



THE CITY OF SAN DIEGO

ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT

Project Number 657591
Addendum to EIR No. 518009
SCH Number 2017071066

SUBJECT: **MISSION VALLEY HOME DEPOT/SCOTTISH RITE REDEVELOPMENT:** A SITE DEVELOPMENT PERMIT, a NEIGHBORHOOD DEVELOPMENT PERMIT, a PLANNED DEVELOPMENT PERMIT, and an EASEMENT/RIGHT-OF-WAY VACATION, and STORM DRAIN RELOCATION AND VACATION to demolish the existing Scottish Rite building (approximately 63,822 square feet) and San Diego Auto Connection building (approximately 7,124 square feet) and construct a new Scottish Rite building (approximately 40,000 square feet), and Home Depot (approximately 106,688 square feet of building and approximately 17,916 square feet of garden center, and garage structure). The new Scottish Rite building of approximately 40,000 square feet would be smaller in size than the existing building. The Home Depot would be approximately 106,688 square feet of enclosed building area and 17,916 square feet of garden center with both surface parking and structured parking. The project site is within the Mission Valley Community Plan and has a land use designation of Regional Office and Visitor Commercial. (LEGAL DESCRIPTION: APN 438-090-3300 and 438-090-3400).
Applicant: Home Depot U.S.A., Inc.

I. PROJECT DESCRIPTION

The project site is a part of the Mission Valley Community Plan Update (CPU) Program Environmental Impact Report (PEIR) (Project No. 518009/SCH No. 2017071066; Appendix A). The Mission Valley CPU PEIR was approved on September 10, 2019 and analyzed an update to the Community Plan that guides development of the entire Mission Valley community.

The proposed Mission Valley Home Depot/Scottish Rite Redevelopment Project (project) requires a Site Development Permit, a Neighborhood Development Permit, a Planned Development Permit, an Easement/Right-of-Way Vacation, and a Storm Drain Relocation and Vacation. The Site Development Permit is for a Large Retail Establishment and for Environmentally Sensitive Lands. The Neighborhood Development Permit is for a 20 percent increase in the height of a retaining wall proposed behind the Home Depot building to allow for a reduction in the steepness of the slope to the south of the building. The Planned Development Permit is to utilize the current CR-1-2 zoning setback in lieu of the setback established in Map 3546 from 1956 or from Ordinance 8743 dated June 25, 1962. The Storm Drain Relocation is to vacate an existing storm drain easement that passes beneath the proposed Home Depot building to go around the proposed building. The right-of-way

per Final Map No. 3546, the northwesterly 25 feet of said Lot 1 designated on the Map of Bowlero as reserved for future street, is being vacated because it is no longer needed. A Revestment of Abutter's Right to allow access into the proposed new Scottish Rite building and lot line adjustment are ministerial actions that are not part of this discretionary entitlement and will subsequently be processed separately.

The project site is located at 1561/1545 Camino del Rio South (APN 438-090-3400, referenced as Parcel B) and 1895 Camino del Rio South (APN 438-090-3300, referenced as Parcel A). The project site is within the city of San Diego, south of Interstate 8, west of Interstate 805, south of Camino del Rio South, between Mission Center Road and Texas Street within the Mission Valley community planning area (Figure 1). The project site is found in the Pueblo Lands of San Diego Land Grant of the U.S. Geological Survey (USGS) 7.5-minute topographic map, La Jolla quadrangle (Figure 2; USGS 1994) and City of San Diego (City) 800' scale map, Number 266-1689 (Figure 3). The project location is shown on an aerial photograph in Figure 4.

The project proposes to demolish the existing Scottish Rite building (approximately 63,822 square feet) on Parcel A and San Diego Auto Connection building (approximately 7,124 square feet) on Parcel B and construct a new Scottish Rite building (approximately 40,000 square feet) on a lot line adjusted Parcel B, and Home Depot (approximately 106,688 square feet of building and approximately 17,916 square feet of garden center, and garage structure) on the lot line adjusted Parcel A (Figure 5).

The new Scottish Rite building would be smaller in size than the existing building but would incorporate reconfigured and optimized meeting spaces (lodge rooms) for members and office space on the new second floor. The Scottish Rite operates a Children's Language Center as part of their philanthropic efforts. The new facility would have exam rooms to better serve individual treatment and provide appropriate functions (i.e., separate restrooms, entry, and administration) to increase operational effectiveness.

The new Home Depot facility would consist of approximately 106,688 square feet of enclosed building space and 17,916 square feet of garden center with both surface parking and a parking structure. The Home Depot store proposes to display and sell various seasonal items in a designated seasonal sales area in the parking lot that would be enclosed with a 6-foot fence. Included among these items are expected to be trees, plants, nursery materials, and Christmas trees. This seasonal area would not be used to store building materials or home improvement items. The seasonal display area in the parking lot would take place from March 1 to July 31 and November 15 to December 31. The Home Depot store also permanently displays a number of items such as barbecues, patio furniture, and material and fencing displays within areas located along the front of the store, which are to be designated with green striping.

The Home Depot would include outdoor display and staging areas and these areas are limited to the designated locations, which would be clearly striped in yellow in the parking lot. The purpose for the staging area is to allow for products to be unloaded and taken off the flat-bed trucks to be brought into the store or garden center within 72 hours. This is to ensure that merchandise is available during heavy sale periods to keep products on-site and avoid additional trucking.

Zoning and Overlay Designations

The project site is located within the following zoning and overlay designations:

- CR-2-1 Regional Commercial Zone
- Community Plan Implementation Overlay Zone A (CPIOZ-A)
- Mission Valley Cultural Sensitivity Area (Level: Low)
- Transit Priority Area
- Partially within Transit Area Overlay Zone
- Airport Land Use Compatibility Area (Montgomery Field)
- Airport Influence Area (Montgomery Field/SDIA Review Area 2)
- FAA Part 77 Noticing Area (Montgomery/SDIA)

II. ENVIRONMENTAL SETTING

The project site is located within the city of San Diego, south of Interstate 8, west of Interstate 805, south of Camino del Rio South, between Mission Center Road and Texas Street within the Mission Valley community planning area (see Figure 1). The project site is found in the Pueblo Lands of San Diego Land Grant of the USGS 7.5-minute topographic map, La Jolla quadrangle (see Figure 2; USGS 1994) and City 800' scale map, Number 266-1689 (see Figure 3). The project location is shown on an aerial photograph in Figure 4.

The project site is composed of the existing Scottish Rite Center, existing Auto Connection Car Dealership, parking lots, and north- and west-facing slopes consisting of disturbed and native vegetation (Figure 6). A portion of the City Multi-Habitat Planning Area (MHPA) is immediately adjacent to the project site to the south (Figure 7).

III. SUMMARY OF ORIGINAL PROJECT

The Mission Valley CPU PEIR analyzed updates to the Community Plan that guide development of the entire Mission Valley community. The approved CPU is a policy document which describes the community's vision and identifies strategies for enhancing community character and managing change. It includes goals, policies, and implementing actions to guide local decision-making and public investments for the CPU area in the future. Development in Mission Valley is guided and regulated through the CPU, the San Diego Municipal Code (SDMC), the General Plan, and applicable specific plans.

The Mission Valley community planning area is generally bounded by Friars Road and the northern slopes of the valley on the north, the eastern banks of the San Diego River on the east, the southern slopes of the valley on the south, and Interstate 5 on the west, encompassing an area of approximately five square miles. Mission Valley is bordered by several other community planning areas: Old Town San Diego, Uptown, Greater North Park, Normal Heights, Kensington-Talmadge, and College Area to the south, Navajo to the east, Tierrasanta, Kearny Mesa, Serra Mesa, and Linda Vista to the north, and Mission Bay Park to the west.

No discretionary permits were identified to be associated with the existing project site. In August, 1989 C-20133 was approved for a variance with conditions to maintain approximately 448 linear feet of 6-foot-high open fence to observe a zero front yard setback within the 50-foot established setback where only a 3-foot high fence is permitted.

IV. ENVIRONMENTAL DETERMINATION

The City prepared and certified the Mission Valley CPU PEIR (Project No. 518009/SCH No. 2017071066). Based on all available information in light of the entire record, the analysis in this Addendum, and pursuant to Section 15162 and 15164 of the State California Environmental Quality Act (CEQA) Guidelines, the City has determined the following:

- There are no substantial changes proposed in the project which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental document was certified as complete or was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous environmental document;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous environmental document;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous environmental document would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based upon a review of the project, none of the situations described in Sections 15162 of the State CEQA Guidelines apply and pursuant to Section 15164 this Addendum is the appropriate document for analysis of the project. There are no substantial changes to the project, no changes in

circumstances have occurred, and no new information of substantial importance has manifested, nor would result in new significant or substantially increased adverse impacts as a result of the project. Therefore, this Addendum has been prepared in accordance with Section 15164 of the State CEQA Guidelines. Public review of this Addendum is not required per CEQA.

V. IMPACT ANALYSIS

This Addendum includes the following subsequent impact analysis that demonstrates that environmental impacts associated with the project are consistent with the previously certified PEIR. The following includes the environmental issues analyzed in detail in the PEIR as well as the project-specific analysis pursuant to CEQA. The analysis in this document evaluates the adequacy of the PEIR relative to the project. The following analysis documents that the proposed project-related modifications and/or refinements would not cause new or more severe significant impacts than those identified in the 2019 Mission Valley CPU PEIR nor otherwise trigger the need for a subsequent or supplemental EIR.

The Mission Valley CPU PEIR identified significant and unmitigable impacts relative to Air Quality, Historical, Cultural and Tribal Cultural Resources, Hydrology and Water Quality, Noise, Public Services and Facilities, Public Utilities and Infrastructure, and Transportation. All other impacts were less than significant with or without mitigation.

An analysis of the impacts of the project compared with the impacts analyzed in the previous PEIR is presented below. This comparative analysis has been undertaken, pursuant to the provisions of CEQA, to provide City decision makers with the factual basis for determining whether any changes in the project, any changes in circumstances, or any new information since the PEIR was certified require additional environmental review. The basis for each of the findings is explained in the analysis that follows.

The current project is implementing the Regional Commercial Land Use designation for this property as identified in the approved Mission Valley CPU PEIR to demolish the existing Scottish Rite building (approximately 63,822 square feet) on Parcel A and San Diego Auto Connection building (approximately 7,124 square feet) on Parcel B and construct a new Scottish Rite building (approximately 40,000 square feet) on Parcel B, and Home Depot (approximately 106,688 square feet of building and approximately 17,916 square feet of garden center, and garage structure) on Parcel A. Relative to the Mission Valley CPU PEIR, the analysis provided below demonstrates that there would be no new significant impacts that would result from the project and there is no information in the record or otherwise available that indicates that there are substantial changes in circumstances that would require major changes to the PEIR or otherwise trigger the need for a subsequent or supplemental EIR. A summary of project impacts in relation to the 2019 PEIR is provided in Table 1.

Table 1 Impact Assessment Summary				
Environmental Issues	Previous Final PEIR Finding	Project	New Mitigation?	Project Resultant Impact
Air Quality	Significant, unmitigated	No new impacts	No	Significant, unmitigated
Biological Resources	Less than significant	No new impacts	No	Less than significant
Geology/Soils	Less than significant	No new impacts	No	Less than significant
Greenhouse Gas Emissions	Less than significant	No new impacts	No	Less than significant
Hazards and Hazardous Materials	Less than significant	No new impacts	No	Less than significant
Historical, Cultural, and Tribal Cultural Resources	Significant, unmitigated	No new impacts	Yes	Mitigated to a level Less than significant
Hydrology/Water Quality	Significant, unmitigated	No new impacts	No	Less than significant
Land Use	Less than significant	No new impacts	No	Less than significant
Noise	Significant, unmitigated	No new impacts	No	Less than significant
Paleontological Resources	Less than significant	No new impacts	Yes	Less than significant
Public Services and Facilities	Significant, unmitigated	No new impacts	No	Less than significant
Public Utilities and Infrastructure	Significant, unmitigated	No new impacts	No	Less than significant
Transportation	Significant, unmitigated	No new impacts	No	Significant, unmitigated
Visual Effects and Neighborhood Character	Less than significant	No new impacts	No	Less than significant

Air Quality

Mission Valley CPU PEIR

The Mission Valley CPU PEIR determined that the proposed CPU would increase residential, commercial, and retail development potential within the CPU area, which would result in greater density. Buildout of the proposed land uses would increase future emissions and therefore would conflict with implementation of the Regional Air Quality Strategy (RAQS) and could have a potentially significant impact on regional air quality. Additionally, future Vehicle Miles Traveled (VMT) associated with buildout of the CPU would be greater than the VMT associated with buildout of the previously adopted Community Plan, thereby resulting in greater mobile source emissions. Therefore, emissions of ozone precursors (reactive organic gases (ROG) and oxides of nitrogen (NO_x) would be greater than what is accounted for in the RAQS. Thus, the approved CPU conflicts with implementation of the RAQS and could have a potentially significant impact on regional air quality. MM-AQ-1 within the PEIR would reduce significant impacts of the approved CPU by requiring the City to provide the information needed to update the RAQS and the State Implementation Plan (SIP). However, as updates to the air quality plans are within the San Diego Air Pollution Control District's

(SDAPCD's) jurisdiction, the effectiveness of this mitigation measure was not guaranteed during time of project approval. Therefore, the City found the impact would remain significant and unavoidable.

Additionally, subsequent discretionary development projects would need to analyze specific construction-related criteria air pollutant impacts to ensure that emissions remain below the SDAPCD thresholds.

Further, the certified PEIR determined that implementation of the adopted CPU would not result in any carbon monoxide (CO) hotspots. Exposure of sensitive receptors to diesel particulate matter (DPM) from construction projects would be less than significant as construction activities would occur intermittently and at various locations over the lifetime of the adopted CPU, and DPM is highly dispersive. The adopted CPU policies, implementing actions, and design guidelines support infill, mixed-use, higher density, and transit-oriented development that would benefit regional air quality. Implementation of the adopted CPU would be consistent with the goals of the California Air Resources Board (CARB) handbook and would minimize exposure of sensitive receptors to mobile source emissions. The adopted CPU would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

As odor generation is generally confined to the immediate vicinity of the source, the certified PEIR determined that the CPU would not create operational-related objectionable odors affecting a substantial number of people. New and existing facilities are required to comply with SDAPCD Rule 51 to prevent nuisances to sensitive land uses. Therefore, impacts related to objectionable odors would be less than significant.

Project

Project-specific construction and operational air emissions were calculated using California Emissions Estimator Model (CalEEMod) (RECON Environmental [RECON] 2020a) to assess impacts associated with air quality emissions associated with the project consistent with the Mission Valley CPU Final PEIR mitigation framework.

The RAQS is the applicable regional air quality plan that sets forth the SDAPCD's strategies for achieving the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The San Diego Air Basin is designated non-attainment for the state ozone standard. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the state standards for ozone. The two pollutants addressed in the RAQS are reactive organic gases and nitrogen oxides, which are precursors to the formation of ozone. The CARB mobile source emission projections and San Diego Association of Governments (SANDAG) growth projections are based on population, vehicle trends, and land use plans developed in general plans and used by SANDAG in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the General Plan would be consistent with the RAQS. The land use designation for the project site is Regional Office and Visitor Commercial. The project is zoned CR-2-1 Regional Commercial. The project would be consistent with these existing Mission Valley CPU land use and zoning designations. As discussed, the approved CPU conflicts with implementation of the RAQS. MM-AQ-1

requires the City to provide the information needed to update the RAQS and the SIP. Once the RAQS and SIP are updated to reflect the Mission Valley CPU land uses, the CPU and thus the project would be consistent with the growth assumptions used to develop the revised RAQS and SIP. However, as updates to the air quality plans are within the SDAPCD's jurisdiction, the effectiveness of this mitigation measure was not guaranteed during time of project approval. Therefore, as with the Mission Valley CPU, impacts would remain significant and unavoidable.

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related emissions include fugitive dust from grading activities, equipment exhaust, trips, and power consumption. Construction emissions for the project were modeled assuming that construction would begin in 2021 and last for approximately 16 months. Primary inputs are the numbers of each piece of equipment and the length of each construction stage. Specific construction phasing and equipment parameters are not available at this time. However, CalEEMod can estimate the required construction equipment when project-specific information is unavailable. The estimates are based on surveys, performed by the South Coast Air Quality Management District and the Sacramento Metropolitan Air Quality Management District, of typical construction projects which provide a basis for scaling equipment needs and schedule with a project's size. Air emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters. Table 2 shows the total projected construction maximum daily emission levels for each criteria pollutant. The CalEEMod output files for construction emissions are contained in Attachment 1.

Table 2 Summary of Worst-case Construction Emissions (pounds per day)						
Construction	Pollutant					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition	3	36	23	<1	6	2
Site Preparation	4	41	22	<1	20	12
Grading	4	46	31	<1	11	5
Building Construction/ Architectural Coatings	15	27	26	<1	3	2
Paving	2	11	15	<1	1	1
Maximum Daily Emissions	15	46	31	<1	20	12
<i>Significance Threshold</i>	<i>137</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
ROG = reactive organic gases; NO _x = oxides of nitrogen; CO = carbon monoxide; SO _x = oxides of sulfur; PM ₁₀ = particulate matter with an aerodynamic diameter of 10 microns or less; PM _{2.5} = particulate matter with an aerodynamic diameter of 2.5 microns or less						

Standard dust control measures would be implemented as a part of project construction in accordance with SDAPCD rules and regulations. Fugitive dust emissions were calculated using CalEEMod default values, and did not take into account the required dust control measures. Thus, the emissions shown in Table 2 are conservative. For assessing the significance of the air quality

emissions resulting during construction of the project, the construction emissions were compared to the City significance thresholds shown in Table 2 (City of San Diego 2016). As shown in Table 2, maximum daily construction emissions associated with the project are projected to be less than the applicable thresholds for all criteria pollutants. Construction-related air quality impacts would be less than significant, and project construction would not result in emissions that would exceed the NAAQS or CAAQS, or contribute to existing violations, resulting in a less than significant impact. Also, the project would not result in the generation of 100 pounds per day or more of particulate matter. Therefore, impacts would be less than significant.

Operations emissions generated by the project would come from mobile sources as well as area and energy sources (consumer products, landscape maintenance, architectural coatings, natural gas use, etc.). The project would generate a total of 5,678 daily driveway trips (Linscott, Law & Greenspan, Engineers [LLG] 2020). Based on regional data compiled by CARB as part of the emission factor model, the average regional trip length for all passenger car, light duty trucks, medium duty vehicles, and motorcycles in San Diego County in 2022 is 7.47 miles¹ (CARB 2017). Table 3 provides a summary of the operational emissions generated by the project. CalEEMod output files for project operation are contained in Attachment 1. As shown, project-generated emissions are projected to be less than the City's significance thresholds (City of San Diego 2016) for all criteria pollutants. Therefore, project operation would not generate regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations, and impacts would be less than significant.

Table 3 Summary of Project Operational Emissions (pounds per day)						
Source	Pollutant					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	4	<1	<1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	7	26	58	<1	14	4
Total	11	26	59	<1	14	4
<i>Significance Threshold</i>	<i>137</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
NOTE: Totals may vary due to independent rounding. ROG = reactive organic gases; NO _x = oxides of nitrogen; CO = carbon monoxide; SO _x = oxides of sulfur; PM ₁₀ = particulate matter with an aerodynamic diameter of 10 microns or less; PM _{2.5} = particulate matter with an aerodynamic diameter of 2.5 microns or less						

Sensitive receptors include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. A church and a school are located at the eastern project boundary, and single-family residential uses are located approximately 450 feet south of the project site. Project construction would result in the generation of DPM emissions from

¹Average trip lengths for Mission Valley are lower, but the air quality analysis conservatively used the higher EMFAC average regional trip length.

the use of off-road diesel construction equipment required for site grading and earthmoving, trenching, asphalt paving, and other construction activities. Generation of DPM from construction projects typically occurs in a single area for a short period. Construction is anticipated to last for approximately 16 months. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were 16 months, the exposure would be 5 percent of the total exposure period used for health risk calculation. Although the nearest receptor is adjacent to the eastern project boundary, the average distance between the receptor and the construction equipment would be much greater since construction activities would occur throughout the entire site. All construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation, which limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements. Therefore, due to the limited duration of construction activities, the average distance to the nearest sensitive receptor, and implementation of the In-Use Off-Road Diesel-Fueled Fleets Regulation, DPM generated by project construction would not expose sensitive receptors to substantial pollutant concentration. Impacts would be less than significant.

The project does not include any uses that are typically associated with odor complaints. The project does not propose any uses or activities that would result in potentially significant operational-source odor impacts. Consistent with City requirements, all project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on-site. The project is not expected to generate significant objectionable odors affecting a substantial number of people. Impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project requires a major change to the PEIR. The project would not create any new significant impact, nor would a substantial increase in the severity of impacts from that described in the PEIR result.

Biological Resources

Mission Valley CPU PEIR

The Mission Valley CPU PEIR determined that the CPU area contains sensitive upland vegetation communities, including coastal sage scrub and disturbed coastal sage scrub (Tier II) and chaparral (Tier IIIA), as well as sensitive plants San Diego ambrosia (*Ambrosia pumila*) and decumbent goldenbush (*Isocoma menziesii*). Most of the sensitive habitats within the CPU area are located within the City's MHPA and would not be subject to potential impacts associated with future development as limited development is permissible within the MHPA. Future site-specific environmental review and associated compliance with the City's Environmentally Sensitive Lands (ESL) Regulations, Biology Guidelines, and the provisions of the Multiple Species Conservation Program (MSCP) Subarea Plan including Section 3503 of the California Fish and Game Code are

ensured through the requirement for discretionary review for future projects within the designated Community Plan Implementation Overlay Zone (CPIOZ) identified within the CPU area. Potential indirect impacts to sensitive habitats and wildlife species within MHPA would be protected through required implementation of MHPA Land Use Adjacency Guidelines. Impacts to sensitive species would be less than significant.

The PEIR found that compliance with the established development standards contained in the City's ESL Regulations, Biology Guidelines, MSCP Subarea Plan, and MHPA Land Use Adjacency Guidelines would ensure that impacts to sensitive vegetation communities and sensitive plants would be less than significant.

The PEIR found that future development projects would be reviewed on a project-by-project basis to determine if impacts to wetlands would occur. If impacts would occur, projects would be regulated by the U.S. Army Corps of Engineers according to Section 404 of the Clean Water Act (CWA), the Regional Water Quality Control Board in accordance with Section 401 of the CWA, the California Department of Fish and Wildlife under Section 1600 of California Fish and Game Code, and the City in accordance with the Biology Guidelines, the ESL Regulations, and the MSCP Subarea Plan. With implementation of the existing regulatory framework and the proposed supplemental development regulations of the San Diego River CPIOZ, impacts to riparian habitats and wetlands would be less than significant.

Additionally, the PEIR found that the CPU would not change land uses that would allow development within the San Diego River corridor that could impede wildlife corridors or nursery sites; therefore, no impact to wildlife corridors would occur. To avoid impacts on migratory or nesting birds, pre-construction nest survey would be required if construction would occur in potential or known habitat during the typical bird breeding season to ensure that impacts to nesting birds or their eggs, chicks, or nests would be less than significant.

Further, the PEIR found that the adopted CPU would be generally consistent with existing MHPA preserve areas as existing preserve would remain planned as open space. Minor development within MHPA, such as footings for new pedestrian bridges are a consistent use within the MHPA. Projects that could affect the MHPA would be required to comply with MHPA Land Use Adjacency Guidelines. Implementation of the adopted CPU would not result in a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan or local policy protecting biological resources. Therefore, impacts would be less than significant.

Project

The Mission Valley CPU PEIR determined that future project compliance with the City's MSCP Subarea Plan, and Biology Guidelines would ensure that impacts related to biological resources would be less than significant. Therefore, a site-specific Biological Resources Report was prepared for the project by RECON to evaluate consistency with these documents, which is included as Attachment 2 (RECON 2020b). The report provides all the necessary biological data and background information required for environmental analysis according to guidelines set forth in the City's MSCP

Subarea Plan (1997) and the City Biology Guidelines (2018). The results of the report are summarized below.

Sensitive Habitats

Project grading, construction, and landscaping would impact 10.4 acres including 0.06 acre of coastal sage scrub along the southern boundary of the project site, which is considered an ESL Tier II sensitive habitat. The remainder of the impacts would be to disturbed and developed lands, which are not considered sensitive by the City. The impacts to vegetation communities/land cover types from the proposed project are listed in Table 4 and shown on Figure 8.

Table 4			
Impacts to Vegetation Communities and Land Cover Types (acres)			
Vegetation Communities and Land Cover Types	ESL Tier	Existing within Project Boundary	Project Impacts
Coastal sage scrub	II	1.0	0.06
Disturbed land	IV	4.1	3.3
Developed land	N/A	8.9	7.0
TOTAL*	-	14.0	10.4
ESL = Environmentally Sensitive Lands			
*Totals may vary due to rounding.			

The significance thresholds designated in the City Biology Guidelines (City of San Diego 2018) state that all impacts to upland habitats classified under Tiers I through IIIB habitats under 0.1-acre are considered less than significant. Therefore, the Impacts to 0.06 acre of coastal sage scrub would not be considered significant and would not require mitigation. Impacts to disturbed land are not considered significant and do not require mitigation.

Sensitive Plant Species

No sensitive plant or narrow endemic plant species were observed on-site and none are expected to occur within the project impact area. Therefore, no impacts are anticipated to occur to sensitive plants.

Sensitive Wildlife Species

Three sensitive wildlife species have moderate potential to occur in the coastal sage scrub on-site. The loss of vegetation associated with the proposed project is minimal and these impacts are not expected to reduce the wildlife populations below self-sustaining levels and are considered less than significant. Furthermore, compliance with the MSCP Subarea Plan Land Use Adjacency Guidelines and area-specific management directive would ensure there would be no subsequent impacts to MSCP covered species within the adjacent MHPA.

Indirect Impacts

The project boundary is located adjacent to the MHPA and thus would be required to comply with MHPA Land Use Adjacency Guidelines as a condition of project approval in order to avoid potential indirect impacts to MHPA lands and adjacent sensitive habitats and species. Compliance with the

City's Land Use Adjacency Guidelines as described in Attachment 2 would preclude indirect project impacts to the MHPA.

Based on the foregoing analysis and information from the Biological Resources Report, there is no evidence that the project requires a substantial change to the PEIR. The project would not create any new significant impact, nor would a substantial increase in the severity of impacts from that described in the PEIR result.

Geology/Soils

Mission Valley CPU PEIR

The Mission Valley CPU PEIR determined that adherence to the SDMC, CBC, and other regulatory requirements would reduce impacts related to geologic hazards to an acceptable level of risk and impacts would be less than significant. The PEIR determined that SDMC Section 142.0146 requires grading work to incorporate erosion and siltation control measures in accordance with Chapter 14, Article 2, Division 4 (Landscape Regulations) and the standards established in the Land Development Manual. Conformance to such mandated City grading requirements would ensure that grading and construction operations for future projects located within the CPU would avoid significant soil erosion impacts. Furthermore, any development involving clearing, grading, or excavation that causes soil disturbance of one or more acres, or any project involving less than one acre that is part of a larger development plan, is subject to NPDES General Construction Storm Water Permit provisions. Additionally, any development of significant size within the City would be required to prepare and comply with an approved Storm Water Pollution Prevention Plan that would consider the full range of erosion control best management practices (BMPs), including any additional site-specific and seasonal conditions.

The PEIR determined that the majority of the CPU is mapped on soils with high potential for liquefaction. While the potential for geologic or soil instability exists in the CPU area, site-specific geotechnical investigations required for future projects would identify any such potential hazards, and provide recommendations to reduce the potential hazards to an acceptable level of risk. Adopted CPU policies and Implementing Actions that address other geologic and seismic hazards would serve to further reduce potential impacts. With adherence to existing SDMC, CBC, and other regulations, and implementation of the adopted CPU, potential impacts associated with expansive soils should be reduced to an acceptable level of risk and impacts would be less than significant.

Project

The Mission Valley CPU PEIR determined that adherence to the SDMC, CBC, and other regulatory requirements would reduce impacts related to geologic hazards to a level less than significant. Therefore, a site-specific Preliminary Geotechnical Engineering Investigation Report (2020) was prepared for the project by Moore Twining Associates, Inc. to evaluate whether potential geological hazards are present on the project site and how they would be address consistent with applicable regulatory guidance (Attachment 3). The results of the report are summarized below. As indicated in the Preliminary Geotechnical Engineering Investigation Report, the northern portion of the project site is located within a zone designated as high liquefaction potential. However, the results of the

liquefaction analyses indicate the potential for liquefaction to impact the site improvements is low due to the depth of soils susceptible to liquefaction. The proposed Scottish Rite building and Home Depot are located outside the high liquefaction zone.

The hillside south of the project site is “generally susceptible” to landsliding. The mapping identifies a slide area on an east-facing slope within the side canyon which is located south of the site as having the “most susceptible” designation. However, no landslides are mapped within the subject site. Additionally, no natural “steep hillsides” would be impacted by the project. The existing hillside south of the site is located in City of San Diego geologic hazard category 53, which indicates: “sloping terrain, unfavorable geologic structure, low to moderate risk.” As identified in the Preliminary Geotechnical Engineering Investigation Report (2020; see Attachment 3), bedding local to the site is neutral with respect to gross stability. Therefore, the slope is considered stable and potential gross instability of the upper native slope is low.

Based on the results of the geotechnical investigation, the geologic consultant has adequately addressed the soil and geologic conditions potentially affecting the site; and therefore, it was concluded that the planned construction would be feasible from a geotechnical standpoint. Additionally, the project would be required to comply with the CBC that would reduce impacts to people or structures to an acceptable level of risk. Implementation of proper engineering design and utilization of standard construction practices, to be verified at the building permit stage, would ensure that the potential for impacts from regional geologic hazards would remain less than significant.

Project grading would be minor. Therefore, no new additional significant impacts to geology and soils would occur compared to the previous PEIR, and no new mitigation measures are required. Based on the foregoing analysis and information, there is no evidence that the project requires a substantial change to the PEIR. The project would not create any new significant impact, nor would a substantial increase in the severity of impacts from that described in the PEIR result.

Greenhouse Gas Emissions and Energy

Mission Valley CPU PEIR

The Mission Valley CPU PEIR determined that greenhouse gas (GHG) emissions would be generated due to the increased density that would be allowed under the CPU. However, this increase would be a direct result of the implementation of Climate Action Plan (CAP) Strategies and the General Plan’s City of Villages Strategy. Increasing residential and commercial density along transit corridors and within a transit priority area (TPA) would support the City in achieving its GHG emissions reduction targets under the CAP. The CPU contains policies and design guidelines that are consistent with the CAP and its five primary strategies. The CAP’s Monitoring and Reporting Program Measure 1.4 calls for City staff to annually evaluate City policies, plans (including the CAP), and codes as needed to ensure that reduction targets outlined by the CAP are met. The City can therefore amend land use plans or regulations to support more GHG reduction strategies. The CPU would be consistent with and would implement the CAP.

Further, the PEIR determined that future development implemented under the adopted CPU would be required to meet the mandatory energy requirements of CALGreen and the California Energy Code (Title 24, Part 6 of the California Code of Regulations) in effect at the time of development. Therefore, long-term operational energy impacts would be less than significant.

Project

Greenhouse Gas Emissions

Consistent with the Mission Valley CPU PEIR, a site-specific CAP Consistency Checklist was prepared for the project by ZAAP-Ziebarth Associates and is included as Attachment 4. The Mission Valley CPU identified the proposed project site land use as Regional Office-Visitor Commercial and rezoned the property from MVCO-CV (Commercial Office-Commercial Visitor) to CR-2-1 Regional Commercial. The project would be consistent with these existing land use and zoning designations. As disclosed in the CPU PEIR, the CPU designations were consistent with the CAP as they promote new development in TPAs. Therefore, the project would be consistent with the land use assumptions used to develop the CAP. However, as outlined under Strategy 3 Item 7 in the CAP Checklist, the project would accommodate over 50 tenant occupants (employees) and therefore require a Transportation Demand Management (TDM) program found in Appendix B of Attachment 11. The TDM has been designed to reduce the number of trips which would be generated by the employees who work at the site.

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

Energy

Energy used during construction of the project would not be considered significant given the short-term nature of the energy consumption. In regard to long-term operational related energy consumption, the project would be consistent with the land use and zoning designations analyzed in the Mission Valley CPU Final PEIR, and development of the project would not result in any new or more severe impacts related to electrical power or fuel consumption in comparison to what was previously analyzed. Therefore, the project would not result in the use of excessive amounts of fuel or other forms of energy and would not result in a need for new electrical systems or require substantial alteration of existing utilities.

Construction of the project would consume energy through the operation of heavy off-road equipment, trucks, and worker traffic. However, all equipment would be required to meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards. Engines are required to meet certain emission standards, and groups of standards are referred to as Tiers. A Tier 0 engine is unregulated with no emission controls, and each progression of standard level (i.e., Tier 1, Tier 2, Tier 3, etc.) generate lower emissions, use less energy, and are more advanced technologically than the previous tier. CARB's Tier 3 In-Use Off-Road Diesel Engine Standards requires that construction equipment fleets become cleaner and use less energy over time. Section 4.4 of the Mission Valley CPU Final PEIR

determined that there are no known conditions within the planning area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical fuel consumption rates. Construction of the project would be consistent with this conclusion. Therefore, the project would not result in the use of excessive amounts of fuel or other forms of energy (electricity or natural gas) during construction, and impacts would be less than significant.

The project would be required to meet the mandatory energy requirements of CALGreen and the version of the California Energy Code (Title 24, Part 6 of the California Code of Regulations) that is in effect at the time building permits are obtained. The current version of the Energy Code, known as 2019 Title 24, or the 2019 Energy Code, became effective January 1, 2020. The 2019 Energy Code provides mandatory energy efficiency measures as well as voluntary tiers for increased energy efficiency. Each version of the Energy Code is more energy efficiency than previous versions.

The project would be required to meet the mandatory energy standards of the California Energy Code, Title 24 Building Energy Standards of the California Code of Regulations and comply with the energy conservation requirements of the CAP Checklist. Additionally, the project would be served by San Diego Gas & Electric, which currently has an energy mix that includes 43 percent renewable energy and is on track to achieve 50 percent renewable energy content by 2030 as required by the State of California's Renewable Portfolio Standards. Therefore, the project would not result in the use of excessive amounts of energy, create unnecessary energy waste, or conflict with any adopted plan for renewable energy efficiency, and impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a substantial change to the PEIR. The project would not result in a new significant impact, nor would a substantial increase in the severity of impacts from that described in the PEIR result.

Hazards and Hazardous Materials

Mission Valley CPU PEIR

The Mission Valley CPU PEIR determined while there is Moderate fire threat throughout the CPU area, implementation of policies and regulations within the General Plan, San Diego Fire Code, San Diego Building Regulations, Off-Site Development Impact Regulations, and Brush Management Regulations, as well as policies within the CPU would serve to reduce the availability of fuels to limit the spread of potential wildfires. In accordance with City, state, and federal requirements, any new development that involves contaminated property would necessitate the cleanup and/or remediation of the property in accordance with applicable requirements and regulations. For any new schools, it is the responsibility of the school district or private entity to perform an in-depth analysis of any potential hazards at the project level. The CPU also includes policies and implementing actions regarding the management of hazardous waste sites.

The PEIR determined that the CPU would not physically interfere with any known adopted emergency plans. Furthermore, the CPU includes policies and implementing actions to improve the existing transportation infrastructure, which may improve evacuation and emergency response times. The CPU is located in two Airport Influence Area (AIA) review areas. With adherence to

existing policies and regulations, compliance with the provisions of the San Diego International Airport (SDIA) and Montgomery Field Airport Land Use Compatibility Plan (ALUCP), and implementation of CPU policies, potential hazards from airport operations would be minimized and impacts would be less than significant.

Further, according to a search of federal, state, and local regulatory databases, 2,000 documented hazardous material release cases were identified within the CPU area. A final list of 46 sites were selected if they had an unauthorized release of contaminants, were (or had been) under regulatory oversight, and had residual contamination with potential adverse effects in the CPU area. Adherence to existing policies, CPU policies, and federal, state, and local regulations would reduce potential impacts to a less than significant level.

Project

Consistent with the Mission Valley CPU PEIR, the project site is located in an area with moderate fire threat. Implementation of policies and regulations within the General Plan, San Diego Fire Code, San Diego Building Regulations, Off-Site Development Impact Regulations, and Brush Management Regulations, as well as policies within the CPU would serve to reduce the availability of fuels to limit the spread of potential wildfires.

Project operations would be conducted in compliance with hazardous materials regulations, including the proper use, transport, and disposal of hazardous materials and preparation of a Hazardous Materials Business Plan (if warranted) for project operations. Compliance with hazardous materials regulations would ensure the project would not involve any changes that would increase the severity of a potential impact related to hazards and hazardous materials.

The project is located in the AIA Review Area 2 for SDIA and AIA 2 for Montgomery Field as depicted in the adopted 2014 ALUCP. Consistent with the PEIR, adherence to existing policies and regulations, compliance with the provisions of the SDIA and Montgomery Field ALUCP, and implementation of CPU policies, potential hazards from airport operations would be minimized and impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the PEIR. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the PEIR.

Historical, Cultural, and Tribal Cultural Resources

Mission Valley CPU PEIR

The Mission Valley CPU PEIR determined that the CPU area contains two known historic resources. The Mission San Diego de Alcalá is listed on the National Register of Historic Places and the San Diego Historical Resources Register. The Macy's Building (May Company/William Lewis, Jr. Building) may be listed on the San Diego Historical Resources Register, but that designation is currently on appeal. Properties of architectural or thematic interest were noted and include single- and multiple-family residences, a former bowling alley, four motels, a stadium, and six office buildings. The

proposed project site includes the Bowlero/Scottish Rite Center which is the former bowling alley. The Bowlero/Scottish Rite Center was built during the 1950s-1960s and was advertised as the largest, fully automatic bowling center in the United States.

The Cultural Resources Constraints Analysis of the PEIR identified 57 recorded archaeological and cultural resources within the adopted CPU area, and much of the area is of moderate or high cultural sensitivity. The proposed project site is within the low sensitivity area as shown on Figure 4.6-1 in the PEIR. Future development implemented in accordance with the adopted CPU could result in potential impacts to cultural resources. While existing federal, state, and local regulations, and adopted CPU policies would provide for the regulation and protection of archaeological resources and human remains and avoid potential impacts, these regulations and policies could not guarantee the successful preservation of all archaeological resources, particularly those discovered over the course of future development. While mitigation could reduce the level of significance, the feasibility and efficacy of mitigation measures cannot be determined at this program level of analysis. Thus, impacts to prehistoric and historic archaeological resources, sacred sites, and human remains would be minimized but would remain significant and unavoidable.

The PEIR identified that the CPU includes policies that ensure that project-specific Native American consultation occurs early in the development review process. While existing federal, state, and local regulations, and CPU policies would provide for the regulation and protection of tribal cultural resources and avoid potential impacts, there would be no guarantee that any substantial adverse changes to tribal cultural resources could be avoided. Consultation with culturally affiliated tribal groups is ongoing and any additional requirements will be incorporated. While mitigation could reduce the level of significance, the feasibility and efficacy of mitigation measures cannot be determined at this program level of analysis. Thus, impacts to tribal cultural resources would be minimized but would remain significant and unavoidable.

Project

As stated above, the proposed project site includes the Bowlero/Scottish Rite Center, which is a former bowling alley. The Bowlero/Scottish Rite Center was built during the 1950s-1960s and was advertised as the largest, fully automatic bowling center in the United States.

The property was not designated as a historic resource by the Historical Resources Board and is therefore exempt from the requirement to obtain a Site Development Permit in accordance with SDMC Section 143.0220. A Historic Architectural Building Survey (HABS) of the Bowlero/Scottish Rites Center is included as Attachment 5. The project has incorporated Googie architectural elements from the Bowlero/Scottish Rite Center into the design of the Home Depot building including asymmetrical design, upsweep angular element in the façade, diamond panels, and a pedestrian entry element that picks up concepts from the Bowlero pylon sign in homage to the existing resource. Additionally, a story panel/marker would be incorporated into the project delineating the history of the resource. A placard similar to the historical markers at San Diego State, San Diego Presidio, and/or Old Point Loma Lighthouse will be placed at the pedestrian entry element of Home Depot which pays homage to the Googie Bowlero sign. Proposed wording for the Placard is below:

The Bowlero Bowl in Mission Valley was built during the golden age of bowling, 1950s-1960s. A March 1958 Life Magazine article featured the Bowlero Bowl in Mission Valley as the largest, fully automatic bowling center in the U.S. In 1964, the building was converted to the Scottish Rite Center

The Bowlero/Scottish Rite Center reflected the auto-oriented roadside architecture of the Futuristic/Googie style. The Bowlero/Scottish Rite Center's bold monumental gabled porte cochere with decorative stepped profile, boomerang columns, and horizontal massing achieved the Googie design concept of making the 'building as a billboard' to the neighborhood and adjacent freeway. The current pedestrian entry element pays homage to the original Googie style Bowlero sign.

A Mitigation Monitoring and Reporting Program, as detailed within Section VI of the Addendum, would be implemented to reduce impacts related to historical resources to below a level of significance.

Additionally, as addressed in the PEIR, and consistent with mitigation measure CUL-2 of the PEIR, the City has developed Historical Resource Sensitivity Maps that provide general locations of where historical resources are known to occur or have the potential to occur. These maps were developed in coordination with technical experts and tribal representatives. Upon submittal of the project applications, the parcel was reviewed against the Historical Resource Sensitivity Maps specifically to determine whether the project has the potential to adversely impact an archaeological resource which may be eligible for individual listing on the local register (SDMC Section 143.0212). This review is supplemented with a project-specific records search of the Native American Heritage Commission Sacred Lands File by qualified staff. As determined by the City, and shown in Figure 4.6-1 in the PEIR, the project site is designated as low sensitivity for cultural resources.

Based on the foregoing analysis and information, there is no evidence that the project requires a substantial change to the PEIR. The project would not create any new significant impact, nor would a substantial increase in the severity of impacts from that described in the PEIR result.

Hydrology/Water Quality

Mission Valley CPU PEIR

The Mission Valley CPU PEIR identified flooding sources in the CPU area to include local surface runoff from developed areas and riverine flooding from the San Diego River and its tributaries. The majority of the CPU area is developed and highly impervious in the existing condition. Buildout of the CPU would be required to comply with the drainage regulations in the City's Drainage Design Manual and the hydromodification management requirements in the City's Storm Water Standards Manual. Adherence to these regulations and implementation of adopted CPU policies related to storm water runoff would ensure impacts related to local surface runoff are less than significant. Compliance with the City's drainage and floodplain regulations would ensure that riverine flooding impacts are less than significant; however, impacts related to future development located behind the provisionally accredited levees would be significant and unavoidable given the level of uncertainty regarding the levees status in the next Flood Insurance Rate Map, and there are no

mitigation measures available. With continued evaluation of dam stability, compliance with State regulations, and a CPU policy to support ongoing dam maintenance, impacts associated with dam failure would be less than significant. The CPU area is not located within a tsunami inundation zone and seiches pose a minimal threat to the CPU area, therefore, impacts related to seiches and tsunamis would be less than significant. Implementation of design measures related to mud and debris conveyance would ensure impacts associated with mudflows are less than significant.

The PEIR determined the CPU does not include or require the extraction of groundwater for purposes of supplying future projects within the CPU area and would therefore not deplete groundwater supplies. Further, future development and redevelopment would be subject to current, more stringent storm water regulations, which would ensure water quality would not significantly degrade below current water quality levels. Compliance with storm water BMPs and adopted CPU policies would make impacts to water quality less than significant.

Project

A site-specific drainage study and storm water quality management plan (SWQMP) were prepared for the project site by Fuscoe Engineering (2020) and are included as Attachments 6 and 7. The results of the study and plan are summarized below.

Under existing, pre-project conditions, the drainage from a portion of the parking lot is collected by an on-site grate and storm drain then conveyed towards the storm drain system along Camino del Rio South. The eastern portion of the site overland flows towards Camino del Rio South where it then flows east within the gutter and is ultimately collected by an existing curb inlet about 500 feet east of the site. The remaining portion of the site sheet flows towards Camino del Rio South before getting collected by the existing curb inlet in front of the site.

The existing auto dealer site would be the future location of the new Scottish Rite Center. Drainage from the backside of the lot is collected via onsite grates and storm pipe which discharge at from the lot and drain onto Camino del Rio South. The front of the lot sheet flows over land towards Camino del Rio South. Runoff along the Camino del Rio South gutter at this location empties into an existing curb inlet located approximately 70 feet west of the western site boundary.

Based on calculations contained in the drainage report, the project would not alter existing drainage patterns of the site. The proposed project would not increase the calculated 100-year peak flows towards any of the sites three compliance points. There are no City of San Diego Master Plan drainage facilities shown in the approved General Plan that would affect the project. The project would not affect the capacity of existing offsite drainage facilities.

Additionally, the project site is within an area on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map designated as an area of minimal flood hazard (Zone X). The project would remove or replace any existing onsite drainage improvements and all storm drainage pipes and facilities would be designed during the Final Engineering phase to convey the 50-year peak flows without causing flooding of proposed structures. The rerouted public storm drainage pipe has been designed for 50-year peak flows and meets the City of San Diego design guidelines.

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a substantial change to the PEIR. The project would not create any new significant impact, nor would a substantial increase in the severity of impacts from that described in the PEIR result.

Land Use

Mission Valley CPU PEIR

The Mission Valley CPU identified the proposed project site land use as Regional Commercial and rezoned the property from MVCO-CV (Commercial Office-Commercial Visitor) to CR-2-1 Regional Commercial.

The PEIR determined land use designations and policies associated with the CPU are consistent with the SANDAG Regional Plan goals to develop compact, walkable communities close to transit connections and consistent with smart growth principles. The CPU would also be consistent with and implement the General Plan's City of Villages Strategy and would retain adopted CPU policies that align closely with General Plan goals for mobility, urban design, public facilities and services, recreation, conservation, and historic preservation.

The PEIR determined implementation of the CPU would not change the proportion of parks and open space/undevelopable areas within the CPU area and would include provisions to promote the creation of public parks and open spaces and the integration of new development with existing parks and open spaces. Therefore, there would be a less than significant impact related to the conversion of on open space or farmland.

The PEIR determined CPU policies and actions do not conflict with the provisions of the City's MSCP Subarea Plan or other habitat conservation plans and would support the implementation of applicable requirements of the ESL Regulations, Biology Guidelines, and the MSCP Subarea Plan for the preservation, mitigation, acquisition, restoration, management, and monitoring of biological resources. Impacts would be less than significant.

Further, the PEIR determined development under the CPU would be subject to the requirements of the adopted ALUCPs for SDIA and Montgomery Field, the SDMC, and associated FAA requirements. Therefore, impacts related to conflicts with an adopted ALUCP would be less than significant.

Project

The project would be consistent with the community plan land use designation as reflected in the zoning. It is also within the CPIOZ Type A, Hillside Subdistrict. When compared to the land use impacts identified in the Mission Valley CPU PEIR, the project would not conflict with any regulations and would be consistent with the goals and policies of the General Plan. Per Table 131-05B within the SDMC, Building Supplies & Equipment (Home Depot) and Private Clubs, Lodges and Fraternal Organizations (Scottish Rite Center) are permitted uses.

Consistent with the PEIR, the project would not change the proportion of parks and open space/undevelopable areas as the project site is currently developed with similar uses. Therefore,

there would be a less than significant impact related to the conversion of on open space or farmland.

Consistent with the PEIR, the project would not conflict with the provisions of the City's MSCP Subarea Plan or other habitat conservation plans and would support the implementation of applicable requirements of the ESL Regulations, Biology Guidelines, and the MSCP Subarea Plan for the preservation, mitigation, acquisition, restoration, management, and monitoring of biological resources. Impacts would be less than significant.

The project is located in the Airport Influence Area (AIA) Review Area 2 for the San Diego International Airport (SDIA) and AIA 2 for Montgomery Field as depicted in the adopted 2014 Airport Land Use Compatibility Plan (ALUCP). Consistent with the PEIR, the project would be subject to the requirements of the adopted ALUCPs for SDIA and Montgomery Field, the SDMC, and associated FAA requirements. Therefore, impacts related to conflicts with an adopted ALUCP would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the PEIR. The project would not result in a new significant impact, nor would a substantial increase in the severity of impacts from that described in the PEIR result.

Noise

Mission Valley CPU PEIR

The Mission Valley CPU PEIR determined that future development implemented under the adopted CPU could increase traffic noise along local roadways due to increased density and intensity of use. The land uses proposed by the CPU would be similar to the land uses that currently exist in the CPU area, although with greater density. Because noise levels in the CPU area are dominated by vehicle traffic on freeways and heavily traveled area roadways, noise levels from stationary sources throughout the CPU area would not be expected to increase the hourly or daily average sound level with respect to current conditions. While noise-sensitive residential land uses would be exposed to noise associated with the operation of commercial uses, future projects would be required to show compliance with the Noise Abatement and Control Ordinance to ensure noise compatibility between various land uses. The City regulates specific noise level limits allowable between land uses including the requirement for noise studies, limits on hours of operation for various noise generating activities, and standards for the compatibility of various land uses with the existing and future noise environment. Through enforcement of the Noise Abatement and Control Ordinance of the SDMC, impacts would be less than significant.

Additionally, the PEIR determined a significant impact could occur if implementation of the adopted CPU resulted in the exposure of people to significant temporary construction noise. Future development implemented under the adopted CPU could result in a temporary ambient noise increase due to construction activities. Implementation of mitigation measure NOS-1 within the PEIR would reduce construction-related noise impacts for discretionary projects implemented under the CPU.

Project

The primary noise source in the vicinity of the project site is vehicular traffic on I-8. Other sources of noise include vehicle traffic on Camino del Rio South and noise sources associated with adjacent land uses such as parking activities and vehicle maintenance operations at the adjacent auto dealership. Based on the noise level measurements taken as a part of the Mission Valley CPU Final PEIR, ambient noise levels at the project site were measured to be 73.0 A-weighted decibels one hour average noise level [dB(A) L_{eq}].

Construction Noise

Project construction noise would be generated by diesel engine-driven construction equipment used for demolition, site preparation and grading, building construction, loading, unloading, and placing materials and paving. Construction noise would potentially result in short-term impacts to surrounding properties. Construction noise is regulated by the City's Noise Abatement and Control Ordinance. Section 59.5.0404 of the City's Noise Abatement and Control Ordinance states that:

- A. It shall be unlawful for any person, between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays, to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. . . .
- B. . . . it shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 a.m. to 7:00 p.m.

Construction would be restricted to between the hours of 7:00 a.m. and 7:00 p.m., and construction noise levels may not exceed a 12-hour equivalent noise level [dB(A) $L_{eq(12)}$] of 75 dB(A) $L_{eq(12)}$ as assessed at or beyond the property line of a property zoned residential. The nearest residential properties are located approximately 450 feet south of the project site. Hourly average noise levels from the grading phase of construction would be 82 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing the loudest pieces of equipment working simultaneously. This noise level would attenuate to 63 dB(A) L_{eq} at 450 feet. Therefore, construction noise levels would not exceed 75 dB(A) $L_{eq(12)}$ at nearest residential use. A church and a school are located at the eastern project boundary and are elevated above the site. Taking distance and elevation into account, the church would be approximately 105 feet from construction equipment and the school would be approximately 115 feet from the construction equipment. Noise levels at these distances would attenuate to 75 and 74 dB(A) L_{eq} , respectively. The Mission Valley CPU PEIR includes Mitigation Framework (Mitigation No. NOS-1) to minimize short-term noise levels caused by construction activities, as detailed within Section VI of the Addendum. However, construction activities associated with the project would comply with noise level limits from Noise Abatement and Control Ordinance Section 59.5.0404, temporary increases in noise levels from construction activities would be less than significant.

General Plan Land Use Compatibility

In Table NE-3 of the General Plan, retail sales uses and assembly and entertainment uses (includes public and religious assembly) are "compatible" with exterior noise levels up to 65 CNEL, and "conditionally compatible" with exterior noise levels up to 75 CNEL. In "conditionally compatible" areas, feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable, and building structures must attenuate exterior noise levels to specified indoor noise levels. The project does not include any exterior sensitive use areas. Based on the vehicle traffic noise contours calculated in the Mission Valley CPU Final PEIR, the proposed buildings would be located outside the 75 CNEL contours for vehicle traffic on Interstate 8. These contours do not take into account shielding that would be provided by the proposed buildings. Therefore, the project would be compatible with the City's 75 CNEL standard and impacts would be less than significant. Based on light-frame construction anticipated for the project, interior noise levels would be reduced by 25 dB(A) from exterior noise levels. Because the buildings would be located outside the 75 CNEL noise contour, this 25 dB(A) reduction would result in interior noise levels that are 50 CNEL or less. Therefore, interior noise levels would be compatible with City's interior noise standard of 50 CNEL, and impacts would be less than significant.

On-Site Generated Noise

In regard to stationary source noise, the main operational noise sources associated with the Scottish Rite portion of the project would be similar to the existing Scottish Rite use, and would include parking activities and heating, ventilation, and air conditioning (HVAC) equipment. Noise sources associated with the Home Depot portion of the project would be similar to any other retail use and would also include parking activities and HVAC equipment. Stationary sources of noise generated on a project site are regulated by the City's Noise Abatement and Control Ordinance. Section 59.5.0401 of the City's Noise Abatement and Control Ordinance states that:

- A. It shall be unlawful for any person to cause noise by any means to the extent that the one-hour average sound level exceeds the applicable limit.
- B. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts.

The applicable noise limits of the City's Noise Abatement and Control Ordinance are summarized in Table 5.

Table 5 Applicable Noise Level Limits		
Land Use	Time of Day	One-Hour Average Sound Level [dB(A) L_{eq}]
Single-family Residential	7:00 a.m. to 7:00 p.m.	50
	7:00 p.m. to 10:00 p.m.	45
	10:00 p.m. to 7:00 a.m.	40
Multi-family Residential (up to a maximum density of 1 unit/2,000 square feet)	7:00 a.m. to 7:00 p.m.	55
	7:00 p.m. to 10:00 p.m.	50
	10:00 p.m. to 7:00 a.m.	45
All other Residential	7:00 a.m. to 7:00 p.m.	60
	7:00 p.m. to 10:00 p.m.	55
	10:00 p.m. to 7:00 a.m.	50
Commercial	7:00 a.m. to 7:00 p.m.	65
	7:00 p.m. to 10:00 p.m.	60
	10:00 p.m. to 7:00 a.m.	60
Industrial or Agricultural	Anytime	75
SOURCE: City of San Diego Noise Abatement and Control Ordinance Section 59.5.0401. dB(A) L_{eq} = A-weighted decibels equivalent noise level		

The project site and land uses to the west, north, and east are commercial uses, and the land uses to the south are single-family residential. The project would be similar to the existing and surrounding commercial uses and would generate noise levels similar to the existing surrounding environment. Furthermore, there are no project components that are anticipated to generate noise levels that would exceed the property line noise level limits. Therefore, the project would not generate on-site noise that would exceed the noise limits established in the City's Noise Abatement and Control Ordinance, and impacts would be less than significant.

Vibration

Construction operations have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and damage to nearby structures at the highest levels. Vibration perception would occur at structures, as people do not perceive vibrations without vibrating structures. The Mission Valley CPU PEIR includes Mitigation Framework (mitigation measure NOS-2) to minimize vibration caused by construction activities, as detailed within Section VI of the Addendum. This measure applies to pile driving and other significant vibration sources. The project would not include pile driving. Project construction equipment used during site grading and excavation would have the greatest potential to generate vibrations. Construction equipment would include equipment such as loaded trucks, excavators, dozers, and loaders. Vibration levels from these pieces of equipment would generate vibration levels with a peak particle velocity (PPV) ranging from 0.035 to 0.089 inches per second (in/sec) PPV at 25 feet. Human reaction to vibration is dependent on the environment the receiver is in as well as

individual sensitivity. For example, vibration outdoors is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying. Based on several federal studies, the threshold of perception is 0.035 in/sec PPV, with 0.24 in/sec PPV being distinctly perceptible (California Department of Transportation [Caltrans] 2013). Neither cosmetic nor structural damage of buildings occurs at levels below 0.1 in/sec PPV. There are no structures within 25 feet of the project site; therefore, vibration levels would be below the distinctly perceptible threshold. Thus, groundborne vibration impacts from construction would be less than significant. Once operational, the project would not be a source of groundborne vibration.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the PEIR. The project would not result in a new significant impact, nor would a substantial increase in the severity of impacts from that described in the PEIR result.

Paleontological Resources

Mission Valley CPU PEIR

The Mission Valley CPU PEIR determined there are five geologic formations that underlay the CPU area that are considered to be of high sensitivity for paleontological resources. Implementation of the General Grading Guidelines for Paleontological Resources, as required by the SDMC, would ensure that impacts to paleontological resources would be less than significant.

Project

The site-specific Preliminary Geotechnical Engineering Investigation Report (2020) prepared for the project by Moore Twining Associates, Inc. (see Attachment 3) determined that the southern portion of the site (including most of the south slope) is mapped as being underlain by Mission Valley Formation (Middle Eocene), and the northern portion of the site is mapped as underlain by younger colluvial deposits (Holocene and late Pleistocene). The composition of these formations are moderate to high from a paleontological resource perspective.

According to the City thresholds, there would be a significant impact to paleontological resources if grading exceeds 1,000 cubic yards or 10 feet of depth in a moderate or high resource potential formation. The project proposes over 41,000 cubic yards of cut and a maximum of 14.6 feet of depth within a moderate to high resource potential formation, which would be considered a significant impact. Implementation of mitigation measure MM-PAL-1 would reduce impacts related to paleontological resources to below a level of significance.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the PEIR. The project would not result in a new significant impact, nor would a substantial increase in the severity of impacts from that described in the PEIR result.

Public Services and Facilities

Mission Valley CPU PEIR

Police Protection

Buildout estimates for the CPU assume approximately 51,600 new residents within the CPU area by 2050. In order to serve the CPU area's buildout population at SDPD's service ratio goal of 1.48 officers per 1,000 residents, SDPD would need 76 new officers. Thus, new police facilities may eventually be required to achieve and maintain service ratios. The CPU supports the development of a satellite police station on the former Stadium site to serve a future dense, active area. Additional stations may be required to serve the buildout population, although actual needs and potential locations would be determined in the future as development occurs. Construction of new police facilities in the future could result in environmental impacts, including disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. Compliance with existing regulations would serve to reduce potential environmental impacts related to the construction of new police stations.

Additionally, any future construction of police facilities would be subject to a separate environmental review at the time design plans are available. The CPU also includes policies and implementation actions aimed at reducing potential negative environmental impacts resulting from the construction of new police facilities. Policies specify that new buildings should strive to qualify for LEED accreditation and identify building design strategies to minimize the use of building heating and cooling systems. Policies in the CPU require new development and redevelopment to incorporate best management practices (BMPs) that address storm water runoff, and that require development to conform to the most current federal, State, and local flood proofing standards and siting criteria to prevent San Diego River flow obstruction. Other CPU policies and implementation actions aim to modernize facilities and equipment, and ensure that rights-of-way do not impede access for emergency responders. These policies would work to enhance the effectiveness of existing facilities and reduce the need for increased police service in the CPU area over time.

While the City would collect fees from future development to fund needed infrastructure, such as police stations, and the CPU contains policies that support identifying funding to support the development and upgrading of police stations within Mission Valley, this impact would be significant and unavoidable since impacts associated with construction and operation of any future facility were not known when the PEIR was certified.

Fire/Life Safety Protection

The Mission Valley PEIR determined implementation of the CPU would result in increased demand for fire protection services due to population growth at buildout. This population growth could increase the call volume for fire protection in the CPU area, thereby increasing SDFD response times, and contributing to the need for new or altered facilities. The CPU supports the collocation of a new Fire-Rescue station just outside of the CPU area at 5215 Gaines Road with the existing SDPD facility at that site. Beyond this potential Fire-Rescue station, additional stations may be required to serve

the buildout population, although future facilities would be planned to meet community needs based on the General Plan's standards.

Construction of new fire service facilities in the future could result in environmental impacts, including disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. Compliance with existing regulations would serve to reduce potential environmental impacts related to the construction of new Fire-Rescue stations. Additionally, any future construction of fire service facilities would be subject to a separate environmental review at the time design plans are available.

The CPU also includes policies and implementation actions aimed at reducing negative environmental impacts resulting from the construction of new fire service facilities. Policies specify that new buildings should strive to qualify for LEED accreditation and identify building design strategies to minimize use of building heating and cooling systems. Policies require that new development and redevelopment incorporate BMPs addressing storm water runoff, and that development conforms to the most current federal, State, and local flood proofing standards and siting criteria to prevent San Diego River flow obstruction. CPU policies and implementing actions aimed at increasing fire safety include siting buildings to provide for adequate emergency access, reducing the potential for wildfire hazards by managing flammable vegetation, applying for grants and working with local organizations that support clearing debris and overgrown vegetation along the San Diego River in order to reduce flammability, modernizing facilities and equipment, and ensuring that rights-of-way do not impede access for emergency responders. Compliance with these policies and actions would serve to enhance the effectiveness of existing facilities and reduce the need for increased fire service in the CPU area over time.

While the City would collect fees from future development to fund needed infrastructure, such as fire stations, and the CPU contains policies that support identifying funding to support the development and upgrading of fire stations within Mission Valley, this impact would be significant and unavoidable since impacts associated with construction and operation of any future facility were not known when the PEIR was certified.

Schools

The Mission Valley CPU PEIR determined at buildout of the CPU, the school-aged population is expected to increase and impact student enrollment totals in SDUSD facilities serving the CPU area. The projected number of students in the CPU area in 2050 is estimated based on student generation rates. The projected elementary school population at buildout would exceed the existing capacity while the middle and high school population could be accommodated by existing facilities.

According to SDUSD, the potential increase in students from implementation of the CPU would likely impact district facilities to the point of reaching capacity. To ensure that school space is available for future residential growth, SDUSD may undertake a number of potential measures, including reducing the number of non-resident students or adjusting attendance boundaries.

Under SB 50 (Chapter 407, Statutes of 1998), a school district may levy impact fees on new development in order to mitigate potential impacts of the development on school facilities, and

payment of these fees is considered “full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in Section 56021 or 56073, on the provision of adequate school facilities” (California Government Code Section 65995). The school district will be responsible for the potential expansion or development of new facilities.

While SDUSD would collect fees from future development to fund school facilities, if needed, this impact would be significant and unavoidable since impacts associated with the construction and operation of any future facility were not known when the PEIR was certified.

Libraries

The Mission Valley CPU PEIR determined implementation of the adopted CPU could result in additional residents and associated demand for library services. A new 15,000 square-foot Mission Hills/Hillcrest Branch Library was scheduled to open in 2019 which would serve the Mission Valley community.

Therefore, the service area of the existing libraries is adequate to meet the Mission Valley community's needs. In the event that implementation of the CPU results in the need for new or expanded library facilities, existing development regulations would serve to reduce potential environmental impacts associated with construction. Additionally, future projects would be subject to a separate environmental review at the time design plans are available. Nevertheless, this impact would be significant and unavoidable since impacts associated with the construction and operation of any future facility were not known when the PEIR was certified.

Parks and Recreation

The Mission Valley CPU PEIR determined based on the projected population of approximately 72,400 for the CPU, General Plan standards for population-based parks and recreation facilities would involve a minimum of 203 usable acres of parkland at full community development. As of 2018, there are approximately 19 acres of population-based parks in the CPU area. The adopted CPU includes approximately 75 additional acres of population-based parkland, bringing the grand total of population-based parks at buildout to approximately 94.15 acres, about 108.85 acres short of the 203-acre goal. Including park equivalencies, the park total at buildout would be 152.79 acres, still at least 50.21 acres short of the park acreage goal of 203. Thus, there may be a need for additional parkland to serve the community at buildout of the CPU, which may be attained through parkland included in new developments or park equivalencies as provided for in the adopted CPU policies.

Opportunities for additional parkland and recreational facilities within the CPU area are anticipated to come primarily through redevelopment of private and public properties and would thus be unlikely to disturb undeveloped land. As new recreational facilities are sited, designed, and constructed, existing regulations would serve to reduce potential construction impacts. Additionally, future projects would be subject to a separate environmental review at the time design plans are available.

Policies in the CPU would also serve to ensure that recreation facilities in open space areas do not negatively affect biological resources. Policies also seek to ensure maintenance of existing recreational facilities to ensure that they continue to adequately serve the population and seek opportunities such as joint-use agreements to effectively use existing facilities. Policies that promote connectivity in the park system would direct recreational activity towards developed park areas and improve access to existing facilities, potentially reducing the risk of visitors negatively impacting undeveloped areas and reducing the need for new facilities in the long term. Nevertheless, this impact would be significant and unavoidable since impacts associated with the construction and operation of any future park facilities were not known when the PEIR was certified.

Project

The project would develop a use consistent with the land use and zoning designations identified in the CPU. Consequently, the project would be consistent with growth projections that were utilized to forecast demand for future fire protection that was analyzed in the Mission Valley CPU PEIR. Therefore, the project would not result in development beyond that anticipated under the CPU, and would not increase the demand for fire protection within the service area. Furthermore, the project would pay Development Impact Fees prior to building permit issuance, which would be used to maintain and fund future fire protection facilities.

The project would develop a use consistent with the land use and zoning designations identified in the CPU. Consequently, the project would be consistent with growth projections that were utilized to forecast future police protection demand that was analyzed in the Mission Valley CPU PEIR. Therefore, the project would not result in development beyond that anticipated under the PEIR, and would not increase the demand for police protection within the service area. Moreover, ongoing funding for police services is provided by the City General Fund, and the project would pay Development Impact Fees prior to building permit issuance, which would be used to maintain and fund future police protection facilities.

The project would not construct any housing that could result in an increase in population beyond what was anticipated by the CPU and would be consistent with the land use and zoning designations identified in the CPU. Consequently, the project would be consistent with growth projections that were utilized to forecast demand for future school services, park and recreation facilities, libraries, and other public services that were analyzed in the Mission Valley CPU PEIR. Consequently, the project would not require construction of additional infrastructure beyond what was anticipated in the CPU that could induce growth.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the PEIR. The project would not result in a new significant impact, nor would a substantial increase in the severity of impacts from that described in the PEIR occur.

Public Utilities and Infrastructure

Mission Valley CPU PEIR

The Mission Valley CPU PEIR determined the CPU projections are consistent with water demand assumptions included in the regional water resource planning documents of the San Diego County Water Authority and Metropolitan Water District. Current and future water supplies, as well as actions necessary to develop those supplies, have been identified in water resources planning documents, in addition to existing and planned future water demand forecasted by the City's Public Utilities Department. Impacts related to water supply are less than significant.

The PEIR determined the City's existing built areas are currently served by storm water, wastewater, potable water distribution, and communications systems infrastructure. However, some areas within the CPU area have existing infrastructure deficiencies and may require capacity improvements. No new storm water drains or drainage facilities, sewer collection or wastewater treatment facilities, water distribution/treatment facilities, or communications systems infrastructure are proposed and project-level review for future facilities would be required since details are not currently known. Future development must comply with the City's Storm Water Standards, Sewer Design Guide, SDMC, and other local regulations. Nevertheless, this impact would be significant and unavoidable since impacts associated with the construction of these facilities was unknown when the PEIR was certified.

While some land uses would decrease under the CPU, increases in certain types and amounts of other land uses would cause an overall net increase in solid waste generation. Landfills currently serving the CPU area and the City of San Diego have sufficient remaining capacity to handle the increase in solid waste generation resulting from implementation of the CPU. Furthermore, future projects that would occur in the CPU area are required to comply with existing City regulations regarding solid waste management. Impacts on solid waste management would be less than significant.

Project

The project would develop a use consistent with the land use and zoning designations identified in the CPU. Consequently, the project would be consistent with growth projections that were utilized to forecast demand for sewer and water service that was analyzed in the Mission Valley CPU PEIR. The project would connect to an existing 24-inch Vitrified clay pipe (VCP) public sewer main and an 8-inch Asbestos-cement (AC) public water main which currently traverse Camino del Rio South and would be adequate to serve the needs of the project. The project's incremental increase in demand would be mitigated through the standard payment of impact fees to the City. Further, water and sewer system sizing calculations were prepared by Dexter Wilson Engineering, Inc. (2020; Attachments 8 and 9) to document the adequacy of the existing water and sewer infrastructure to accommodate the proposed project. Therefore, the project would not increase demand for sewer and water service within the service area that would necessitate construction of new facilities, and impacts would be less than significant.

Additionally, private utility companies currently provide communications systems within the CPU area. No specific systems upgrades are proposed with this project. Consistent with the PEIR, landfills currently serving the project area and City of San Diego have sufficient remaining capacity to handle the increase in solid waste generation resulting from the project. Therefore, the project would have less than significant impacts on solid waste management and would not require the construction of new facilities.

The project would not create any new significant impact and no mitigation beyond the payment of standard impact fees would be required, nor would a substantial increase in the severity of impacts from that described in the PEIR result. Based on the foregoing analysis and information, there is no evidence that the project requires a major change to the previous PEIR.

Transportation

Mission Valley CPU PEIR

The Mission Valley CPU PEIR projected future community conditions based on the project land use and network assumptions within the study area superimposed on the SANDAG 2050 Series 13 Traffic Forecast Model.

The Mission Valley CPU PEIR identified improvements that would mitigate or reduce roadway segment and intersection impacts associated with anticipated development consistent with the CPU. While mitigation measures MM-TR-1 through MM-TR-41 would reduce potentially significant impacts to roadway segments and intersections if implemented, none of the measures were proposed to be included within the CPU because they would require road widening or other automobile-related improvements that would preclude implementation of planned pedestrian and bicycle improvements as well as realization of the adopted CPU mobility vision and other adopted CPU and General Plan goals and policies regarding walkability and bicycling, which are consistent with the City of Villages strategy, and were, therefore, determined not to be appropriate for the roadway network. Implementation of these measures would also be inconsistent with Strategy 3 of the City's CAP. The PEIR found that in some cases additional study would be needed in conjunction with future Specific Plan proposals and in coordination with Caltrans, SANDAG, and San Diego Metropolitan Transit System (MTS) to determine appropriate specific improvements. MM-TR-63 and MM-TR-64 provide for this future review of Specific Plan proposals and coordination. Therefore, these impacts would remain significant and unavoidable.

Mitigation measures MM-TR-42 through MM-TR-62 within the PEIR are identified for impacts to freeways and on-ramps. The improvements identified in SANDAG's Regional Plan (2015) would improve operations along the freeway segments and ramps; however, there is insufficient information regarding the improvements and future developments' project-level impacts to allow the City to include such improvements within the CPU to form the basis for a fair share mitigation fee for future development at this time. The Regional Plan does not clearly define or schedule freeway operational improvements and in some cases, a project study report is needed to identify specific improvements. Also, the Regional Plan does not include fully identified funding required to complete the improvements; therefore, the timing for implementation of these improvements was not known when certifying the PEIR. Given that the need for these improvements is due to regional

cumulative impacts beyond those attributable solely to implementation of the CPU, it is not possible to determine a fair share payment for the CPU toward these improvements. Improvements to the Interstate 15 onramp require further study in conjunction with the redevelopment of the stadium site under a Specific Plan that would identify direct and cumulative impacts and appropriate mitigations. In January 2020, the California State University (CSU) Board of Trustees approved the SDSU Mission Valley Final Environmental Impact Report (FEIR) and construction is currently under way.

The PEIR identifies advancements in technology such as smart cities, autonomous and connected vehicles and growth in disruptive trends such as Mobility-as-a-Service, transportation network companies, and Micro-Mobility services which have already and may continue to significantly affect transportation in the future. Policy and regulatory changes such as reducing parking requirements have the potential to further affect impacts that may materialize over time. In addition, there is uncertainty regarding the timing of future development to allow the City to include such improvements in the CPU to ultimately form the basis for a fair share mitigation fee at the time of the PEIR certification.

The PEIR identified that the CPU was developed to be largely self-mitigating from a transportation impact standpoint. Regional transportation problems have increased due to sprawling development patterns and insufficient development within more location-efficient areas, such as Mission Valley, to meet regional demand for growth. The CPU allows for increased density in transit priority areas and a complementary mix of land uses which puts origins and destinations closer together and links them with a complete active-transportation network, thus reducing the distances travelled and the need to travel by car. In addition, the CPU includes Implementing Actions that provide for continued coordination with regional partners such as SANDAG, Caltrans, and MTS to address regional transportation. The City would continue to coordinate with Caltrans and SANDAG on future improvements, as future project-level development proceeds, to potentially develop "fair share" mitigation strategies for freeway impacts, as appropriate. Therefore, these impacts would remain significant and unavoidable.

Further, the PEIR determined the CPU Mobility Element includes policies that support enhancements to pedestrian travel within the CPU area such as implementing the multi-use urban path system, constructing sidewalk and intersection improvements, and installing missing sidewalks and curb ramps. In addition, the impact fee study for the CPU includes planned pedestrian improvements to install curb ramps, sidewalks, and audible pedestrian signals to meet Americans with Disabilities Act (ADA) standards. Implementation of the CPU would not restrict or impede pedestrian connectivity and would not conflict with any adopted policies or plans addressing pedestrian facilities. Thus, impacts would be less than significant.

Project

For purposes of evaluating consistency with the PEIR, a site-specific Transportation Impact Analysis (TIA) was prepared for the project by LLG (2021) and is included as Attachment 10. Except as discussed in the following sentence, with the addition of project traffic, all study intersections are calculated to operate at level of service (LOS) D or better. The analysis provided in the TIA shows that

the following analyzed facilities are calculated to operate at LOS E or F both without and with the addition of project traffic in Opening Day (Year 2023) scenario:

Intersections

Mission Center Road / I-8 EB Ramps
Texas Street / Camino del Rio South
Texas Street / Madison Avenue

Street Segments

Camino del Rio South
Mission Center Road to Project Site
Project Site to Texas Street

The intersections listed above are also reported to operate at LOS E or F in the CPU PEIR. The project is consistent with the underlying land uses analyzed for the site in the CPU PEIR. The following is a summary of the intersection impacts and mitigation measure language included in Section 5.5.2 of the Mission Valley Community Plan Update Transportation Impact Study prepared by Chen Ryan, May 2019, for the intersections listed above.

Mission Center Road / I-8 EB Ramps: Widening the southbound approach to construct an additional southbound through lane would mitigate the CPU's significant impact. However, this mitigation measure is not recommended. There is insufficient right-of-way available along the southbound approach to accommodate the additional travel lane. In addition, the widening would be inconsistent with City policies promoting active transportation and the City of Villages growth strategy and would obstruct the City's efforts to achieve CAP active transportation mode share goals. Therefore, this impact would remain significant and unavoidable.

Texas Street / Camino del Rio South: Widening the northbound approach to construct an additional northbound through lane would mitigate the CPU's significant impact. However, this mitigation measure is not recommended. There is insufficient right-of-way available along the northbound approach to accommodate the additional travel lane. A detail project study report is needed to identify appropriate improvement to address impacts and accommodate auto, bicycle, pedestrian and transit along Qualcomm Way and Texas Street, between Camino de la Reina and Camino del Rio South. Therefore, this impact would remain significant and unavoidable.

Texas Street / Madison Avenue: Widening the northbound approach to construct an additional northbound through lane would mitigate the CPU's significant impact. However, this mitigation measure is not recommended. There is insufficient right-of-way available along the northbound approach to accommodate the additional travel lane. In addition, the widening would be inconsistent with City policies promoting active transportation and the City of Villages growth strategy and would obstruct the City's efforts to achieve CAP active transportation mode share goals. Therefore, this impact would remain significant and unavoidable.

The measures described above would be required to mitigate project intersection impacts. As discussed above, the intersections calculated to operate at LOS E or F in this project study were found to have significant, unavoidable impacts in the Mission Valley CPU PEIR as the City Council

found the measures described above to be infeasible. The project intersection analysis results are consistent with the LOS analysis results in the Mission Valley CPU PEIR and the project is consistent with the underlying land uses analyzed for the site in the Mission Valley CPU PEIR. Therefore, the impacts would remain significant and unmitigated, consistent with the Mission Valley CPU PEIR.

With respect to the segments of Camino del Rio South, the Mission Valley CPU PEIR disclosed that the Camino del Rio South segments from Mission Center Road to Texas Street operate at LOS E in the existing condition. An improvement to Camino del Rio South was included in the Mission Valley CPU PEIR analysis as a proposed CPU roadway network modification as follows: "Restripe Camino del Rio South from a 2-Lane Collector to a 2-Lane Collector with Two-Way Left-Turn Lane to accommodate bicycle lanes. Left-turn pockets may be provided at driveway locations as needed in lieu of a continuous two-way left-turn lane. On-street parking would be removed in some locations to facilitate implementation of the two-way left-turn lane or left-turn pockets, and Class II Bike Lanes."

With the above-referenced roadway modification to Camino del Rio South, as disclosed in the Mission Valley CPU PEIR, Camino del Rio South will operate at LOS D or better with the development contemplated by the Mission Valley CPU.

As a commercial development consistent with the zoning for the project site, the amount of traffic the project will contribute to those segments is consistent with the Mission Valley CPU PEIR segment analysis. In adopting the Mission Valley CPU PEIR, the City determined that roadway network modifications to Camino del Rio South between Mission Center Road and Texas Street would be made and would mitigate potentially significant impacts of the buildout land uses authorized by the Mission Valley CPU to a less than significant level. The project is implementing those roadway network modifications along the project frontage consistent with the Mission Valley CPU PEIR. Specifically, the project features include the following roadway modifications to the segment:

- A two-way left-turn lane along the project frontage on Camino del Rio South.
- A westbound left-turn lane along Camino del Rio South approaching the eastern Home Depot Driveway.
- A 6-foot-wide Class II bike lane along the project frontage on Camino del Rio South.

In addition to the improvements listed above, the project will provide the following features to improve overall access to the site:

- The parkway will be widened from 10 feet to 14 feet to create a landscape buffer between the street and the sidewalk.
- The public sidewalk will be widened from 5 feet to 8 feet and provided non-contiguously.
- Pedestrian entrances and walkways will be provided via the public right-of-way to each building.
- To accentuate the pedestrian entrance, Home Depot has created a "pedestrian gateway" as shown in Appendix H of the TIA (see Attachment 10).

- Short- and long-term bicycle parking facilities will be provided on-site for the Home Depot and Scottish Rite buildings, per the Land Development Code and Climate Action Plan Consistency Checklist requirements.
- The easternmost driveway will continue to serve the existing United Food and Commercial Workers (UFCW) building located just east of the project site with inbound and outbound access. Therefore, traffic from UFCW was included in the analysis of the easternmost project driveway.

Vehicle Miles Traveled

On September 27, 2013, Governor Edmund G. Brown, Jr. signed Senate Bill 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. Related revisions to the State's CEQA Guidelines include elimination of auto delay, LOS, and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts.

In December 2018, the California Resources Agency certified and adopted revised CEQA Guidelines, including new Section 15064.3. Under the new section, VMT, which includes the amount and distance of automobile traffic attributable to a project, is identified as the "most appropriate measure of transportation impacts." As of July 1, 2020, all CEQA lead agencies must analyze a project's transportation impacts using VMT.

However, the level of service and delay-based findings within EIRs certified prior to July 1, 2020 are still valid and new development projects can rightfully tier from these EIRs and their findings. Although the proposed project intends to tier from the Mission Valley CPU PEIR, which utilized LOS as a metric of determining transportation impact, the VMT analysis discussed below was prepared.

The City of San Diego Transportation Study Manual (TSM) dated September 2020 is consistent with the CEQA guidelines and utilizes VMT as a metric for evaluating transportation-related impacts. Based on these guidelines, all projects shall go through a screening process to determine the level of transportation analysis that is required.

Consistent with the TSM, a site-specific VMT study was prepared for the project by LLG and is included as Attachment 11. The Scottish Rite Center component of the project would be downsized from 63,882 square feet to 40,000 square feet. Under the TSM's Screening Criteria number eight, Redevelopment Project Screening Considerations, the redevelopment of the Scottish Rite Center should be separately assessed for VMT. The Redevelopment Project Screening Considerations apply when the VMT for the redevelopment is less than the existing land use's total VMT. As the downsized Scottish Rite Center will result in a smaller facility without the current regionally serving events, the Scottish Rite Center component would result in lower VMT compared to the existing land uses. Based on the TSM guidelines, a project that meets at least one of the screening criteria would be presumed to have a less than significant VMT impact. Therefore, VMT impacts associated with the Scottish Rite Center component would be less than significant.

As a large retail project, to calculate the Home Depot component's project induced change to regional VMT, LLG coordinated with SANDAG to input the project into the SANDAG Series 13 Mission

Valley Community Plan Year 2050 Travel Demand Model. The model generates a land use-specific average trip length as well as an average daily volume. This model was selected to analyze the project's potential VMT impacts to be consistent with the CPU, for which this model was created.

The project site is in Traffic Analysis Zone (TAZ) 3221. Two model reports were obtained: a total gross regionwide VMT report for baseline (without project) conditions, and a total gross regionwide VMT report including the proposed project.

Table 6 summarizes the gross regionwide VMT under baseline (without project) and "with project" conditions. As seen in Table 11, the total gross regionwide VMT without the project is 96,928,220. The total gross regionwide VMT with the project is 96,767,342. Therefore, the project is expected to reduce regional VMT by 160,878 (a reduction of 0.0017 percent of the regional VMT).

This reduction in regionwide VMT can be partially attributed to the project's intended use as an in-fill opportunity to provide relief to several other existing Home Depot locations in the immediate vicinity. The project is expected to reduce the distance that Home Depot customers in Mission Valley and surrounding communities would have to drive to shop at a Home Depot.

Since the project does not result in a net increase in the total regional VMT, the project is calculated to have a less than significant VMT impact.

Table 6 Project VMT Findings			
Total Gross Regionwide VMT (without Project)	Total Gross Regionwide VMT (with Project)	Increase / (Decrease) in VMT	Significant Transportation Impact?
96,928,220	96,767,342	(160,878)	No
SOURCE: SANDAG, August, 2020			

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the PEIR. The project would not result in a new significant impact, nor would a substantial increase in the severity of impacts from that described in the PEIR occur.

Visual Effects and Neighborhood Character

Mission Valley CPU PEIR

The Mission Valley CPU PEIR determined that implementation of the CPU would not result in a substantial alteration or blockage of public views from critical view corridors, designated open space areas, public roads, or public parks; new development within the community would take place within the constraints of the existing urban framework and development pattern. Thus, future development would not impact view corridors or viewsheds as viewed from identified public vantage points. Impacts would be less than significant.

As an amendment to the General Plan, the proposed CPU maintains existing policies and regulations related to bulk, scale, materials, and style. As part of the CPU implementation, the SDMC was amended to add CPIOZ regulations from the existing Mission Valley Planned District Ordinance to provide consistent development standards. Compliance with the General Plan policies and SDMC regulations, and implementation of proposed CPU policies would ensure new development would be consistent with or enhance the existing neighborhood character. Impacts related to substantial alterations to the existing or planned character of the area would be less than significant.

The PEIR found no distinctive or landmark trees or mature stands of trees designated in the CPU area. Adherence to the regulations in the Hillside Conservation Design, and Height Limitation CPIOZ and the San Diego River CPIOZ regarding the preservation and use of trees, and implementation of proposed CPU policies supporting the incorporation of trees would ensure that impacts are less than significant.

The PEIR determined the CPU would entail intensification of uses on the northern and southern hillsides of the CPU area. Through adherence to regulations in the San Diego River CPIOZ; the Hillside Conservation, Design, and Height Limitation CPIOZ; and the SDMC; and through implementation of CPU policies, impacts to the landform from future development would be less than significant.

Further, the PEIR determined future development implemented in accordance with the CPU would necessitate the use of additional light fixtures and may contribute to existing conditions of light and glare. Glare from new development would be regulated under the SDMC, and lighting impacts to the MHPA that occur adjacent to the CPU area would be addressed through compliance with the MHPA Land Use Adjacency Guidelines. The CPU also includes policies encouraging lighting that is energy efficient and that minimizes light pollution. Therefore, impacts related to light and glare would be less than significant.

Project

The project site is composed of the existing Scottish Rite Center, the car dealership, parking lots, and north- and west-facing slopes consisting of disturbed and native vegetation. Consistent with the PEIR, the project would not result in a substantial alteration or blockage of public views from critical view corridors, designated open space areas, public roads, or public parks. The project would adhere to established height and setback regulations and would therefore not result in the substantial obstruction of a vista or scenic view from a public viewing area. Consistent with the PEIR, light and glare would be regulated under SDMC Section 142.0730, which limits the area of reflective material permitted on buildings to ensure public safety. Additionally, the project is consistent with the General Plan, which provides direction on urban design in accordance with a community vision, and the SDMC, which provides development standards by zone. Thus, impacts related to the obstruction of vistas or scenic views, light and glare, and community character would be less than significant.

As previously stated, the Mission Valley CPU PEIR concluded that no distinctive or landmark trees or mature stands of trees have been designated in the CPU area. Therefore, the trees located on the project site that would be removed have not been designated distinctive or landmark trees or

mature stands of trees requiring preservation. Therefore, the project would not result in the loss of distinctive or landmark trees or mature stands of trees.

Based on the foregoing analysis, there is no evidence that the project requires a substantial change to the PEIR. The project would not create any new significant impact, nor would a substantial increase in the severity of impacts from that described in the PEIR result.

Impacts Found Not to Be Significant

Issues determined not to be significant include Agriculture and Forestry Resources, Mineral Resources, and Population and Housing addressed in Chapter 5.5 of the Mission Valley CPU PEIR. The proposed project would not create any new significant impact, nor would it substantially increase in the severity of impacts from that described in the PEIR for these environmental issues.

VI. MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) INCORPORATED INTO THE PROJECT

The project shall be required to comply with applicable mitigation measures outlined within the MMRP of the previously certified PEIR (Project No. 518009/SCH No. 2017071066) and the project-specific subsequent technical studies. The following MMRP identifies measures that specifically apply to this project.

A. GENERAL REQUIREMENTS – PART I Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice To Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction-related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD), (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.
2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, **"ENVIRONMENTAL/MITIGATION REQUIREMENTS."**
3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website:

<http://www.sandiego.gov/development-services/industry/information/standtemp>

4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/Mitigation Requirements" notes are provided.
5. **SURETY AND COST RECOVERY** – The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to

ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

B. GENERAL REQUIREMENTS – PART II Post Plan Check (After permit issuance/Prior to start of construction)

1. **PRE CONSTRUCTION MEETING IS REQUIRED TEN (10) WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The PERMIT HOLDER/OWNER is responsible to arrange and perform this meeting by contacting the CITY RESIDENT ENGINEER (RE) of the Field Engineering Division and City staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include the Permit holder's Representative(s), Job Site Superintendent, and the following consultant:

Note: Failure of all responsible Permit Holder's representatives and consultants to attend shall require an additional meeting with all parties present.

CONTACT INFORMATION:

- a) The PRIMARY POINT OF CONTACT is the **RE** at the **Field Engineering Division – 858-627-3200**
 - b) For Clarification of ENVIRONMENTAL REQUIREMENTS, applicant is also required to call **RE and MMC at 858-627-3360**
2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) Number 657591 and/or Environmental Document Number 657591, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e., to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.).

Note: Permit Holder's Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.

3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution, or other documentation issued by the responsible agency:

Not Applicable

4. **MONITORING EXHIBITS:** All consultants are required to submit, to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work would be performed. When necessary for clarification, a detailed methodology of how the work would be performed shall be included.

NOTE: Surety and Cost Recovery – When deemed necessary by the Development Services Director or City Manager, additional surety instruments or bonds from the private Permit Holder may be required to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

5. **OTHER SUBMITTALS AND INSPECTIONS:** The Permit Holder/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

DOCUMENT SUBMITTAL/INSPECTION CHECKLIST		
Issue Area	Document Submittal	Associated Inspection/Approvals/Notes
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
General	Consultant Construction Monitoring Exhibits	Prior to or at Preconstruction Meeting
Historical Resources	Historical Building Survey	Prior to Project Approval
Noise	Contractor Specifications	Prior to or at Preconstruction Meeting
Paleontological Resources	Paleontology Reports	Paleontology Site Observation

C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

In order to remain consistent with the PEIR analysis and avoid potential impacts to Historical, Cultural, and Tribal Cultural Resources, and Transportation, the following mitigation measures shall be implemented by the permit holder:

Historical Resources

1. Prior to project approval a Historic Architectural Building Survey shall be completed and submitted to the City of San Diego. Googie architectural elements from the Bowlero/Scottish Rites Center shall be incorporated into the Home Depot building including asymmetrical design, upsweep angular element in the façade, diamond panels, and a pedestrian entry element that picks up concepts from the Bowlero pylon sign in homage to the existing resource. Additionally, a story panel/marker shall be incorporated into the project delineating the history of the resource. A placard similar to the historical markers at San Diego State, San Diego Presidio, and/or Old Pt. Loma Lighthouse will be placed at the pedestrian entry element of Home Depot which pays homage to the Googie Bowlero sign. Proposed wording for the Placard is below:

The Bowlero Bowl in Mission Valley was built during the golden age of bowling, 1950s-1960s. A March 1958 Life Magazine article featured the Bowlero Bowl in Mission Valley as the largest, fully automatic bowling center in the U.S. In 1964, the building was converted to the Scottish Rite Center

The Bowlero/Scottish Rite Center reflected the auto oriented roadside architecture of the Futuristic/Googie style. The Bowlero/Scottish Rite Center's bold monumental gabled porte cochere with decorative stepped profile, boomerang columns, and horizontal massing achieved the Googie design concept of making the "building as a billboard" to the neighborhood and adjacent freeway. The current pedestrian entry element pays homage to the original Googie style Bowlero sign.

Noise

1. In order to reduce construction noise, the following measures shall be included in the contractor specifications:
 - Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
 - Locate stationary noise-generating equipment (e.g., compressors) as far as possible from adjacent residential receivers.
 - Acoustically shield stationary equipment located near residential receivers with temporary noise barriers.
 - Utilize "quiet" air compressors and other stationary noise sources where technology exists.
 - The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land

uses so that construction activities can be scheduled to minimize noise disturbance.

- Designate a "disturbance coordinator" who shall be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.

Paleontological Resources

I. Prior to Permit Issuance

A. Entitlements Plan Check

- 1) Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD

- 1) The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.
- 2) MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.
- 3) Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

- 1) The PI shall provide verification to MMC that a site-specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
- 2) The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

B. PI Shall Attend Precon Meetings

- 1) Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon

Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.

- a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.
- 2) Identify Areas to be Monitored Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11 x 17 inches) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).
- 3) When Monitoring Will Occur
 - a) Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
 - b) The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor Shall be Present During Grading/Excavation/Trenching

- 1) The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the PME.
- 2) The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.
- 3) The monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRs shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

- 1) In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
- 2) The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
- 3) The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

- 1) The PI shall evaluate the significance of the resource.
 - a) The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.
 - b) If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
 - c) If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.
 - d) The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

IV. Night and/or Weekend Work

A. If night and/or weekend work is included in the contract

- 1) When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
- 2) The following procedures shall be followed.
 - a) No Discoveries – In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSV and submit to MMC via fax by 8 a.m. on the next business day.
 - b) Discoveries – All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.

- c) Potentially Significant Discoveries – If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.
 - d) The PI shall immediately contact MMC, or by 8 a.m. on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
 - B. If night work becomes necessary during the course of construction
 - 1) The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
 - 2) The RE, or BI, as appropriate, shall notify MMC immediately.
 - C. All other procedures described above shall apply, as appropriate.
- V. Post Construction
- A. Preparation and Submittal of Draft Monitoring Report
 - 1) The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring,
 - a) For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.
 - b) Recording Sites with the San Diego Natural History Museum

The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.
 - 2) MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
 - 3) The PI shall submit revised Draft Monitoring Report to MMC for approval.
 - 4) MMC shall provide written verification to the PI of the approved report.
 - 5) MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.
 - B. Handling of Fossil Remains
 - 1) The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.

- 2) The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate
- C. Curation of fossil remains: Deed of Gift and Acceptance Verification
- 1) The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
 - 2) The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
- D. Final Monitoring Report(s)
- 1) The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
 - 2) The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

VII. SIGNIFICANT UNMITIGATED IMPACTS

The Mission Valley CPU PEIR (Project No. 518009/SCH No. 2017071066) indicated that significant impacts to the following issues would be substantially lessened, but remain significant and unavoidable if all the proposed mitigation measures recommended in the Final PEIR were implemented: Air Quality, Historical, Cultural and Tribal Cultural Resources, Hydrology and Water Quality, Noise, Public Services and Facilities, Public Utilities and Infrastructure, and Transportation. Because there were significant unmitigated impacts associated with the original project approval, the decision maker was required to make specific and substantiated "CEQA Findings" which stated: (a) specific economic, social, or other considerations which make infeasible the mitigation measures or project alternatives identified in the Final PEIR, and (b) the impacts have been found acceptable because of specific overriding considerations. Given that there are no new or more severe significant impacts that were not already addressed in the previously certified PEIR, new CEQA Findings and or Statement of Overriding Considerations are not required.

The proposed project would not result in any additional significant impacts nor would it result in an increase in the severity of impacts from that described in the previously certified EIR.

VIII. CERTIFICATION

Copies of the addendum, the EIR, the Mitigation Monitoring and Reporting Program, and associated project-specific technical appendices, if any, may be reviewed by appointment in the office of the Development Services Department, or purchased for the cost of reproduction.



Courtney Holowach, Associate Planner
Development Services Department

2/5/2021
Date of Final Report

Analyst: Holowach

Figures:

- Figure 1: Regional Location
- Figure 2: Project Location on USGS Map
- Figure 3: Project Location on City 800' Map
- Figure 4: Project Location on Aerial Photograph
- Figure 5: Project Site Plan
- Figure 6: Existing Biological Resources
- Figure 7: Project in Relation to MSCP Preserve Area
- Figure 8: Impacts to Biological Resources

Updated Technical Reports (Under Separate Cover):

- Attachment 1: CalEEMod output files
- Attachment 2: Biological Resources Report
- Attachment 3: Preliminary Geotechnical Engineering Investigation Report
- Attachment 4: CAP Checklist
- Attachment 5: Historic Architectural Building Survey (HABS)
- Attachment 6: Drainage Study
- Attachment 7: Storm water Quality Management Plan (SWQMP)
- Attachment 8: Water System Sizing Calculations
- Attachment 9: Sewer System Sizing Calculations
- Attachment 10: Traffic Impact Analysis (TIA)
- Attachment 11: Vehicle Miles Traveled Study

IX. REFERENCES

- California Air Pollution Control Officers Association (CAPCOA)
2017 California Emissions Estimator model (CalEEMod). User's Guide Version 2016.3.2. October.
- California Department of Transportation (Caltrans)
2013 Technical Noise Supplement. November.

Fusco Engineering

2020 Drainage Study.

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2021 Local Mobility Analysis, Home Depot and Scottish Rite Center, City Of San Diego, California. January 12.

2020b Vehicle Miles Traveled Transportation Impact Analysis.

Moore Twining Associates, Inc.

2020 Preliminary Geotechnical Engineering Investigation Report.

Office of Environmental Health Hazard Assessment (OEHHHA)

2015 Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (Guidance Manual), February.

RECON Environmental, Inc.

2020a CalEEMod Output Files.

2020b Biological Resource Report for the Mission Valley Home Depot/Scottish Rite Redevelopment Project, San Diego, California. Revised August 17, 2020.

San Diego, City of

1989 C-20133. Bowlero Subdivision Card 2. [https://www.sandiego.gov/departments-document/bowlero-subdivision-card-2](https://www.sandiego.gov/departments/document/bowlero-subdivision-card-2).

1997 Multiple Species Conservation Program (MSCP) Subarea Plan.

2016 California Environmental Quality Act Significance Determination Thresholds. July 2016.

2018 Land Development Code Biology Guidelines. Adopted September 1999. Last amended February 1, 2018 by Resolution No. R-311507. Available at https://www.sandiego.gov/sites/default/files/amendment_to_the_land_development_manual_biology_guidelines_february_2018_-_clean.pdf.

2019a 2019 Annual Report, Climate Action Plan. Available at https://www.sandiego.gov/sites/default/files/2019_cap_digital_version.pdf.

2019b Mission Valley Community Plan Final Program Environmental Impact Report. https://www.sandiego.gov/sites/default/files/mvcpu_feir_compiled_compressed.pdf.

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1994 La Jolla Quadrangle 7.5-minute topographic map.

Figures 1-8



Regional Location

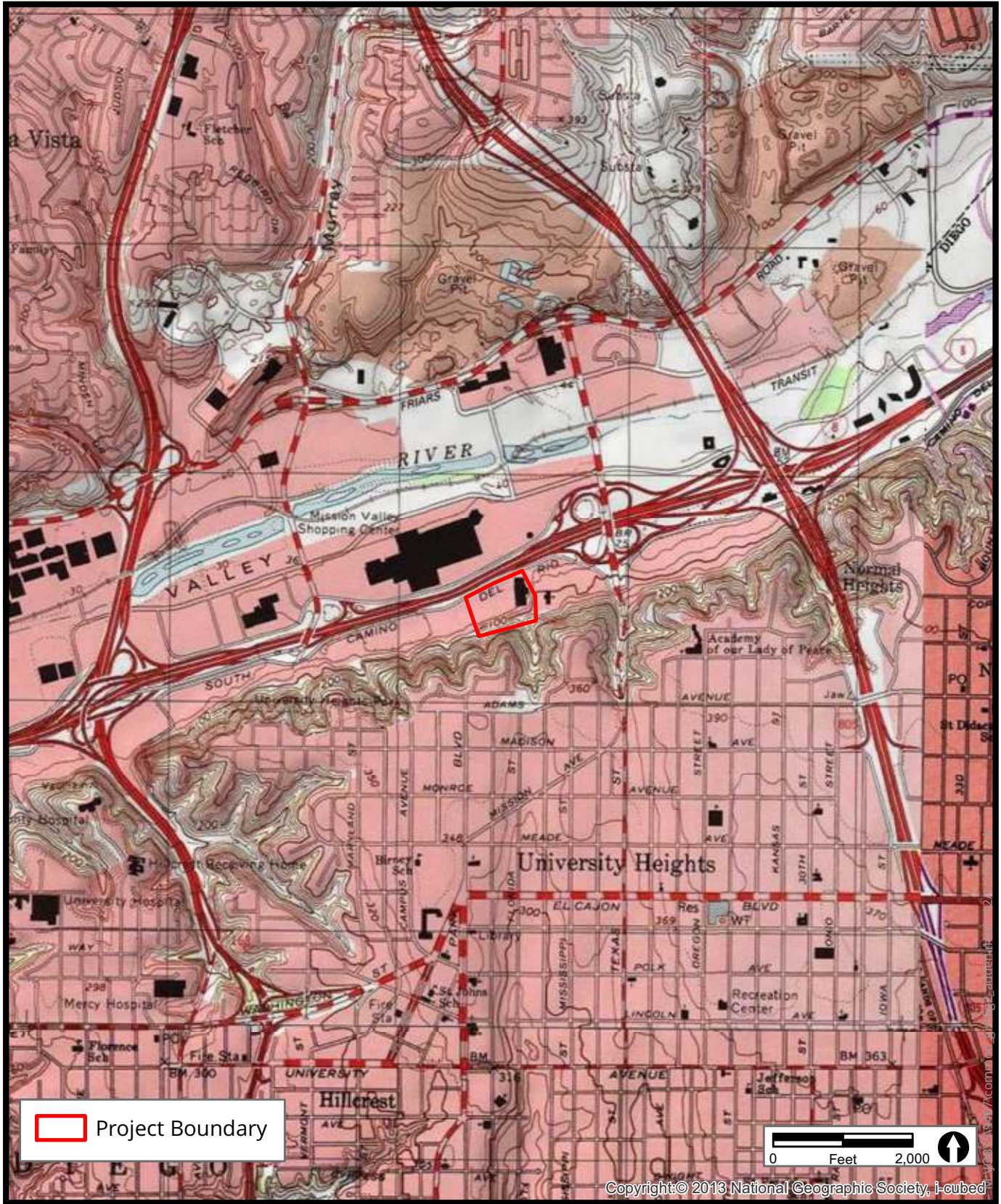
Mission Valley Home Depot/Scottish Rite

Redevelopment/Project No. 657591

City of San Diego – Development Services Department

FIGURE

No. 1



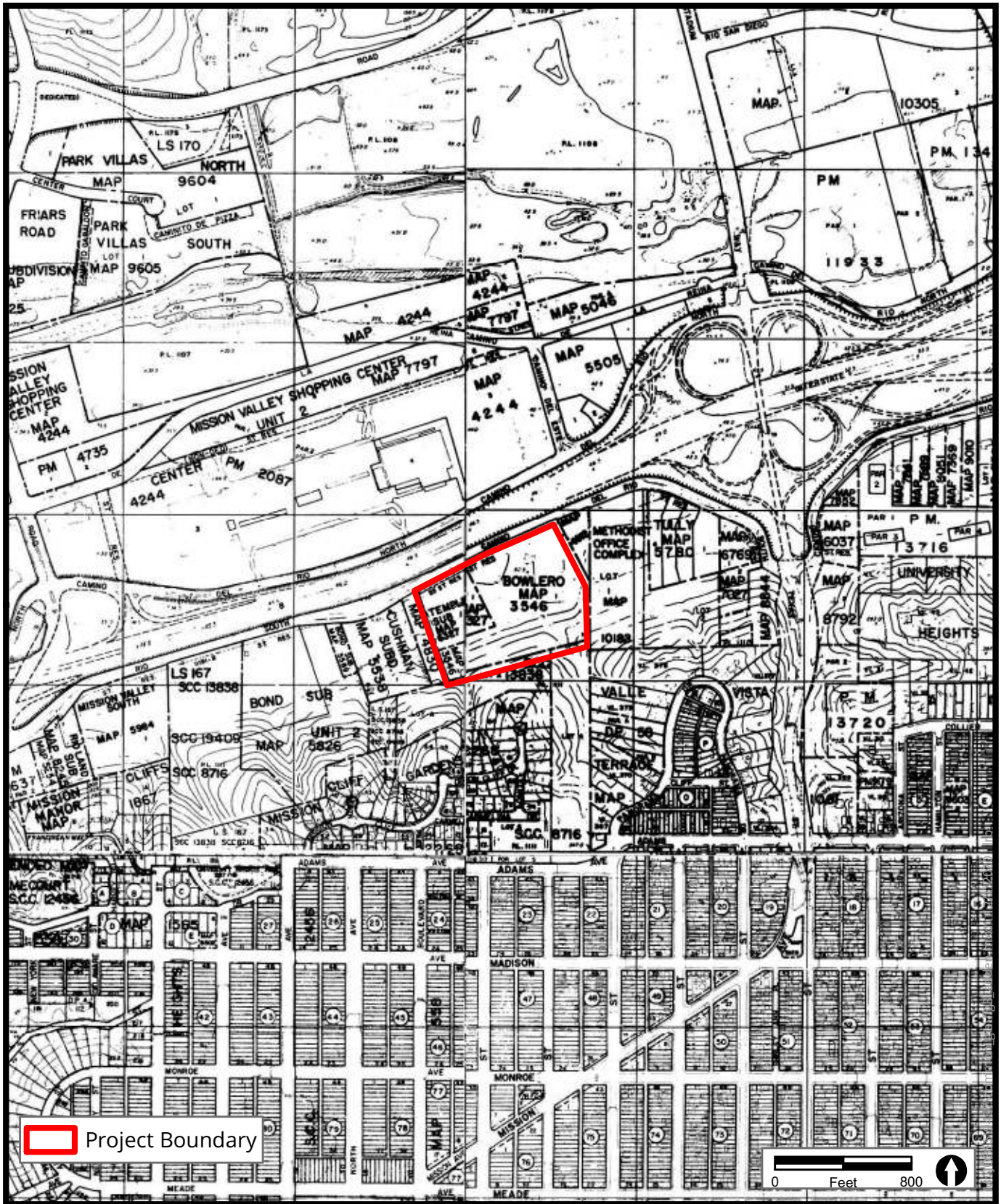
Project Location on USGS Map

Mission Valley Home Depot/Scottish Rite

Redevelopment/Project No. 657591

City of San Diego – Development Services Department

FIGURE
No. 2



Project Location on City 800' Map

Mission Valley Home Depot/Scottish Rite

Redevelopment/Project No. 657591

City of San Diego – Development Services Department

FIGURE
No. 3



Project Location on Aerial Photograph

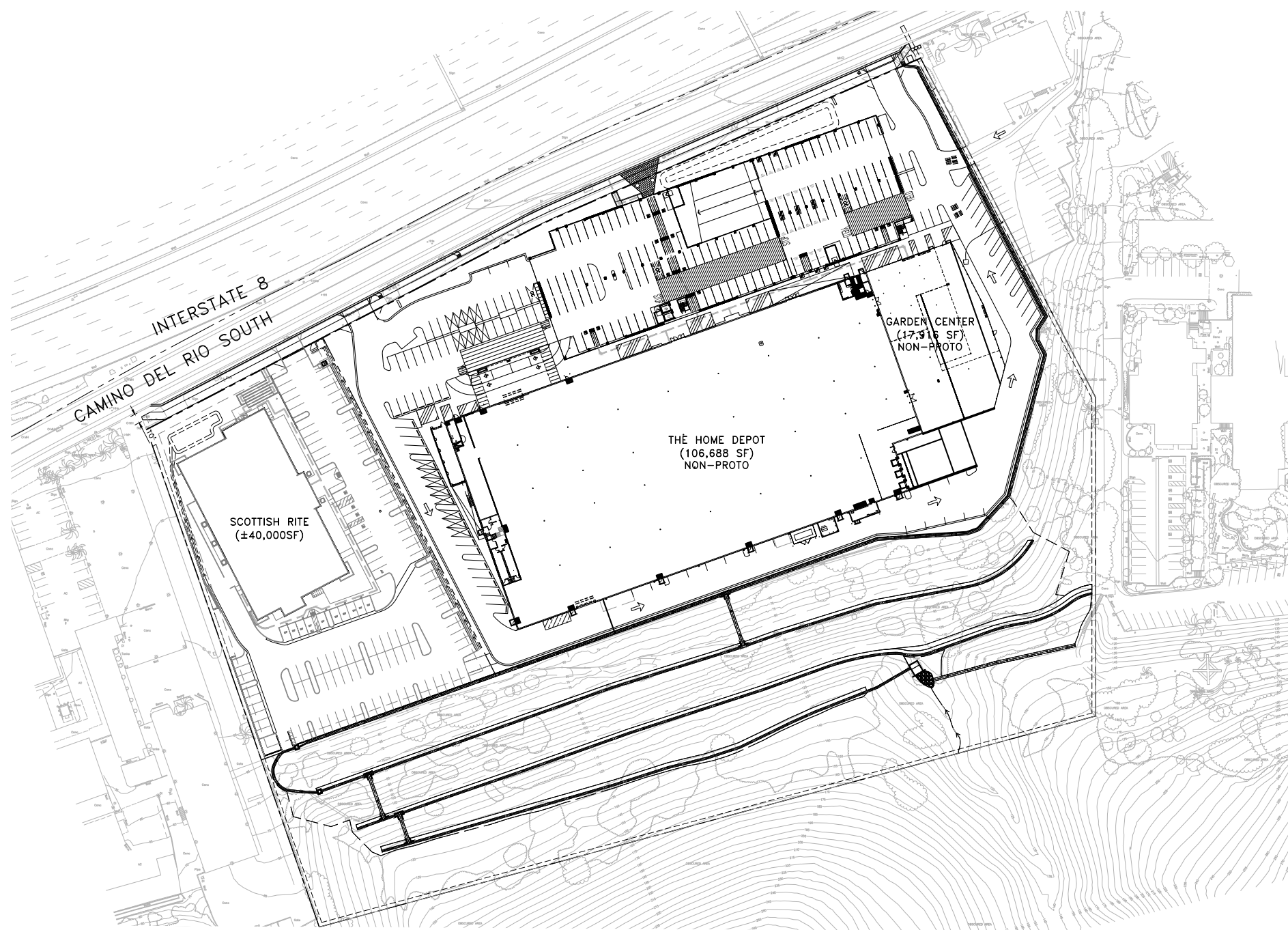
Mission Valley Home Depot/Scottish Rite

Redevelopment/Project No. 657591

City of San Diego – Development Services Department

FIGURE
No. 4





Proposed Site Plan

Mission Valley Home Depot/Scottish Rite Redevelopment/Project No. 657591
City of San Diego - Development Services Department

**FIGURE
No. 5**



Existing Biological Resources

Mission Valley Home Depot/Scottish Rite

Redevelopment/Project No. 657591

City of San Diego – Development Services Department

FIGURE
No. 6



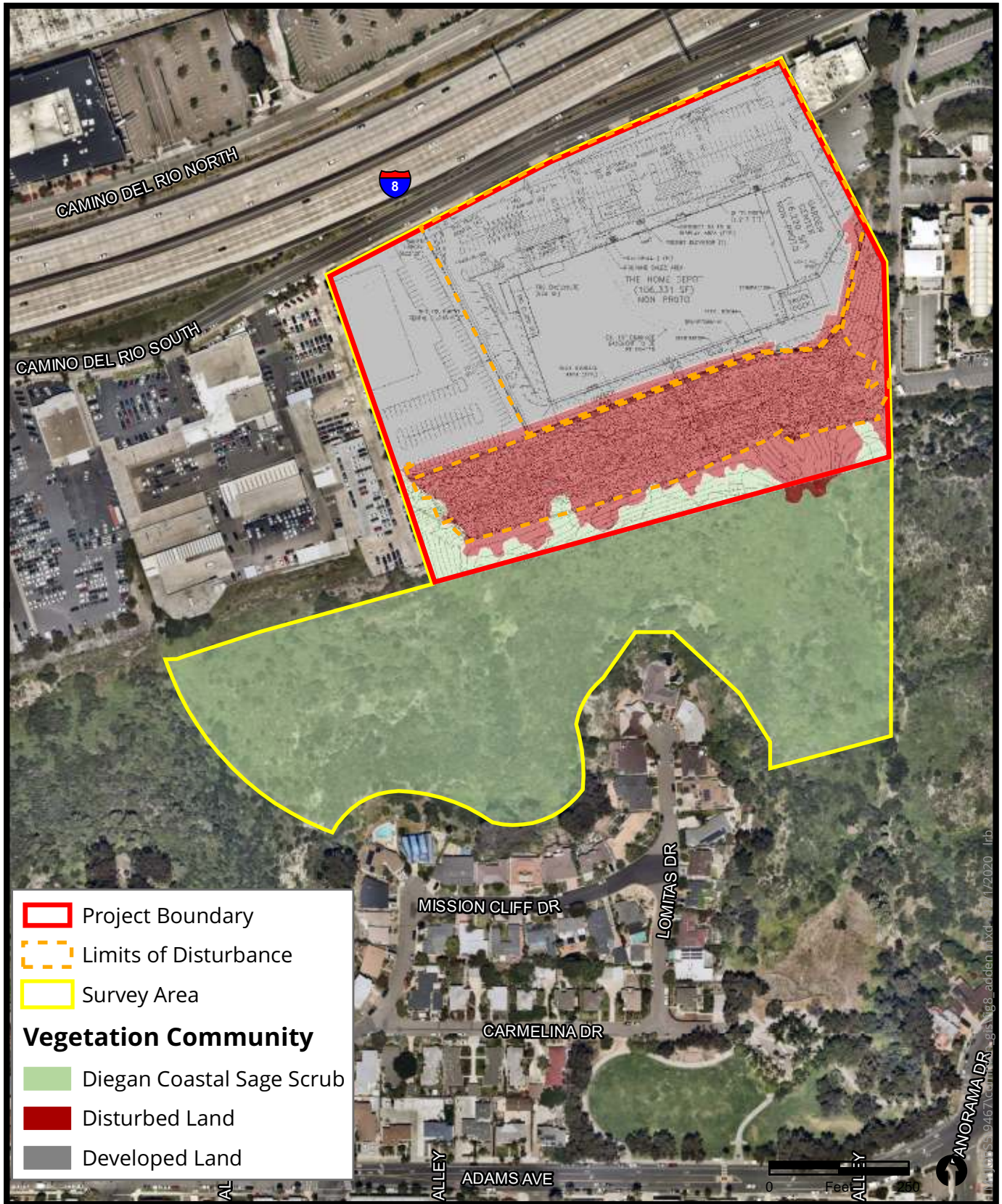
Project in Relation to MSCP Preserve Area

Mission Valley Home Depot/Scottish Rite
Redevelopment/Project No. 657591

City of San Diego – Development Services Department

**FIGURE
No. 7**





Impacts to Biological Resources

Mission Valley Home Depot/Scottish Rite

Redevelopment/Project No. 657591

City of San Diego – Development Services Department

FIGURE
No. 8