City's Seismic Safety Study Zone 53 is characterized by level or sloping terrain with unfavorable geologic structure, low to moderate risk. As discussed in VI.a.iv and VI.a.iii, the project site is not likely to be subject to landslides, and the potential for liquefaction and subsidence is low. The soils and geologic units underlying the site are considered to have a "very low" to "medium" expansion potential.

The project would be constructed consistent with proper engineering design, in accordance with the California Building Code. Utilization of appropriate engineering design measures and standard

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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construction practices, to be verified at the building permit stage, would ensure that potential impacts from geologic hazards would be reduced to an acceptable level of risk. As such impacts would be less than significant.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Refer to VI.c. The project would be constructed consistent with proper engineering design, in accordance with the California Building Code. Utilization of appropriate engineering design measures and standard construction practices, to be verified at the building permit stage, would ensure that potential impacts from geologic hazards would be reduced to an acceptable level of risk. Impacts would be less than significant.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site would be served by the existing public sewer system. No impact would occur.

#### VII. GREENHOUSE GAS EMISSIONS – Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

### Climate Action Plan

The City adopted the Climate Action Plan (CAP) in December 2015 (City of San Diego 2015). With implementation of the CAP, the City aims to reduce emissions 15% below the baseline to approximately 11.1 million metric tons of carbon dioxide equivalent (MMT CO<sub>2</sub>E) by 2020, 40% below the baseline to approximately 7.8 MMT CO<sub>2</sub>E by 2030, and 50% below the baseline to approximately 6.5 MMT CO<sub>2</sub>E by 2035. The City has identified the following five CAP strategies to reduce GHG emissions to achieve the 2020 and 2035 targets: (1) energy- and water-efficient buildings; (2) clean and renewable energy; (3) bicycling, walking, transit, and land use; (4) zero waste (gas and waste management); and (5) climate resiliency. The City's CAP Consistency Checklist, adopted July 12, 2016, is the primary document used by the City to ensure project-by-project consistency with the underlying assumptions in the CAP and thereby to ensure that the City would achieve the emission reduction targets identified in its CAP.

### CAP Consistency Checklist

The CAP Consistency Checklist is the City's significance threshold utilized to ensure project-by-project consistency with the underlying assumptions in the CAP and to ensure that the City would achieve its emission reduction targets identified in the CAP. The CAP Consistency Checklist includes a three-step process to determine project if the project would result in a GHG impact. Step 1

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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consists of an evaluation to determine the project's consistency with existing General Plan, Community Plan, and zoning designations for the site. Step 2 consists of an evaluation of the project's design features compliance with the CAP strategies. Step 3 is only applicable if a project is not consistent with the land use and/or zone, but is also in a transit priority area to allow for more intensive development than assumed in the CAP.

Under Step 1 of the CAP Consistency Checklist, the project is consistent with the existing General Plan and Peninsula Community Plan land use designations and zoning for the site. Therefore, the project is consistent with the growth projections and land use assumptions used in the CAP. Furthermore, completion of Step 2 of the CAP Consistency Checklist demonstrates that the project would be consistent with applicable strategies and actions for reducing GHG emissions. This includes project features consistent with the energy and water efficient buildings strategy, as well as bicycling, walking, transit, and land use strategy. Additionally, the project incorporates a roof-mounted photovoltaic system consisting of solar panels sufficient to generate at least 30 percent of the project's projected energy consumption. These project features would be assured as a condition of project approval. Thus, the project is consistent with the CAP. Step 3 of the CAP Consistency Checklist would not be applicable, as the project is not proposing a land use amendment or a rezone.

Based on the project's consistency with the City's CAP Consistency Checklist, the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Therefore, the project's direct and cumulative GHG emissions would have a less than significant impact on the environment.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Refer to Section VII(a). Impacts would be less than significant.

#### VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Refer to VIII.b. Impacts would be less than significant.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

A Removal Action Workplan was prepared by Murex Environmental, Inc. (August 18, 2017) pursuant to the requirements of the County of San Diego Department of Environmental Health. Previous investigations identified various chemical impacts to site soils and groundwater. These



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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contaminants of concern (COC) included petroleum hydrocarbons (gasoline, diesel, Stoddard solvent) and volatile organic compounds (benzene toluene, ethylbenzene, and xylenes). Liquid free-phase petroleum hydrocarbon was also observed in one of the monitoring wells.

Historical information identifies that the site was vacant until the 1940s. A dry cleaner operated on the site from approximately 1954 until 1970. A vehicle rental business subsequently occupied the site from the 1980s until approximately 1992. An auto repair service and used car sales occupied the site from approximately 1992 to 2011. Currently, a portion of the site continues to be utilized for used car sales.

A total of five underground storage tanks are present beneath a former paint booth immediately north of the vacant structure addressed as 5586 University Avenue. Detailed records are not available; however, the history of the site and results of analytical sampling indicate that the tanks were originally utilized to store Stoddard solvent, a dry-cleaning solution and one tank was used to store gasoline. The use of the tanks ended prior to the 1990s. The underground storage tanks were subsequently removed on June 9, 1992.

Soil samples were obtained following removal of the underground storage tanks. Due to the elevated concentrations of Stoddard solvent the County of San Diego required additional site assessments be completed (September 1992, August of 1993, and in November of 2010) and an Unauthorized Release Case was opened. Liquid free-base petroleum hydrocarbons were observed; therefore, six soil-vapor probes and two samples of on-site soil-vapor were completed in August 2011 and another in October 2011. A Corrective Action Plan submitted in 2013 recommended remediation by natural attenuation; subsequently, the DEH in September 2014 provided a regulatory closure letter.

The closure letter documented that the onsite structures would be demolished to allow for future redevelopment. More specifically, the structure addressed as 5586 University Avenue would be required to remain vacant until demolition due to its failed health risk. Furthermore, re-occupancy of the structure required regulatory oversight by the DEH Voluntary Assistance Program.

Redevelopment of the site is being proposed and would result in a change in use (currently proposed for a mixed-use project consisting of residential and commercial uses) and in ground conditions. With demolition of the structures the residual soil contamination would be removed via excavation. The excavated area is estimated to be approximately 40 by 56 feet with excavation to a depth of 56 feet below ground surface, which would entail approximately 1,000 cubic yards of soil. Following excavation activities, verification sampling would be performed to confirm removal of petroleum-impacted soils. Should evidence of elevated petroleum impacted soils remain, additional excavation would occur as well as supplemental verification sampling consistent with protocols outline within the Removal Action Workplan. Contaminated soils exported from the project site would be manifested (tracked) and disposed of consistent with applicable State and federal waste regulations to an appropriate disposal location.

Consequently, the applicant submitted the project under the Voluntary Assistance Program and a case was opened in August 2017. Under the regulatory guidance of the Voluntary Assistance Program, DEH reviewed and accepted the Removal Action Workplan with two modifications related

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to vapor sampling and public notification as outlined in the concurrence letter dated September 8, 2017.

Also, due to the age of the existing structures and their proposed demolition, the likelihood of these buildings containing asbestos and lead based paint materials is considered high. The presence of these substances would have the potential to significantly impact human health and safety during the demolition phase. During demolition activities, proper precautions are required during the removal and disposal of asbestos containing materials, as regulated by state agencies (Cal OSHA and Cal EPA), and the County of San Diego Air Pollution Control District. More specifically, the San Diego Air Pollution Control District regulates asbestos under Rule 1206, Asbestos Removal, Renovation and Demolition (adopted and effective on November 15, 2017) to ensure that no hazards to the demolition crew, adjacent residents, or other individuals are created by toxic materials. The issuance of demolition/removal permits by the City of San Diego requires the completion of a General Application (DS-3032) and a Hazardous Materials Questionnaire (DS-3163) when a commercial structure or building is proposed to be demolished.

Overall, implementation of the conditions associated with the demolition/removal permits, which are required by State, County and local agencies, as well as the requirements of the County of San Diego DEH Voluntary Assistance Program would preclude potential impacts. Therefore, impacts would be less than significant.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to VIII.b. The project site is not within one-quarter-mile of any existing or proposed school. The closest schools to the project site are Ibarr Elementary School, Horace Mann Middle School, Darnell Charter School are all located all approximately within a one-mile radius of the project site. Additionally, the project would not emit hazardous emissions or handle hazardous materials, substances, or waste. No impacts would result.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

A search of potential hazardous materials sites compiled pursuant to Government Code Section 65962.5 was completed for the project site. Several databases and resources were consulted including the Department of Toxic Substances Control (DTSC) EnviroStor database, the California State Water Resources Control Board GeoTracker database, and other sources of potential hazardous materials sites available on the California EPA website. The Geotracker record search identified two cases, a Leaking Underground Storage Tank (LUST) Cleanup site and a Cleanup Program Site within the site boundaries. Refer to VIII.b. Impacts would be less than significant. Thus, no hazard to the public or environment would result from project implementation.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two mile of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is not located within any airport land use plan, the airport environs overlay zone, or airport approach overlay zone.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project is not within the vicinity of private airstrip. No impact would be result.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project proposes development within an urbanized portion of the community on a site that is currently developed. No change to the existing circulation network would occur. The project would not impair or physically interfere with the implementation of an adopted emergency response plan or emergency evacuation plan. The project would not significantly interfere with circulation or access. Impacts would be less than significant.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located within an urbanized developed area and does not interface with any wildland spaces. No impact would result.

#### IX. HYDROLOGY AND WATER QUALITY - Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potential impacts to existing water quality standards associated with the project would include minimal short-term construction-related erosion/sedimentation and no long term operational storm water discharge. According to the City's Storm Water Requirements Applicability Checklist, the project is considered to be a Priority Development Project and therefore was required to prepare a Storm Water Quality Management Plan (SWQMP) (John M. Cruikshank, June 29, 2018) and associated Storm Water Pollution Prevention Plan (John M. Cruikshank, March 24, 2017) to identify and implement required structural best management practices (BMP) for storm water pollutant control (BMP Design Manual Chapter 5, Part 1 of Storm Water Standards) as well as low impact

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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development source control BMPs. These requirements would be implemented during construction and post-construction, which have been reviewed by qualified staff and would be re-verified during the ministerial process. Adherence with the standards would ensure that water quality standards are not violated and also preclude a cumulatively considerable contribution to water quality; therefore, a less than significant impact would result.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project does not require the construction of wells or the use of groundwater. Therefore, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The project is located in an urban neighborhood where all infrastructures exist. The project would connect to the existing public water system. No impact would result.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

There are no streams or rivers within or adjacent to the project site. Additionally, per the project Hydrology Study (John M. Cruikshen, Consultants Inc., January 4, 2018), the project would maintain the current flow patterns on-site and continue to drain towards the street. The one change is the addition of BMPs to reduce the amount of water leaving the site through existing storm drains. Therefore, the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

As indicated in Section IX(c), the project would not alter the existing drainage pattern of the site or significantly alter runoff volumes. Thus, the project would not significantly alter the overall drainage pattern for the site or area, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Impacts would be less than significant.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Create or contribute runoff water, which would exceed the capacity of | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				

Refer to IX.a. through IX.d., above. The project would not exceed the capacity of the existing or planned storm water drainage system. All runoff from impervious surfaces would be treated as required by City Storm Water Regulations. To comply with current storm water regulations, on-site low impact design (LID) and integrated management practices (IMP) would be implemented to control peak runoff from the development. Qualified City staff determined that the project would not exceed the capacity of the existing storm sewer system. Adherence with the standards would preclude a cumulatively considerable contribution to water quality. Impacts would be less than significant.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Refer to IX.a., above. The project is considered to be a Priority Development Project and is, therefore, required to implement structural BMPs for storm water pollutant control (BMP Design Manual Chapter 5, Part 1 of Storm Water Standards). The project would implement LID and source control and treatment control BMPs as required by the City's Storm Water Standards. These requirements have been reviewed by qualified staff and would be re-verified during the ministerial process. Adherence to the standards would preclude a cumulatively considerable contribution to water quality. Impacts would be less than significant.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

According to a Federal Emergency Management Agency (FEMA) flood insurance rate map (FEMA, 2012) the project site is located within "Other Areas: Zone X, which are areas determined to be outside of mapped 100-and 500-year flood zones. No impact would result.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to IX.a., above. No impact would result.

X. LAND USE AND PLANNING – Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project would not substantially change the nature of the surrounding area and would not introduce any barriers or project features that could physically divide the community. Thus, the project would result in no impact related to physically dividing an established community



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is designated Commercial and Mixed-Use (residential density of 29 dwelling units per acre [du/acre] and provides a mixed-use density bonus, which allows up to 43 du/acre) per the Mid-City Communities Plan. The project site is zoned CC-3-5 (Commercial-Community Service) and RM-1-1 (Residential Multi-Family) in the Central Urbanized Planned District. The project is consistent with the underlying zone and land use designation.

The Land Development Code (LDC), Section 143.0920 allows Affordable/In-Fill Housing and Sustainable Building projects to request deviations from applicable development regulations, pursuant to a Site Development Permit (SDP) decided in accordance with Process Four, provided that the findings in Section 126.0504(a) and 126.0504(m) are made. the following allowable deviations from the development regulations in accordance with LDC Section 143.0740 are being requested:

- Building Height: A deviation from San Diego Municipal Code (SDMC) Table 131.05EE to allow a maximum building height of 57.6 feet for Residential Building A where a 45-foot height maximum would be required;
- Balcony Encroachments into the Sideyard Setback: A deviation from SDMC §131.0543(b) Table 131.05E to extend a maximum of 3 feet into the 10-foot-wide-sideyard setback where a balcony encroachment is not allowed; and
- Retaining Wall Height: A deviation from SDMC §142.0340(d)(1) to allow a retaining wall height of 23 feet where a 6-foot height maximum would be required.

In summary, the project would occur within an urbanized neighborhood with similar development. The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, community plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. No impact would result. As the project is consistent with the land use and zoning designations, impacts would be less than significant.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Refer to IV.a. The City is a participant in the Multiple Species Conservation Program (MSCP), a comprehensive, long-term habitat conservation program designed to provide permit issuance authority for take of covered species to the local regulatory agencies. The MSCP is implemented in the City through the Subarea Plan. Although the project is within a Development Area identified in the Subarea Plan, it has not been identified as a strategic preserve, nor is it located within or

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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adjacent to the Multi-Habitat Planning Area (MHPA); more specifically, the project site is identified as a developed community within the Urban Area. There are no other policies or ordinances that apply to the project. Furthermore, the project would not conflict with the provisions of any other adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts would occur.

XI. MINERAL RESOURCES – Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

There are no known mineral resources located on the project site. The project site is not currently being utilized for mineral extraction and does not contain any known mineral resources that would be of value to the region. The urbanized and developed nature of the site and vicinity would preclude the extraction of any such resources. No impact would result.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Refer to XI.a., above. The project area has not been delineated on a local General Plan, specific plan, or other land use plan as a locally important mineral resource recovery site, and no such resources would be affected with project implementation. No impact would result.

XII. NOISE – Would the project result in:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Construction Noise

Construction of the project would generate a temporary increase in noise in the project area. Short-term noise impacts would be associated with on-site demolition, excavation, grading, and construction activities of the project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area but would no longer occur once construction is completed.

Construction activity would occur during allowable times, in compliance with Section 59.5.0404 of the San Diego Municipal Code. The San Diego Municipal Code states that construction noise in residential zones should not reach an average sound level greater than 75 dBA Leq during the 12-hour period from 7:00 a.m. to 7:00 p.m. Construction of the project would comply with the City's 75 dBA Leq (12 hour) noise limit. Construction noise impacts would be less than significant.

Operational Noise

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Typical noise levels associated with a residential and commercial uses are anticipated.

Traffic volumes associated with the project would not sufficiently raise the volume of traffic to create a significant noise impact. Operational noise impacts would be less than significant.

Overall, the project would not result in noise levels in excess of standards established by the local general plan or noise ordinance. Impacts would be less than significant.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Generation of, excessive ground borne vibration or ground borne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project would implement conventional construction techniques and utilize conventional equipment. Standard equipment such as scrapers, graders, backhoes, loaders, tractors, and miscellaneous trucks would be used for construction. As described in response XII(a) above, potential effects from construction noise would be addressed through compliance with City Municipal Code restrictions (Section 59.5.0404 of the Noise Abatement and Control Ordinance). Excessive ground borne vibration or ground borne noise is not anticipated with construction of the project, because the project would utilize mat foundation that does not require pile driving and the use of pylons. Impacts would be less than significant.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Substantial increases in ambient noise levels would not result because the proposed uses on-site are consistent with uses present in the surrounding area. Any ambient noise emanating from the project would be typical of that associated with an urban neighborhood, such as people talking on balconies or sound escaping from outdoor courtyard areas. The parking associated with the project would not result in an increase in ambient noise levels, as the parking structure is subterranean. Therefore, no substantial increase in ambient noise levels is anticipated. Impacts would be less than significant.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Refer to XII.a.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is not located within any airport land use plan, the airport environs overlay zone, or airport approach overlay zone. No impact would result.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within vicinity of a private airstrip. No impact would result.

#### XIII. POPULATION AND HOUSING – Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project proposes a mixed-use project that is comprised of multi-family residential units with a commercial component. The project does not involve the extension of roads or services, as the project is an infill project located within an existing urban community. Therefore, the project would not induce substantial population growth in the area. No impact would result.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

There is no existing housing within the project site. No housing would be displaced by the project. The project proposes a multi-family residential project with 63 units as well as a commercial component. No impact would result.

- |   |                          |                          |                          |  |
|---|--------------------------|--------------------------|--------------------------|--|
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> <input type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|--|

There is no existing housing within the project site. No population would be displaced by the project. No impact would result.

#### XIV. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for any of the public services:

- |                    |                          |                          |                                     |                          |
|--------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| i) Fire protection | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project site is located in an urbanized area where fire protection services are provided. The project would not adversely affect existing levels of fire protection services to the area and would not require the construction of new or expanded governmental facilities. Impacts to fire protection would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Police protection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is located in an urbanized area where police protection services are provided. The project would not adversely affect existing levels of police protection services to the area and would not require the construction of new or expanded governmental facilities. Impacts to fire protection would be less than significant.

iii) Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project is served by the San Diego Unified School District (SDUSD). Potential impacts to schools serving the project area would be related to the number of students generated by the project. San Diego Unified School District (SDUSD) estimates the number of students generated from projects by evaluating census tract data and the number of dwelling units proposed. The precise ratio of students expected to be generated per apartments or condominiums for the project is unknown at this time, since the number of students per unit in multifamily developments varies widely depending on the unit size, proximity to schools, sales price or rent, density, target market, and specific amenities.

By law (California Government Code, Section 65996) paying school fees constitutes full mitigation. The applicant's compliance with Senate Bill 50 and Government Code Section 65995 requiring the applicant to pay developer fees for school facilities construction would reduce impacts to schools to a less than significant level.

iv) Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site is located in an urbanized and developed area where City-operated parks are available. The project would not significantly increase the demand on existing neighborhood or regional parks or other recreational facilities over that which presently exists, the project would is not anticipated to result in a significant increase in demand for parks or other offsite recreational facilities. As such, impacts related to parks would be less than significant.

v) Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located in an urbanized area where City services are already provided. The project would not adversely affect existing levels of facilities to the area and would not require the construction of new or expanded governmental facilities. No impacts to other public facilities would occur.

#### XV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project would not adversely affect existing levels of neighborhood and regional parks and would not require the construction or expansion of those facilities. The project would not significantly increase the use of existing neighborhood or regional parks or other recreational facilities as the project would consistent with applicable land use plans and underlying zone designations. Furthermore, the project would be required to pay development impact fees associated with the development. Therefore, the project is not anticipated to result in the use of available parks or facilities such that substantial deterioration occurs, or that would require the construction or expansion of recreational facilities to satisfy demand. As such, a less than significant impact related to recreational facilities would result.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

See XV(a).

#### XVI. TRANSPORTATION/TRAFFIC – Would the project?

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

An Access Analysis for the project was prepared by Linscott Law and Greenspan (May 15, 2018), which analyzed trip generation, trip distribution/assignment, intersection level of service, and street segment level of service. The Access Analysis evaluated four scenarios: Existing, Existing with Project, Near Term (opening day, 2019) without Project, and Near Term (opening day, 2019) with Project.

The project is consistent with the community plan land use and underlying zone designations. The project would not alter the existing circulation patterns on area roadways. Based on the City's Trip Generation Manual, the project would generate approximately 776 average daily traffic (ADT) with 61 AM peak hour (27 inbound/34 outbound) trips and 59 PM peak hour (31 inbound/28 outbound) trips.

Intersection analysis conducted per City of San Diego guidelines concluded that all study intersections (University Avenue / 54<sup>th</sup> Street and University Avenue / 58<sup>th</sup> Street) would operate at LOS D or better under the Existing Plus Project and Near Term (Opening Day 2018) Plus Project scenarios.

Street segment analyses were conducted for the following study area street segments:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- University Avenue / 54<sup>th</sup> Street to 58<sup>th</sup> Street

All study area street segments would operate at LOS D or better under the Existing Plus Project and Near Term (Opening Day 2018) Plus Project. Based on the City's significance criteria, no significant direct impact would occur as the project contribution does not exceed the allowable threshold.

The project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The project would not result in significant impacts to intersections or street segments. Impacts would be less than significant.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

☐
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The project would not conflict with an applicable congestion management program and would not negatively affect level of service standards. Furthermore, the project would not conflict with applicable plans or policies establishing measures of effectiveness for the performance of the circulation system. Refer to XVI.a. above. Therefore, impacts would be less than significant.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

☐
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The project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks in that the project would be consistent with land use plans and underlying zones. Implementation of the project would not result in a change in air traffic patterns, as they would not be constructed at a height that would impair air travel; nor result in either an increase in traffic levels or a change in location that results in substantial safety risks in that the project would be consistent with land use plans and underlying zones. The project would not result in a substantial safety risk. Impacts would be less than significant.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

☐
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☒

The project has been designed in accordance with the City's street design manual and Municipal Code regulations and would include adequate sight distances at the project driveways. A Sight Distance Analysis was prepared by Linscott Law & Greenspan (March 2, 2018). The project proposes two access points on the north side of University Avenue between 54<sup>th</sup> Street and 58<sup>th</sup> Street. The westerly driveway proposed for the residents only while the easterly driveway would be for the commercial use only. An eastbound left-turn movement lane into the project site. The analysis concluded that minimum driveway sight distances can be achieved for all cases by removing

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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obstructions (i.e. street light pole, trees, shrubs, a bus bench, and street sign posts). The analysis recommends prohibiting on-street parking spaces within the sight triangle, removing trees, and maintaining vegetation to no higher than 3.5 feet tall. Additionally, it was further recommended that the existing bus stop and bench be removed from the sight triangle.

As it pertains to the westerly driveway, improvements required to maintain an adequate sight triangle would be completed through improvements in the public right of way. The easterly driveway sight triangle would be adjusted by six feet, which would be considered an acceptable intersection sight distance as recommended by Caltrans.

The project would be required to be conditioned, therefore impacts would be less than significant.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

As stated XVI.d., the project has been designed consistent with the City's engineering standards. Additionally, the project has been reviewed by the Fire-Rescue Department to ensure proper circulation on and off the site for emergency services vehicles. No impacts would result.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project would not disrupt existing or planned bicycle or pedestrian facilities surrounding the project site, and no known unsafe bicycle or pedestrian conditions exist in the study area. The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, impacts to the pedestrian, bicycle, or transit network within and surrounding the project site would be less than significant.

XVII. TRIBAL CULTURAL RESOURCES – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project would not cause a substantial adverse effect to tribal cultural resources, as there are no recorded sites listed or sites eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined by the Public Resources Code. No impact would result.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				

Tribal Cultural Resources include sites, features, places, cultural landscapes, and sacred places or objects that have cultural value or significance to a Native American Tribe. Tribal Cultural Resources include “non-unique archaeological resources” that, instead of being important for “scientific” value as a resource, can also be significant because of the sacred and/or cultural tribal value of the resource. Tribal representatives are considered experts appropriate for providing substantial evidence regarding the locations, types, and significance of tribal cultural resources within their traditional and cultural affiliated geographic area (Public Resources Code § 21080.3.1(a)).

The City of San Diego, as Lead Agency, determined that Tribal Cultural Resources pursuant to subdivision Public Resources Code Section 5024.1(c) would not be potentially impacted through project implementation, as the project site has been developed and is located within an urban area. Although no resources occur on site, the project site is within one-mile radius of recorded archaeological sites. Therefore, in accordance with the requirements of Public Resources Code 21080.3.1, the City of San Diego provided formal notification to the Lipay Nation of Santa Isabel and the Jamul Indian Village, both traditionally and culturally affiliated with the project area, requesting consultation via email on July 17, 2017. Both Native American Tribes responded within the 30-day formal notification period and determined that tribal cultural resources would not be anticipated onsite; therefore, consultation was deemed unnecessary. No impact would result.

#### XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Wastewater facilities used by the project would be operated in accordance with the applicable wastewater treatment requirements of the RWQCB. Treatment of effluent from the site is anticipated to be routine and is not expected to exceed the wastewater treatment requirements of the RWQCB. Existing sewer infrastructure exists within roadways surrounding the project site, as described below, and has adequate capacity to serve the project. Thus, impacts related to wastewater treatment requirements would be less than significant.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Refer to XVII.a., above. Water service is also provided by the Public Utilities Department. The Alvarado Water Treatment Plant provides drinking water to customers in the central section of the City. Alvarado Plant has a capacity of 120 million gallons of treated drinking water per day.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Construction of the project would not significantly increase the demand for water or wastewater treatment services, and as such, would not trigger the need for new water or wastewater treatment facilities or the expansion of those facilities. Adequate services are available to serve the project. Impacts would be less than significant.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Refer to IX.e., above. The project would not exceed the capacity of the City's existing storm water drainage system and would not require the expansion of the system. Impacts would be less than significant.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project does not meet the CEQA significance thresholds requiring the need for the project to prepare a water supply assessment. The existing project site currently receives water service from the City, and adequate services are available to serve the structures without requiring new or expanded entitlements. Impacts would be less than significant.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The City has determined that it has adequate wastewater treatment capacity to serve the project. Refer to XVIII.a., above. The existing facilities available to serve the project site were determined to be acceptable; in addition, the treatment facility has remaining capacity. Therefore, no new facilities would be needed to serve the project. Subsequently, the project would not adversely affect existing wastewater treatment services and adequate services are available to serve the project without requiring new or expanded entitlements. The project would result in less than significant impacts with respect to wastewater treatment capacity.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The City's Miramar Landfill is currently planned and permitted to provide capacity to approximately the year 2031. Currently, yearly tonnage is estimated by the City to be approximately 910,000 tons of trash per year. In addition, the project would be required to comply with the City's Recycling Ordinance (Municipal Code Chapter 6, Article 6, Division 7), which requires on-site recyclable



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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collection for residential and commercial uses; the City's Refuse and Recyclable Materials Storage Regulations (Municipal Code Chapter 14, Article 2 Division 8), that requires minimum exterior refuse and recyclable material storage areas required at residential and commercial properties; as well as the Construction and Demolition (C&D) Debris Deposit Ordinance (Municipal Code Chapter 6, Article 6, Division 6), which requires that the majority of construction, demolition, and remodeling projects requiring building, combination, or demolition permits pay a refundable C&D Debris Recycling Deposit and divert at least 50 percent of their waste by recycling, reusing, or donating reusable materials.

Waste would be generated from the demolition, construction, and operation of the project that would require proper disposal of at a licensed landfill or construction and demolition debris recycling facility. Projects that include the construction, demolition, or renovation of 1,000,000 square feet or more of building space may generate approximately 1,500 tons of waste or more and are considered to have direct impacts on solid waste management. The project is proposing approximately 63,169 total gross square feet and would not exceed the City's threshold; therefore, the project would not result in a direct impact.

However, the project exceeds the City's significance threshold for cumulatively considered solid waste impacts of 40,000 square feet or more of building space. Therefore, a waste management plan prepared by John M. Cruikshank, Consultants, Inc. (August 24, 2017) and approved by the City's Environmental Services Department. Implementation of the approved waste management plan would be made a condition of approval. and would implement a project-specific waste management plan.

The project would comply with all Federal, State, and local statutes and regulations related to solid waste. The project would not result in the generation of large amounts of solid waste, nor generate or require the transport of hazardous waste materials other than minimal amounts generated during the construction phase. All demolition activities would comply with any City of San Diego requirements for diversion of both construction waste during the demolition phase and solid waste during the long-term, operational phase. With implementation of the project-specific waste management plan and compliance with local and state regulations, impacts related to solid waste would be less than significant.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Comply with federal, state, and local statutes and regulation related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Refer to XVII.f.. Overall, the project would comply with federal, state and local statutes and regulations related to solid waste. Impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project proposes redevelopment of a partially developed site with several structures, parking areas, and undeveloped areas. The project site does not contain biological resources, and development of the project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. As disclosed throughout this initial study, the project would either result in no impacts or less than significant impacts, and mitigation measures were not warranted.

b) Does the project have impacts that are individually limited but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Cumulative environmental impacts are those impacts that by themselves are not significant, but when considered with impacts occurring from other projects in the vicinity would result in a cumulative impact. Related projects considered to have the potential of creating cumulative impacts in association with the project consist of projects that are reasonably foreseeable and that would be constructed or operated during the life of the project. The project would be located in a developed area that is largely built out. No other construction projects are anticipated in the immediate area of the project.

As documented in this Initial Study, the project would not have the potential to degrade the environment. Other future projects within the surrounding area would be required to comply with applicable local, State, and Federal regulations to reduce potential impacts to less than significant, or to the extent possible. As such, the project is not anticipated to contribute to potentially significant cumulative environmental impacts. Project impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As discussed throughout this document, it is not anticipated that the demolition, construction, and operation of the project would not cause environmental effects that would significantly directly or indirectly impact human beings. For this reason, all environmental effects fall below the thresholds established by the City of San Diego. Impacts would be less than significant.

## INITIAL STUDY CHECKLIST REFERENCES

### **I. Aesthetics / Neighborhood Character**

- ☒ City of San Diego General Plan
- ☒ Community Plans: Mid-City Communities Plan

### **II. Agricultural Resources & Forest Resources**

- ☐ City of San Diego General Plan
- ☐ U.S. Department of Agriculture, Soil Survey - San Diego Area, California, Part I and II, 1973
- ☐ California Agricultural Land Evaluation and Site Assessment Model (1997)
- ☐ Site Specific Report:

### **III. Air Quality**

- ☐ California Clean Air Act Guidelines (Indirect Source Control Programs) 1990
- ☒ Regional Air Quality Strategies (RAQS) - APCD
- ☐ Site Specific Report:

### **IV. Biology**

- ☒ City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997
- ☒ City of San Diego, MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" Maps, 1996
- ☒ City of San Diego, MSCP, "Multiple Habitat Planning Area" maps, 1997
- ☐ Community Plan - Resource Element
- ☐ California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered, Threatened, and Rare Plants of California," January 2001
- ☐ California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered and Threatened Animals of California," January 2001
- ☐ City of San Diego Land Development Code Biology Guidelines
- ☐ Site Specific Report:

### **V. Cultural Resources (includes Historical Resources)**

- ☒ City of San Diego Historical Resources Guidelines
- ☐ City of San Diego Archaeology Library
- ☐ Historical Resources Board List
- ☐ Community Historical Survey
- ☒ Site Specific Report:
  - Historic Resources Information – Information Bulletin 581, University Manor Mixed-Use Project, 5556-5592 University Avenue, prepared by Rincon, Consultants, Inc., September 29, 2017.

### **VI. Geology/Soils**

- ☒ City of San Diego Seismic Safety Study
- ☐ U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973 and Part III, 1975

- ☒ Site Specific Report:
  - Geotechnical Evaluation University Avenue Mixed Use Residential Commercial, Ninyo & Moore, May 11, 2017.
  - Geotechnical/Geologic Study Report 5556-5592 University Avenue, prepared by Professional Engineering Consulting, Inc., July 27, 2016.

**VII. Greenhouse Gas Emissions**

- ☒ Site Specific Report:
  - Climate Action Plan Consistency Checklist – University Manor Mixed Use, Cycle 26.

**VIII. Hazards and Hazardous Materials**

- ☒ San Diego County Hazardous Materials Environmental Assessment Listing
- ☒ San Diego County Hazardous Materials Management Division
- ☐ FAA Determination
- ☐ State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized
- ☐ Airport Land Use Compatibility Plan
- ☒ Site Specific Report:
  - County of San Diego Department of Environmental Health, Voluntary Assistance Program Case No. DEH2017-LSAM-000450, Former 2-B Rentals, 5586 University Avenue, San Diego, CA, September 8, 2017.
  - Removal Action Workplan, Former 2-B Rentals, 5586 University Avenue, San Diego, CA, County of San Diego DEH Case No. T2340 / H32242-002, prepared by Murex Environmental, Inc., August 18, 2017.

**IX. Hydrology/Drainage**

- ☐ Flood Insurance Rate Map (FIRM)
- ☒ Federal Emergency Management Agency (FEMA), National Flood Insurance Program-Flood Boundary and Floodway Map
- ☐ Clean Water Act Section 303(b) list, [http://www.swrcb.ca.gov/tmdl/303d\\_lists.html](http://www.swrcb.ca.gov/tmdl/303d_lists.html)
- ☒ Site Specific Report:
  - Hydrology & Low Impact Development (LID) Report for University Manor, LLC, , prepared by John M. Cruikshank, Consultants, Inc., January 4, 2018.

**X. Land Use and Planning**

- ☒ City of San Diego General Plan
- ☒ Community Plan
- ☒ Airport Land Use Compatibility Plan
- ☒ City of San Diego Zoning Maps
- ☐ FAA Determination:
- ☐ Other Plans:

**XI. Mineral Resources**

- ☒ California Department of Conservation - Division of Mines and Geology, Mineral Land Classification
- ☒ Division of Mines and Geology, Special Report 153 - Significant Resources Maps
- ☒ City of San Diego General Plan: Conservation Element
- ☐ Site Specific Report:

**XII. Noise**

- ☒ City of San Diego General Plan
- ☐ Community Plan
- ☐ San Diego International Airport - Lindbergh Field CNEL Maps
- ☐ Brown Field Airport Master Plan CNEL Maps
- ☐ Montgomery Field CNEL Maps
- ☐ San Diego Association of Governments - San Diego Regional Average Weekday Traffic Volumes
- ☐ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
- ☐ Site Specific Report:

**XIII. Paleontological Resources**

- ☒ City of San Diego Paleontological Guidelines
- ☐ Deméré, Thomas A., and Stephen L. Walsh, "Paleontological Resources City of San Diego," Department of Paleontology San Diego Natural History Museum, 1996
- ☐ Kennedy, Michael P., and Gary L. Peterson, "Geology of the San Diego Metropolitan Area, California. Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW 1/4 Escondido 7 1/2 Minute Quadrangles," *California Division of Mines and Geology Bulletin* 200, Sacramento, 1975
- ☐ Kennedy, Michael P., and Siang S. Tan, "Geology of National City, Imperial Beach and Otay Mesa Quadrangles, Southern San Diego Metropolitan Area, California," Map Sheet 29, 1977
- ☐ Site Specific Report:

**XIV. Population / Housing**

- ☐ City of San Diego General Plan
- ☐ Community Plan
- ☐ Series 11/Series 12 Population Forecasts, SANDAG
- ☐ Other:

**XV. Public Services**

- ☐ City of San Diego General Plan
- ☐ Community Plan

**XVI. Recreational Resources**

- ☐ City of San Diego General Plan
- ☐ Community Plan
- ☐ Department of Park and Recreation
- ☐ City of San Diego - San Diego Regional Bicycling Map
- ☐ Additional Resources:

**XVII. Transportation / Circulation**

- ☐ City of San Diego General Plan
- ☐ Community Plan:
- ☐ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
- ☐ San Diego Region Weekday Traffic Volumes, SANDAG
- ☒ Site Specific Report:

University Manor Mixed-Use Transportation/Access Analysis, prepared by Linscott Law & Greenspan Engineers, March 15, 2018.

Site Distance Analysis – University Manor Mixed Use, prepared by Linscott Law & Greenspan Engineers, March 15, 2018.

**XVIII. Utilities**

- ☒ Site Specific Report:
  - Waste Management Plan, prepared by John M. Cruikshank, Consultants, Inc., August 24, 2017.

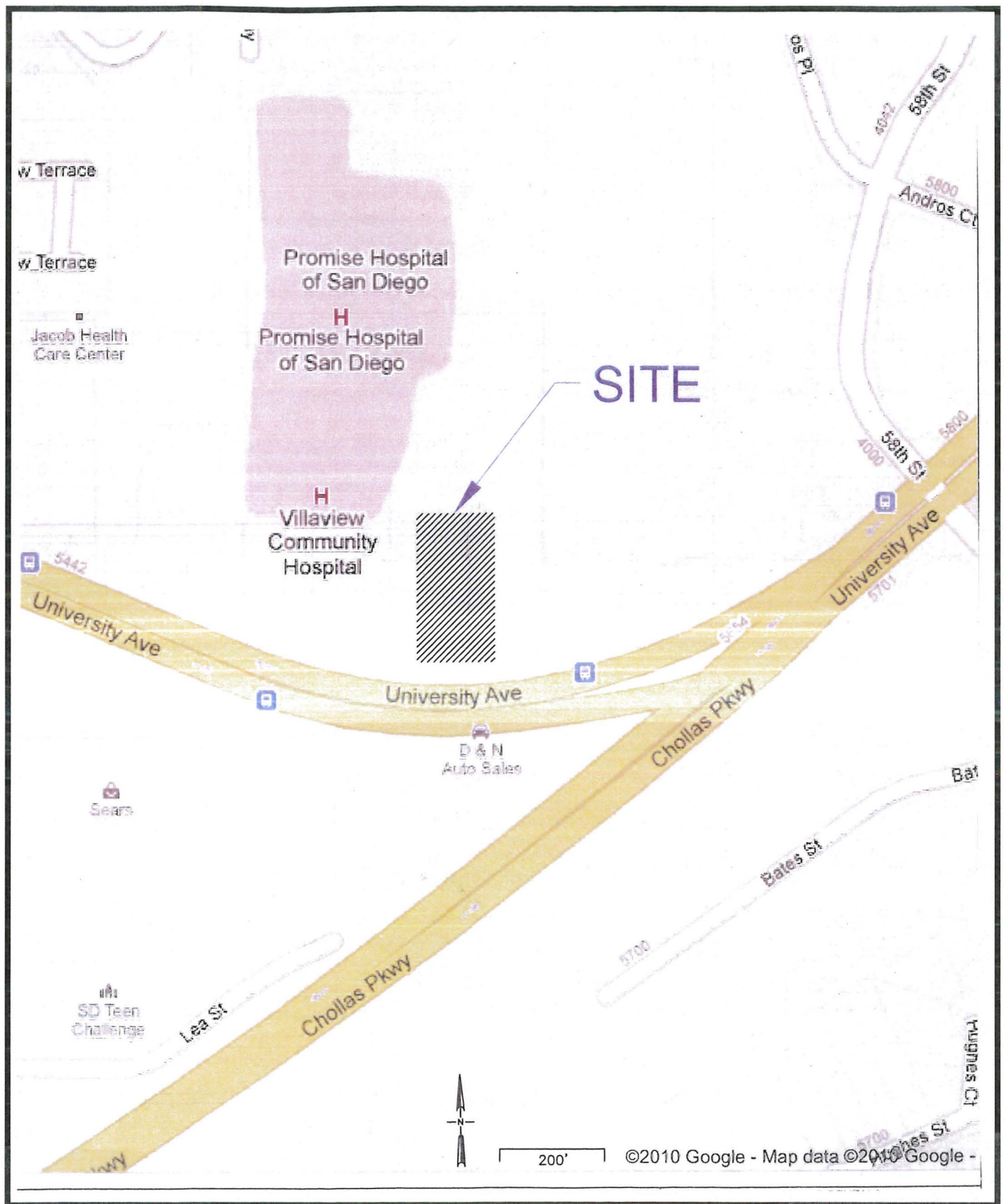
**XIX. Water Conservation**

- ☐ Sunset Magazine, *New Western Garden Book*, Rev. ed. Menlo Park, CA: Sunset Magazine

**XX. Water Quality**

- ☒ Clean Water Act Section 303(b) list, [http://www.swrcb.ca.gov/tmdl/303d\\_lists.html](http://www.swrcb.ca.gov/tmdl/303d_lists.html)
- ☒ Site Specific Report:
  - Priority Development Project Storm Water Quality Management Plan, University Manor, LLC., prepared by John M. Cruikshank, Consultants, Inc., June 29, 2018.
  - Storm Water Pollution Prevention Plan for the University Manor, LLC., prepared by John M. Cruikshank, Consultants, Inc., March 24, 2017.
  - Storm Water Requirements Applicability Checklist – Form DS-560, University Manor Mixed-Use, Cycle 10.





THE CITY OF SAN DIEGO

## Location Map

University Manor Mixed-Use Project No. 503848

City of San Diego – Development Services Department

Figure

1



## City of San Diego – Development Services Department

