



THE CITY OF SAN DIEGO

## MITIGATED NEGATIVE DECLARATION

Project No. 530427

SCH No. N/A

**SUBJECT:** **Fairfield Marriott Suites CDP:** COASTAL DEVELOPMENT PERMIT (CDP) for the demolition of an existing 34,632 square foot hotel and the construction of a new 3-story 106-unit hotel, totaling 57,623 square feet. The 1.26-acre lot is located at 4345 Mission Bay Drive in the CV-1-2 Zone within the Pacific Beach Community Plan, Council District 2. (LEGAL DESCRIPTION: Parcel 1 of Parcel Map No. 817, filed in the office of the County Recorder of San Diego County, May 9, 1972 and Parcel 2 of Parcel Map No. 12504, filed in the Office of the County Recorder of San Diego County, December 30, 1982, in the City of San Diego, County of San Diego, State of California.) APPLICANT: Nilesh Patel.

I. PROJECT DESCRIPTION:

See attached Initial Study.

II. ENVIRONMENTAL SETTING:

See attached Initial Study.

III. DETERMINATION:

The City of San Diego conducted an Initial Study which determined that the proposed project could have a significant environmental effect in the following area(s):

**Transportation/Traffic.** Subsequent revisions in the project proposal create the specific mitigation identified in Section V of this Mitigated Negative Declaration. The project as revised now avoids or mitigates the potentially significant environmental effects previously identified, and the preparation of an Environmental Impact Report will not be required.

IV. DOCUMENTATION:

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

V. MITIGATION, MONITORING AND REPORTING PROGRAM:

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/standtemp.shtml>

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 consultants:

*None Required*

#### **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, it is also required to call **RE and MMC at 858-627-3360**



**2. MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) #530427 and /or Environmental Document # 530427, 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.

***None Required***

**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 will be performed. When necessary for clarification, a detailed methodology of how the work will 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
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

## C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

### MM-TR-1

The Owner/Permittee shall install a traffic signal at the intersection of Mission Bay Drive and Rosewood Street and synchronize it with traffic signals along Mission Bay Drive. This improvement shall be assured by permit and bond satisfactory to the City Engineer prior to the issuance of the first building permit and constructed prior to the issuance of the first certificate of occupancy. If the Jefferson Pacific Beach (PTS No. 327976) does not install the traffic signal prior to opening day of the proposed Fairfield Marriott (PTS No. 530427), then the Fairfield Marriott project shall install the traffic signal.

## VI. PUBLIC REVIEW DISTRIBUTION:

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

### CITY OF SAN DIEGO

Mayor's Office

Councilmember Laurie Zapf, District 2 (MS 10A)

City Attorney (MS 59)

Development Services Department

Karen Bucey, Project Manager (MS 501)

Jeff Szymanski, Environmental Planner (MS 501)

Courtney Holowach, Environmental Planner (MS 501)

Steve Borjeson, Planning (MS 501)

Tamara Adams, Engineering (MS 501)

Jacobe Washburn, LDR-Geology (MS 501)

Daniel Neri, Landscaping (MS 501)

Brenda Sylvester, Fire-Plan (MS 401)

Ismail Elhamad, Transportation (MS 501)

Planning Department

Camille Pekarek, Plan Historic

Facilities Financing (93B)

Water Review (86A)

Central Library (81A)

Pacific Beach Branch Library (81X)

OTHER GROUPS, ORGANIZATIONS, AND INTERESTED INDIVIDUALS

Sierra Club San Diego (165)

Local 30 (191)

Clint Linton (215B)

Jamul Indian Village (225E)

Beach Bay Press (372)

Debby Knight, Friends of Rose Canyon (373)

Pacific Beach Town Council (374)

Pacific Beach Planning Group (375)

Crown Point Association (376)

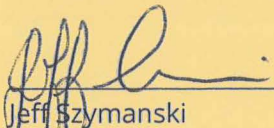
Pacific Beach Historical Society (377)

Ryan Foster (Interested Party)

VII. RESULTS OF PUBLIC REVIEW:

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

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

  
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Jeff Szymanski  
Senior Planner  
Development Services Department

June 25, 2018  
\_\_\_\_\_  
Date of Draft Report

July 19, 2018  
\_\_\_\_\_  
Date of Final Report

Analyst: Courtney Holowach

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



## INITIAL STUDY CHECKLIST

1. Project title/Project number: Fairfield Marriott Suites CDP / 530427
2. Lead agency name and address: City of San Diego, 1222 First Avenue, MS-501, San Diego, California 92101
3. Contact person and phone number: Courtney Holowach / (619) 446-5187
4. Project location: 4345 Mission Bay Drive, San Diego, CA 92109
5. Project Applicant/Sponsor's name and address: Nilesch Patel, R&S Hospitality LLC, 521 Roosevelt Ave., National City, CA 91951
6. General/Community Plan designation: CV-1-2 / Pacific Beach Community Plan
7. Zoning: CV-1-2
8. Description of project (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation.):

Coastal Development Permit (CDP) for demolition of an existing motel and construction of a 3-story 106 unit hotel totaling 57,623 square feet on a 1.26 acre lot located at 4345 Mission Bay Drive in the CV-1-2 Zone within the Pacific Beach Community Plan. The existing motel has 112 rooms and the proposed hotel has 106 rooms with 106 parking stalls. Access to the site would be from Glendora Street. One existing unused driveway on Glendora Street would be removed and replaced with curb, gutter, and sidewalk. The project would connect to existing infrastructure. The proposed hotel includes a breakfast service facility, pool, and outdoor patio area. The proposed pool would be 394 square feet. The outdoor patio area would include a prefabricated concrete outdoor fire table with lounge seating. A frameless glass pool fence and gates would be installed. The three story hotel would have a plaster smooth finish with architectural metal cladding and a metal canopy at the entrance approach. The overall landscape theme of the project is California Contemporary. Construction materials for landscaping include wood, natural concrete, and glass. The project proposes high efficiency subsurface drip irrigation, isolated by hydrozone requirements. Planned street trees include Chinese Flame Tree and Fern Pine. Planned shrubs include Dwarf Bottlebrush, Foxtail Agave, and Copper Stonecrop.

9. Surrounding land uses and setting:

The project site is bounded by Mission Bay Drive to the west, Del Rey Street to the east, Rosewood Street to the South, and Glendora Street to the north. In a regional setting, the proposed project is approximately 0.3 mile north of De Anza Cove of Mission Bay, approximately 7.2 miles northwest of downtown San Diego, and approximately 2.5 miles east of the Pacific Ocean. The project site currently is occupied by the Rodeway Inn San Diego Beach SeaWorld Area hotel. The project is located at 4345 Mission Bay Drive, CV-1-2 zone, within the Pacific Beach Community Plan Area, Coastal Height Limitation Overlay Zone

(CHLOZ), Coastal Overlay Zone Deferred Certification Area, and Coastal Parking Impact Overlay Zone.

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

List or None required.

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

Yes, two Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1. The City of San Diego sent notification to these two Native American Tribes on Sept. 22, 2017. Both the Lipay Nation of Santa Ysabel and the Jamul Indian Village responded within the 30-day period requesting consultation and additional information. Consultation was conducted and concluded on Oct. 3 2017. Please see Section XVII of the Initial Study for more information regarding the consultation.

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

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

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

On the basis of this initial evaluation:

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



## EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

The project site is an existing developed site within an urbanized commercial area. The project would replace the existing hotel with a new hotel. Construction of the project would affect the visual environment during excavation, grading, and on-site storage of equipment and materials. Although views may be altered, construction would be short term and temporary. Temporary visual impacts would include views of large construction equipment, storage areas, and potential signage. All construction equipment would vacate the project site upon completion of the project, thus making any visual obstructions temporary.

Per the City of San Diego CEQA Significance Determination Thresholds (Thresholds) projects that would block public views from designated open space areas, roads, or parks or significant visual landmarks or scenic vistas may result in a significant impact. City staff reviewed the proposed project for consistency with all applicable zoning regulations and land use plans including the Pacific Beach Community Plan (PBCP). The PBCP addresses the need to retain and enhance public views of the ocean from identified public vantage points. These vantage points include visual access across private properties at yards and setbacks. Development of the project would introduce new permanent visual features to the community; however, the PBCP has not designated a view corridor through the project site or adjacent to it. Additionally since the project is maintaining all height and setbacks requirements non designated vantage points would not be significantly altered. Therefore, since the project site is surrounded by existing commercial and residential development, is consistent with all applicable zoning regulations and because the property is not designated as a scenic vista all impacts would be less than significant.

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

There are no designated scenic resources such as trees, rock outcroppings or historic buildings within a state scenic highway within the project's boundaries. No impact would result due to implementation of the project.

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

According to the City's Thresholds projects that severely contrast with the surrounding neighborhood character may result in a significant impact. To meet this significance threshold one or more of the following conditions must apply: the project would have to exceed the allowable height or bulk regulations and the height and bulk of the existing patterns of development in the vicinity of the project by a substantial margin; have an architectural style of use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme (e.g., Gaslamp Quarter, Old Town); result in the physical loss, isolation or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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bluff, historic landmark) which is identified in the General Plan, applicable community plan or local coastal program; be located in a highly visible area (e.g., on a canyon edge, hilltop or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive height, bulk signage or architectural projections; and/or the project would have a cumulative effect by opening up a new area for development or changing the overall character of the area.

The site is currently developed with a hotel use. Existing development in the neighborhood does not have a unifying theme of architecture. The new development would be constructed to comply with all height and bulk regulations and is consistent with Visual Resource recommendations as outlined in the PBCP. The structure height is consistent with building envelope regulations which preserve public views through the height, setback, landscaping, and fence transparency parameters of the Land Development Code that limit the building profile and maximize view opportunities. The project would not result in the physical loss, isolation or degradation of a community identification symbol or landmark which is identified in the General Plan, applicable community plan or local coastal program. The project is not located in a highly visible area. Therefore the project would not substantially degrade the existing visual character or the quality of the site and its surroundings. No impact would result due to implementation of the project.

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

The project would not be predominately constructed with light reflective material and all lighting would be required to be shaded and adjusted to fall on the project's site as required in the City's municipal code. In addition, the project would not be located adjacent to a light-sensitive property and therefore the single dwelling unit would not create a substantial light or glare impact. The project would also be subject to the City's Outdoor Lighting Regulations per Municipal Code Section 142.0740. No impact would result due to implementation of the project.

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

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Converts Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is classified as Urban and Built-Up Land by the Farmland Mapping and Monitoring Program (FMMP). Similarly, the land surrounding the project site is not in agricultural production and is not classified as farmland by the FMMP. Therefore, the proposed project would not convert farmland to non-agricultural uses. No impact would result due to implementation of the project.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is not under a Williamson Act Contract nor is any surrounding land under a Williamson Act Contract. The existing zoning is not agricultural. No impact would result due to implementation of the project.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No land within the PBCP is designated as forest land or timberland. Therefore, the project would not conflict with existing zoning for or cause rezoning of forest land. No impact would result due to implementation of the project.

d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located within a largely developed and urbanized area of the City and is not designated as forest land. Therefore, the project would not convert nor result in the loss of forest land to non-forest use. No impact would result due to implementation of the project.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No existing agricultural uses are located in the proximity of the project area that could be affected. Therefore, the project would not convert farmland to non-agricultural uses or forestland to non-forest use. No impact would result due to implementation of the project.

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

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The San Diego Air Pollution Control District (SDAPCD) and San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin (SDAB). The County Regional Air Quality Strategy (RAQS) was initially adopted in 1991, and is updated on a triennial basis (most recently in 2009). The RAQS outlines the SDAPCD's plans and control measures designed to attain the state air quality standards for ozone (O3). The RAQS relies on information from the



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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California Air Resources Board (CARB) and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in San Diego County and the cities in the county, to project future emissions and then determine the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by San Diego County and the cities in the county as part of the development of their general plans.

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

The project would develop a hotel in a neighborhood of commercial and residential uses. The project is consistent with the General Plan, community plan, and the underlying zoning for residential development. Therefore, the project would be consistent at a sub-regional level with the underlying growth forecasts in the RAQS, and would not obstruct implementation of the RAQS. No impact would result due to implementation of the project.

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

☐
☐
☒
☐

#### Short-term Emissions (Construction)

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

Fugitive dust emissions are generally associated with land clearing and grading operations. Due to the nature and location of the project, construction activities are expected to create minimal fugitive dust, as a result of the disturbance associated with grading. The project would remodel an existing single-family residence with an attached garage. Construction operations would include standard measures as required by the City of San Diego grading permit to reduce potential air quality impacts to less than significant. Therefore, impacts associated with fugitive dust are considered less than significant, and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. Impacts related to short term emissions would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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#### Long-term Emissions (Operational)

Long-term air emission impacts are those associated with stationary sources and mobile sources related to any change caused by a project. The project would produce minimal stationary source emissions. Once construction of the project is complete, long-term air emissions would potentially result from such sources as heating, ventilation, and cooling (HVAC) systems, and other motorized equipment typically associated with commercial development. The project is compatible with the surrounding development and is permitted by the community plan and zone designation. Based on the residential land use, project emissions over the long-term are not anticipated to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Impacts would be less than significant.

Overall, the project is not expected to generate substantial emissions that would violate any air quality standard or contribute to an existing or projected air quality violation; therefore, impacts would be less than significant.

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

As described above in response III (b), construction operations may temporarily increase the emissions of dust and other pollutants. However, construction emissions would be temporary and short-term in duration. Implementation of Best Management Practices (BMP's) would reduce potential impacts related to construction activities to a less than significant level. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards. Impacts would be less than significant.

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

#### Short-term (Construction)

Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. Such odors are temporary and generally occur at magnitudes that would not affect a substantial number of people. Therefore, impacts would be less than significant.

#### Long-term (Operational)

Typical long-term operational characteristics of the project are not associated with the creation of such odors nor anticipated to generate odors affecting a substantial number of people. The project would redevelop existing commercial development into a new mixed used development. Mixed use developments, in the long-term operation, are not typically associated with the creation of such odors nor are they anticipated to generate odors affecting a substantial number or people. Therefore, impacts would be less than significant.



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES – Would the project:

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

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The project site is currently fully developed with a commercial use and surrounded by similar commercial uses. Existing onsite landscaping is non-native and the project site does not contain any sensitive biological resources nor does it contain any candidate, sensitive or special status species. No impact would result due to implementation of the project.

- b) Have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

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The project site is urban developed within an established neighborhood. No such habitats exist on or near the site. Refer also to Response to IV (a), above. The project site does not contain any riparian habitat and the site currently only supports non-native landscaping. No impact would result due to implementation of the project.

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

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The project site is fully developed, in an urban setting. Additionally, as shown in the PBCP and Local Coastal Program Land Use Plan (LCLUP), there are no federally protected wetlands on site. Therefore, construction activities would not cause an impact to wetlands as defined by Section 404 of the Clean Water Act. There would be no impacts to federally protected wetlands. No impact would result due to implementation of the project.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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The project site is fully developed, in a highly urbanized setting. The project site is not located within a wildlife corridor, or within a migratory passageway for any native resident or migratory fish or wildlife species. No impact would result due to implementation of the project.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would be consistent with all relevant goals and policies of the City's General Plan and of the PBCP and LCLUP regarding the preservation and protection of biological resources. Although the proposed project is not within the City's Multi-Habitat Planning Area (MHPA), the project would be consistent with all relevant goals and policies regarding the preservation and protection of biological resources, as outlined in the City's Multiple Species Conservation Program (MSCP). Additionally, project implementation would be consistent with all biological resources policies in the PBCP and LCLUP. No impact would result due to implementation of the project.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Although the proposed project is not within the City's MHPA, the project would be consistent with all relevant goals and policies regarding the preservation and protection of biological resources, as outlined in the MSCP. In addition, implementation of the project would be consistent with all biological resources policies outlined in the PBCP and LCLUP. No impact would result due to implementation of the project.

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

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

#### Archaeological Resources

The project site is located within the City of San Diego's Historical Resources Sensitivity map. Therefore, additional analysis was required to make a CEQA determination in regards to archaeological resources. Qualified City Staff conducted a record search of the California Historic Resources Information System (CHRIS) digital database to determine the presence or absence of

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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potential resources within the project site and within a one-mile radius of the project. No on-site archaeological resources were identified within or adjacent to the project.

City staff also reviewed site photos, project plans, and the geotechnical investigation report to determine if the project could potentially impact these resources. The geotechnical report shows that a layer of locally imported fill covers the site up to a depth of five feet. The soil strata underlying the fill was the Linda Vista formation. These types of soils would not contain cultural/historical remains. Based upon the topography, the disturbed nature of the site as indicated in the geotechnical report and the negative CHRIS search it was determined that the project would not have the potential impact to any unique or non-unique historical resources. Therefore, impacts would not occur and mitigation is not required.

### Built Environment

The City of San Diego reviews projects requiring the demolition of structures 45 years or older for historic significance in compliance with the California Environmental Quality Act (CEQA). CEQA Section 21084.1 states that "A project that may cause a substantial adverse change in the significance of an historical resource is a project that may cause a significant effect on the environment." Historic property (built environment) surveys are required for properties which are 45 years of age or older and which have integrity of setting, location, design, materials, workmanship, feeling, and association. Plan Historic staff reviewed the project and found that the property does not meet local designation criteria as an individually significant resource under any adopted Historical Resources Board Criteria. Therefore, the project does not rise to the level of CEQA significance and no impacts to cultural resources built environment will occur.

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

Please refer to response V.a.

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

The project site is underlain by the Baypoint Formation. The Baypoint Formation is assigned a high potential for fossil resources. The City's Significance Determination Threshold for a high sensitivity rating is grading greater than 1,000 cubic yards exported and cut of 10 feet or more in depth. According to the project's development plans (Sheet C-3) the proposed project would export 870 cubic yards and cut to a maximum depth of 4 feet. Therefore, there would be a less than significant impact to paleontological resources. No mitigation is necessary.

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

Refer to response V(a) above. No cemeteries, formal or informal, have been identified on the project site therefore, no impacts would result.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS – Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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The site is not traversed by an active, potentially active, or inactive fault and is not within an Alquist-Priolo fault Zone. The project would be required to comply with seismic requirements of the California Building Code, utilize proper engineering design standard construction practices, which would be verified at the building permit stage, in order to ensure that potential impacts based on regional geologic hazards would remain less than significant. Therefore, mitigation is not required.

- ii) Strong seismic ground shaking?

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The project site is located in geologic hazard category (GHC) 31 as shown on the City's Seismic Safety Study Geologic Hazard Maps. GHC 31 is characterized by a high potential for liquefaction. The geotechnical investigation report must specifically address liquefaction potential of the site and potential consequences of soil liquefaction on the proposed project. The site could be affected by seismic activity because of earthquakes on major active faults located throughout the Southern California area. The project would utilize proper engineering design and utilization of standard construction practices, to be verified at the building permit stage, in order to ensure that potential impacts from regional geologic hazards would remain less than significant and mitigation is not required.

- iii) Seismic-related ground failure, including liquefaction?

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City geology staff has review the project and determined that the project's geotechnical consultant has adequately addressed the geologic site conditions now for the purposes of environmental review of the proposed development. No impact would result due to implementation of the project.

- iv) Landslides?

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The Geotechnical Evaluation completed for the proposed project states that evidence of ancient landslide deposits are the project site were not observed during the geotechnical investigation or during the review of aerial photographs. In addition, there are no known landslides near the project site, and the project site is not in the path of any known or potential landslides. Therefore, impacts related to landslides would be less than significant.



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction activities such as excavation and grading may have the potential to cause soil erosion or loss of topsoil. Impacts related to soil erosion and loss of topsoil during construction would be potentially significant. However, a Storm Water Pollution Prevention Plan has been prepared and approved by City engineering staff. Adherence to the best management practices in this plan will result in a less than significant impact.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Please see Vail, proper engineering design and utilization of standard construction practices would be verified at the construction permitting stage. No impact would result due to implementation of the project.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located on Huerhuero-Urban Land which is not an expansive soil. No impact would result due to implementation of the project.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project does not propose the use of septic tanks. As a result, septic tanks or alternative wastewater systems would not be used. No impact would result due to implementation of the project.

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

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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On July 12, 2016, the City of San Diego adopted the Climate Action Plan (CAP) Consistency Checklist, which requires all projects subject to discretionary review to demonstrate consistency with the Climate Action Plan. For project-level environmental documents, significance of greenhouse gas emissions is determined through the CAP Consistency Checklist.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The City's Climate Action Plan (CAP) outlines the actions that the City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions. A CAP Consistency Checklist (Checklist) is part of the CAP and contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emission targets identified in the CAP are achieved. Projects that are consistent with the CAP as determined through the use of this Checklist may rely on the CAP for the cumulative impacts of GHG emissions.

The project is consistent with the existing General Plan and Community Plan land use and zoning designations. Further based upon review and evaluation of the completed CAP Consistency Check for the project, the project is consistent with the applicable strategies and actions of the CAP.

Therefore, the project is consistent with the assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets, and impacts from greenhouse gas emissions are considered less than significant.

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

The project would not conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases. The project is consistent with the existing General Plan and Community Plan land use and zoning designations. Further based upon review and evaluation of the completed CAP Consistency Checklist for the project, the project is consistent with the applicable strategies and actions of the CAP. Therefore, the project is consistent with the assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Impacts are considered less than significant.

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

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

The project does not propose the use or transport of any hazardous materials beyond those used for everyday household purposes. No impact would result due to implementation of the project.

Construction of the project may require the use of hazardous materials (fuels, lubricants, solvents, etc.), which would require proper storage, handling, use and disposal; however, the project would not routinely transport, use or dispose of hazardous materials. Therefore, the project would not create a significant hazard to the public or environment. No impact would result due to implementation of the project.

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Please see VIIIa. No impact would result due to implementation of the project.

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

Please see VIIIa. No impact would result due to implementation of the project.

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

Staff assessed Geotracker and Envirostor databases, and reviewed the Cortese list.

Geotracker is a database and geographic information system (GIS) that provides online access to environmental data. It tracks regulatory data about leaking underground fuel tanks (LUFT), Department of Defense (DoD), Spills-Leaks-Investigations-Cleanups (SLIC), and Landfill sites.

Envirostor is an online database search and Geographic Information System (GIS) tool for identifying sites that have known contamination or sites for which there may be reasons to investigate further. It also identifies facilities that are authorized to treat, store, dispose or transfer (TSDTF) hazardous waste.

The Cortese List is a Hazardous Waste and Substance Sites (Cortese) List, which is a planning resource used by the State, local agencies, and developers to comply with the California Environmental Quality Act (CEQA) requirements in providing information about the location of hazardous materials release sites. Government Code sections 65962.5 requires the California Environmental Protection Agency to develop, at least annually, an updated Cortese List. The Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List.

Based on the searches conducted, no contaminated sites are on or adjacent to the project site. Furthermore, the project site was not identified on the DTSC Cortese List. Therefore, the project would not create a significant hazard to the public or the environment. No impact would result due to implementation of the project.

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project is not located within the boundaries of an existing airport land use plan or an airport land use plan pending adoption. The project is not located within the flight path of any airport and would not introduce any new features that would create a flight hazard. No impact would result due to implementation of the project.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

This project is in a developed neighborhood with no private airstrip located in the immediate vicinity. No impact would result due to implementation of the project.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project would not alter an emergency response or evacuation plan since the site is currently developed and the project is remodeling an existing dwelling unit. No impact would result due to implementation of the project.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

This project is located in a developed neighborhood with no wildlands located adjacent to the site or within the adjacent neighborhood. Therefore, it would not be possible to cause wildland fires directly. No impact would result due to implementation of the project.

IX. HYDROLOGY AND WATER QUALITY - Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Based upon the scope of the project, impacts to existing water quality standards would not occur and there would be no long term operation storm water discharge. Conformance to the City's Stormwater Regulations would prevent or effectively minimize short-term water quality impacts. Therefore, the project would not violate any existing water quality standards or discharge requirements. No impact would result due to implementation of the project.



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would be connected to the public water supply. It would not rely directly on groundwater in the area and would not significantly deplete any resources. No impact would result due to implementation of the project.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Although grading would be required for development, streams or rivers do not occur on or adjacent to the site that would be impacted by the proposed grading activities. As stated previously, the project would implement BMPs as identified in the City of San Diego Storm Water Standards, Section III.B.2. In addition, following construction, landscaping would be installed consistent with City landscaping design requirements to further reduce the potential for runoff from the project site to occur. With implementation of the proposed BMPs and adherence to City storm water requirements, no adverse impacts to the downstream conveyance system are anticipated. No impact would result due to implementation of the project.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Please see IX.c., no flooding would occur. No impact would result due to implementation of the project.

e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Based on City of San Diego review, the proposed activity would be adequately served by existing municipal storm water drainage facilities, therefore no impacts would occur. Potential release of sediment or other pollutants into surface water drainages downstream from the site will be precluded by implementation of Best Management Practices (BMPs) required by City of San Diego

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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regulations, in compliance with San Diego Regional Water Quality Control Board requirements to implement the federal Clean Water Act. Therefore, no significant surface water quality impacts are expected to result from the proposed activity. Proper irrigation and landscaping would ensure that runoff would be controlled and unpolluted. No impact would result due to implementation of the project.

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

See IX. e) No impact would result due to implementation of the project.

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

The project does not propose construction of any new housing in the 100 year flood hazard area. No impact would result due to implementation of the project.

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

The project does not propose construction of any features that would impede or redirect flows. No impact would result due to implementation of the project.

X. LAND USE AND PLANNING – Would the project:

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

The project proposes the demolition of an existing hotel and construction of a replacement hotel. The project site is located in a largely urbanized area, generally surrounded by similar or compatible land uses. The project does not include the extension of any major arterial streets or other infrastructure through any established neighborhoods or communities. On-site improvements would not impede access to any portion of the existing community. The proposed project would not physically divide an established community, and no impact would occur.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is located within the City's Commercial Visitor CV-1-2 zone which is intended to provide areas for establishments catering to the lodging, dining, and recreational needs of both tourists and the local population. The CV zones are intended for areas located near employment

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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centers and areas with recreational resources or other visitor attractions. The project site is also located within the Coastal Height Limitation Overlay Zone, the Coastal Overlay Zone, the Parking Impact Overlay Zone (Coastal), and the Pacific Beach Community Plan and Local Coastal Program Land Use Plan area.

Approvals from other public agencies would not be required; however, the following discretionary permits are required from the City of San Diego:

A Coastal Development Permit (CDP, Process 2, staff-level decision maker) per SDMC Section 126.0702 for the Development in the Coastal Overlay Zone

The project is consistent with the General Plan's and Community Plan's land use designation. The project site is located within a developed neighborhood and surrounded by similar commercial and residential development. The remodel of existing commercial development would not affect adjacent properties and is consistent with surrounding land uses. No impact would result due to implementation of the project.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

As previously discussed in Section IV, although the proposed project is not within the MHPA, the project would be consistent with all relevant goals and policies regarding the preservation and protection of biological resources, as outlined in the City's MSCP. The proposed project does not have the potential to conflict with any habitat conservation plans. In addition, implementation of the project would be consistent with all biological resources policies outlined in the General Plan and PBCP. Implementation of the proposed project would not conflict with any applicable plans. No impact would result due to implementation of the project.

#### XI. MINERAL RESOURCES – Would the project:

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

This project site is located in a developed neighborhood not suitable for mineral extraction and is not identified in the General Plan as a mineral resource locality. Therefore, the project would not result in the loss of availability of a known mineral resource. No impact would result due to implementation of the project.

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

See XI a. No impact would result due to implementation of the project.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XII. NOISE – Would the project result in:

- a) Generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

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Construction related noise would result, but would be temporary and is strictly regulated under San Diego Municipal Code Section 59.5.0404, "Noise Abatement and Control" which places limits on the hours of construction operations and standard decibels which cannot be exceeded. Therefore, people would not be exposed to noise levels in excess of those covered by existing noise regulations. Impacts would be less than significant.

- b) Generation of, excessive ground borne vibration or ground borne noise levels?

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No excessive noise is anticipated as a result of the demolition and new construction. Therefore no ground vibration would result. No impact would result due to implementation of the project.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

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See XII the project once complete would not result in any permanent noise increase. No impact would result due to implementation of the project.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project?

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As stated above there would be a temporary increase in noise during demolition of the existing structure and with new construction of the proposed project; however, work would only be allowed between the hours of 7 am and 7 pm in compliance with the City of San Diego's noise ordinance for construction activities. After construction is completed, no substantial increase in noise levels would result from this dwelling unit. Impacts would less than significant.

- e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the area to excessive noise levels?

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The project is not located within an airport land use plan or within noise contours. Therefore, residents of the new building would not be exposed to excessive noise levels from a public airport. No impact would result due to implementation of the project.



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

The project is not located within the vicinity of a private airstrip; therefore, people residing or working in the area of the project would not be exposed to excessive airport noise. No impact would result due to implementation of the project.

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

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

The project would demolish an existing hotel and develop a new hotel. The project would connect to existing infrastructure. The project does not require the extension of existing roads or other infrastructure. No impact would result due to implementation of the project.

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

No displacement of existing housing would occur as a result of this project. It would replace existing commercial development with a new commercial development resulting in a net increase of housing. No impact would result due to implementation of the project.

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

See XIII. No impact would result due to implementation of the project.

#### XIV. PUBLIC SERVICES

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

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

The City of San Diego Fire-Rescue Department (SDFD) encompasses all fire, emergency medical. Lifeguard and emergency management services. SDFD serves 331 square miles, including the project site, and serves a population of 1,337,000. The closest fire stations to the project site are Station 21 (approximately 2.8 miles west), and Station 25 (approximately 2 miles south).

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
The project site is currently developed as a motel use and would be redeveloped with a hotel use. The proposed project is not residential in nature that would not directly increase the service population of SDFD and, therefore, increase demand for fire protection services. Additionally, the project site is currently developed and served by the SDFD; and the proposed commercial development would be consistent with the City's zoning and Pacific Beach Community Plan's designated land use for the site. The proposed project would be built in conformance with all applicable Fire Code policies. No new or expanded facilities would be required, and impacts related to fire protection services would be less than significant.				

ii) Police protection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The City of San Diego Police Department (SDPD) would serve the proposed project. The project site is located within the SDPD's Northern Division, which serves a population of 225,234 people and encompasses 41.3 square miles. The project site is currently developed as a motel and is proposed to be redeveloped as a hotel. There would be no net increase of population with this proposed project. Therefore the project would not substantially increase the demand in police services, as commercial visitor development is a permitted use in the CV-1-2 zone, and accounted for in the City's general plan. SDPD personnel and existing facilities would adequately service the project site, and no new or expanded facilities would be less than significant.

iii) Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located within the San Diego Unified School District (SDUSD) but is not residential in nature. Therefore, the project would not generate any impacts to schools serving the site as the project would serve only transient visitors.

iv) Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The nearest parks to the project site is De Anza Cove Park 0.3 mile to the south. The project would not induce growth that would require substantial alteration to an existing park or the construction of a new park does not have a population-based park requirement. No impact would result due to implementation of the project.

v) Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The scope of the project would not substantially increase the demand for electricity, gas, or other public facilities. No impact would result due to implementation of the project.

#### XV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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This project is the replacement of the existing hotel with a new hotel and would not require any expansion of existing recreational facilities. There would be no increase in the use of existing facilities in the area including parks or other recreational areas. No impact would result due to implementation of the project.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

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The project does not include the construction of recreational facilities nor does it require the construction or expansion of recreational facilities. No impact would result due to implementation of the project.

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

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

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A Traffic Impact Analysis (TIA) was completed for the project (Linscott Law & Greenspan, March 19, 2018). The vehicular traffic generation of the project was estimated based on trip generation rates from the City's current *Trip Generation Manual* (2003) as well as counts of existing uses. The analysis found that the proposed project is expected to generate 594 new daily trips, with 48 AM peak hour trips (19 inbound, 29 outbound) and 54 PM peak hour trips (21 inbound, 33 outbound).

Based on the results of the TIA it was determined the project would result in impacts at Mission Bay Drive and Rosewood Street under existing plus project; Near-Term (Opening Day 2020) plus project and Year 2035 (Horizon Year); and Year 2035 (Horizon Year) and Project scenarios.

To reduce identified traffic impacts to a level that is less than significant, mitigation measures **MM-TR-1** would be implemented. **MM-TR-1** would require the installation of a traffic signal at the intersection of Rosewood Street and Mission Bay Drive using adaptive signal control technology. Adaptive signal control leverages advanced cameras and sensors in the street, as well as current computing technologies to fine tune signal timing in real time based on actual traffic conditions would be used. Implementation of MM-TR-1 would reduce identified traffic impacts to a level that is less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The TIA found that all study street segments currently operate at a level of service (LOS) D or better with the exception of: Grand Avenue between Figueroa Boulevard and Mission Bay Drive; Mission Bay Drive between Grand Avenue and Rosewood Street; Mission Bay Drive between Rosewood Street and North Mission Bay Drive. With implementation of the project, all study segments are projected to operate at level of service D or better when project traffic is added with the exceptions of: Mission Bay Drive between Grand Avenue and Rosewood Street; Mission Bay Drive between Rosewood Street and North Mission Bay Drive; and Rosewood Street west of the project driveway.

All study intersections currently operate at LOS D or better in both the AM and PM peak hour with the following exceptions: Mission Bay Drive at Garnet Avenue in the PM Peak Hour (LOS E); Mission Bay Drive at Rosewood Street in the AM peak hour (LOS F); and Mission Bay Drive at Rosewood Street in the PM Peak Hour (LOS F). With implementation of the proposed project, all intersections are projected to operate at LOS D when project traffic is added with the following exceptions: Mission Bay Drive at Garnet Avenue in the PM Peak Hour (LOS E); Mission Bay Drive at Rosewood Street in the AM peak hour (LOS F); and Mission Bay Drive at Rosewood Street in the PM Peak Hour (LOS F) (see Appendix H).

Direct project impacts were identified in the Existing with Project and Near Term with Project (2019) scenarios on Mission Bay Drive between Grand Avenue and Rosewood Street; between Rosewood Street and North Mission Bay Drive; and on Rosewood Street west of the Project Driveway. Additionally, cumulative project impacts were identified in the Horizon Year 2035 with Project scenario on four segments; Mission Bay Drive between Garnet Avenue and Magnolia Avenue; between Grand Avenue and Rosewood Street; between Rosewood Street and North Mission Bay Drive, and on Rosewood Street west of the project driveway.

Regarding intersection impacts, direct project impacts were identified in the Existing with Project and Near Term with Project (2020) scenarios at the intersection of Rosewood Street and Mission Bay Drive. Cumulative project impacts were identified in the Year 2035 with Project scenario at the intersections of Garnet Avenue/Mission Bay Drive, Magnolia Avenue/Mission Bay Drive, Bunker Hill Street/Mission Bay Drive and Rosewood Street/Mission Bay Drive. See Appendix H for details. As described previously in threshold (a), following implementation of **MM-TR-1**, project traffic impacts to the identified street segments and intersections would be reduced to a less than significant level.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project is not located within any Airport Safety Zone, and is therefore not subject to compatible development guidelines, including those that apply to air traffic patterns. Additionally, project



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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implementation would not result in a change in air traffic patterns at the Montgomery Air Field. Moreover, the project is consistent with height and bulk regulations and is not at the scale that would result in a change in, or adverse impact to, air traffic patterns. Impacts would be less than significant.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

See XVI a. No impact would result due to implementation of the project.

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

Emergency access would be provided during both short-term construction and long-term operation of the proposed project. Construction of the proposed project would not involve any street or driveway closures that could impede emergency access. Impacts would be less than significant.

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

The project would not alter the existing conditions of the project site or adjacent facilities regarding alternative transportation. Construction of the project would not result in design measures or circulation features that would conflict with existing policies, plan, or programs supporting alternative transportation. No impact would result due to implementation of the project.

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

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

The project site is not listed nor is it eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k). In addition, please see section V(a) above. No impact would result due to implementation of the project.

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

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

In accordance with the requirements of Assembly Bill (AB) 52, The City of San Diego sent notification to two Native American Tribes traditionally and culturally affiliated with the project area on September 25, 2017. Both the Lipay Nation of Santa Ysabel and the Jamul Indian Village requested consultation within the 30-days. Consultation took place on September 28, 2017 with the Lipay Nation of Santa Ysabel and the Jamul Indian Village. It was determined that there are no sites, features, places or tribal cultural landscapes that would be substantially adversely impacted by the proposed project. The Lipay Nation of Santa Ysabel and the Jamul Indian Village both identified no concerns related to Tribal Cultural Resources at the project site. No further evaluation was required and the consultation concluded on September 28, 2017.

XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:

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

Implementation of the project would not interrupt existing sewer service to the project site or other surrounding uses. No increase in demand for wastewater disposal or treatment would be created by the project, as compared to current conditions. The project is not anticipated to generate significant amounts of waste water. Wastewater treatment facilities used by the project would be operated in accordance with the applicable wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). Additionally, the project site is located in an urbanized and developed area. Adequate services are already available to serve the project and no mitigation measures are required. No impact would result due to implementation of the project.

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

This project would not result in an increase in the intensity of the use at the site and the construction of a new water or wastewater treatment facility would not be required. No impact would result due to implementation of the project.

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

The project would not exceed the capacity of the existing storm water drainage systems and therefore, would not require construction of new or expansion of existing storm water drainage

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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facilities of which could cause significant environmental effects. The project was reviewed by qualified City staff who determined that the existing facilities are adequately sized to accommodate the proposed development. No impact would result due to implementation of the project.

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

The project does not meet the CEQA significance threshold which would require the preparation of a water supply assessment. The existing project site currently receives water service from the City of San Diego, and adequate services are available to serve the project. No impact would result due to implementation of the project.

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

Construction of the project would not adversely affect existing wastewater treatment services. Adequate services are available to serve the project site without required new or expanded services. No impact would result due to implementation of the project.

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

The Environmental Services Department (ESD) review the proposed project. ESD is added to projects with large quantities of demolition to assure that the solid waste will be recycled and diverted from the land fill areas to the extent possible. The project demolition size has been reviewed and determined to be under the threshold for Environmental Services Waste Management Plan. The proposed project will comply with all associated solid waste disposal regulations. No impact would result due to implementation of the project.

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

The project would comply with all Federal, State, and local statutes and regulations related to solid waste. The project would not result in the generation of large amounts of solid waste, nor would it generate or require the transportation of hazardous waste materials. All demolition activities would comply with City of San Diego requirements for diversion of both construction waste during the demolition phase and solid waste during the long-term, operation phase. No impact would result due to implementation of the proposed project.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The site has been fully developed within an urban setting, and does not contain or support any sensitive biological resources as defined by the Biology Guidelines of the City's Land Development Manual. Implementation of the project would not have a substantial adverse effect on candidate, sensitive, or special-status species as identified in local or regional plans, policies, or regulations, and the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the PBCP, the City of San Diego General Plan, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. No impact would result due to implementation of the proposed project.</p>				
b) Does the project have impacts that are individually limited but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project would incrementally contribute to cumulative impacts in combination with other projects occurring within the City. However, all reasonably foreseeable future development in the City would be subject to the same land use and environmental regulations that are described throughout this document. Furthermore, all development projects are guided by the policies identified in the city's General Plan and by the regulations established in the Municipal Code.</p>				
<p>As provided in the analysis above for each resource area, the proposed project would not result in significant impacts to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology/soils, GHG emissions, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, utilities and service systems.</p>				
<p>Mitigation measures related to transportation/traffic <b>MM-TR-1</b>, have been identified in order to reduce potentially significant impacts to a less than significant level. These identified mitigation measures, as well as compliance with applicable land use and environmental regulations would ensure that environmental effects associated with the proposed project do not combine with effects from reasonably foreseeable associated with the proposed project do not combine with effects from</p>				

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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reasonably foreseeable future development in the City to cause cumulatively considerable significant impacts. Cumulative impacts would, therefore, be less than significant with mitigation incorporated.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Based on the analysis contained herein, all potential impacts related to the proposed project that would cause adverse effects on human beings would be mitigated to a level below significance. Therefore, substantial adverse impacts on human beings, either directly or indirectly, would not occur as a result of the proposed project. Impacts would be less than significant with mitigation incorporated.

**INITIAL STUDY CHECKLIST  
REFERENCES**

**I. Aesthetics / Neighborhood Character**

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

**II. Agricultural Resources & Forest Resources**

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

**III. Air Quality**

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

**IV. Biology**

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

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

- ☐ City of San Diego Historical Resources Guidelines
- ☐ City of San Diego Archaeology Library
- ☐ Historical Resources Board List
- ☐ Community Historical Survey:
- ☐ Site Specific Report:

**VI. Geology/Soils**

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

**VII. Greenhouse Gas Emissions**

- ☒ Site Specific Report: CAP Checklist

**VIII. Hazards and Hazardous Materials**

- \_\_\_ San Diego County Hazardous Materials Environmental Assessment Listing
- \_\_\_ San Diego County Hazardous Materials Management Division
- \_\_\_ FAA Determination
- \_\_\_ State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized
- \_\_\_ Airport Land Use Compatibility Plan
- \_\_\_ Site Specific Report:

**IX. Hydrology/Drainage**

- \_\_\_ Flood Insurance Rate Map (FIRM)
- \_\_\_ Federal Emergency Management Agency (FEMA), National Flood Insurance Program-Flood Boundary and Floodway Map
- \_\_\_ Clean Water Act Section 303(b) list, [http://www.swrcb.ca.gov/tmdl/303d\\_lists.html](http://www.swrcb.ca.gov/tmdl/303d_lists.html)
- \_\_\_ Site Specific Report:

**X. Land Use and Planning**

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

**XI. Mineral Resources**

- \_\_\_ California Department of Conservation - Division of Mines and Geology, Mineral Land Classification
- \_\_\_ Division of Mines and Geology, Special Report 153 - Significant Resources Maps
- \_\_\_ Site Specific Report:

**XII. Noise**

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

**XIII. Paleontological Resources**

- X   City of San Diego Paleontological Guidelines
- \_\_\_ Deméré, Thomas A., and Stephen L. Walsh, "Paleontological Resources City of San Diego," Department of Paleontology San Diego Natural History Museum, 1996
- \_\_\_ Kennedy, Michael P., and Gary L. Peterson, "Geology of the San Diego Metropolitan Area, California. Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW 1/4 Escondido 7 1/2 Minute Quadrangles," *California Division of Mines and Geology Bulletin* 200, Sacramento, 1975



\_\_\_ Kennedy, Michael P., and Siang S. Tan, "Geology of National City, Imperial Beach and Otay  
\_\_\_ Mesa Quadrangles, Southern San Diego Metropolitan Area, California," Map Sheet 29, 1977  
\_\_\_ Site Specific Report:

**XIV. Population / Housing**

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

**XV. Public Services**

\_\_\_ City of San Diego General Plan  
\_\_\_ Community Plan

**XVI. Recreational Resources**

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

**XVII. Transportation / Circulation**

\_\_\_ City of San Diego General Plan  
\_\_\_ Community Plan  
\_\_\_ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG  
\_\_\_ San Diego Region Weekday Traffic Volumes, SANDAG  
\_\_\_ X Site Specific Report: Transportation Impact Study, Linscott Law Greenspan, May 2018

**XVIII. Utilities**

\_\_\_ Site Specific Report:

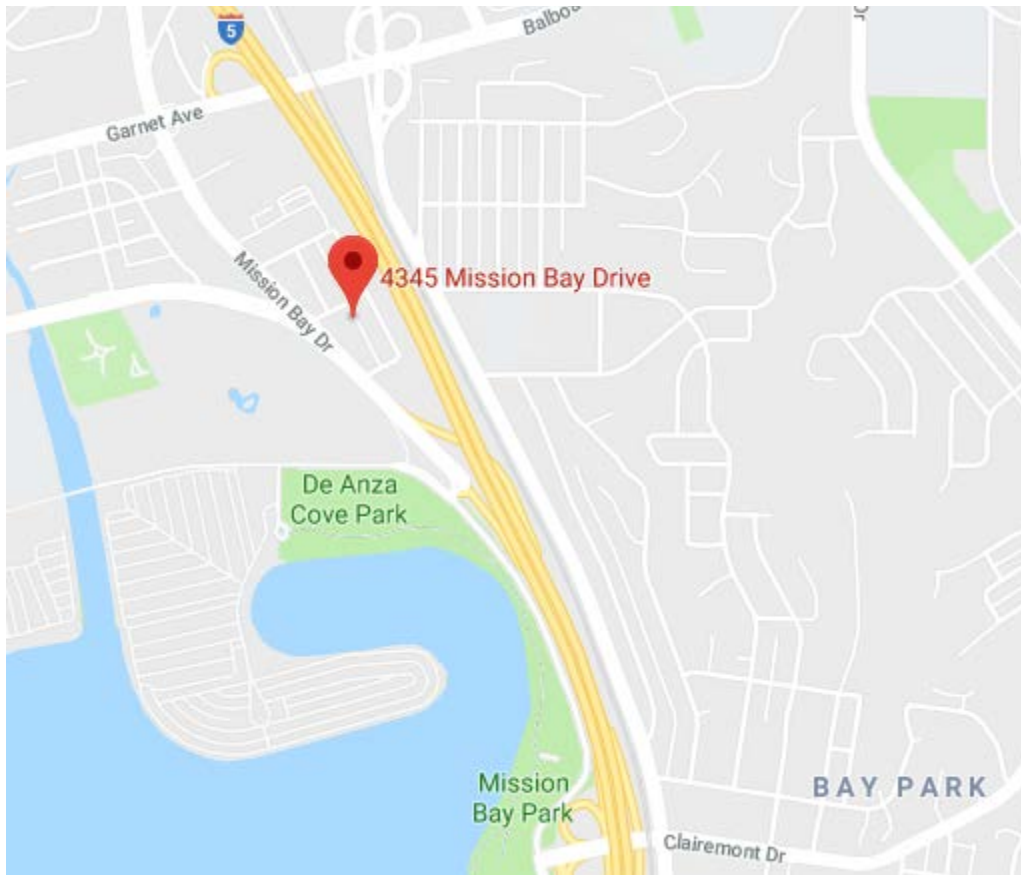
**XIX. Water Conservation**

\_\_\_ Sunset Magazine, *New Western Garden Book*, Rev. ed. Menlo Park, CA: Sunset Magazine

**XX. Water Quality**

\_\_\_ Clean Water Act Section 303(b) list, [http://www.swrcb.ca.gov/tmdl/303d\\_lists.html](http://www.swrcb.ca.gov/tmdl/303d_lists.html)  
\_\_\_ Site Specific Report:

Revised: February 2018

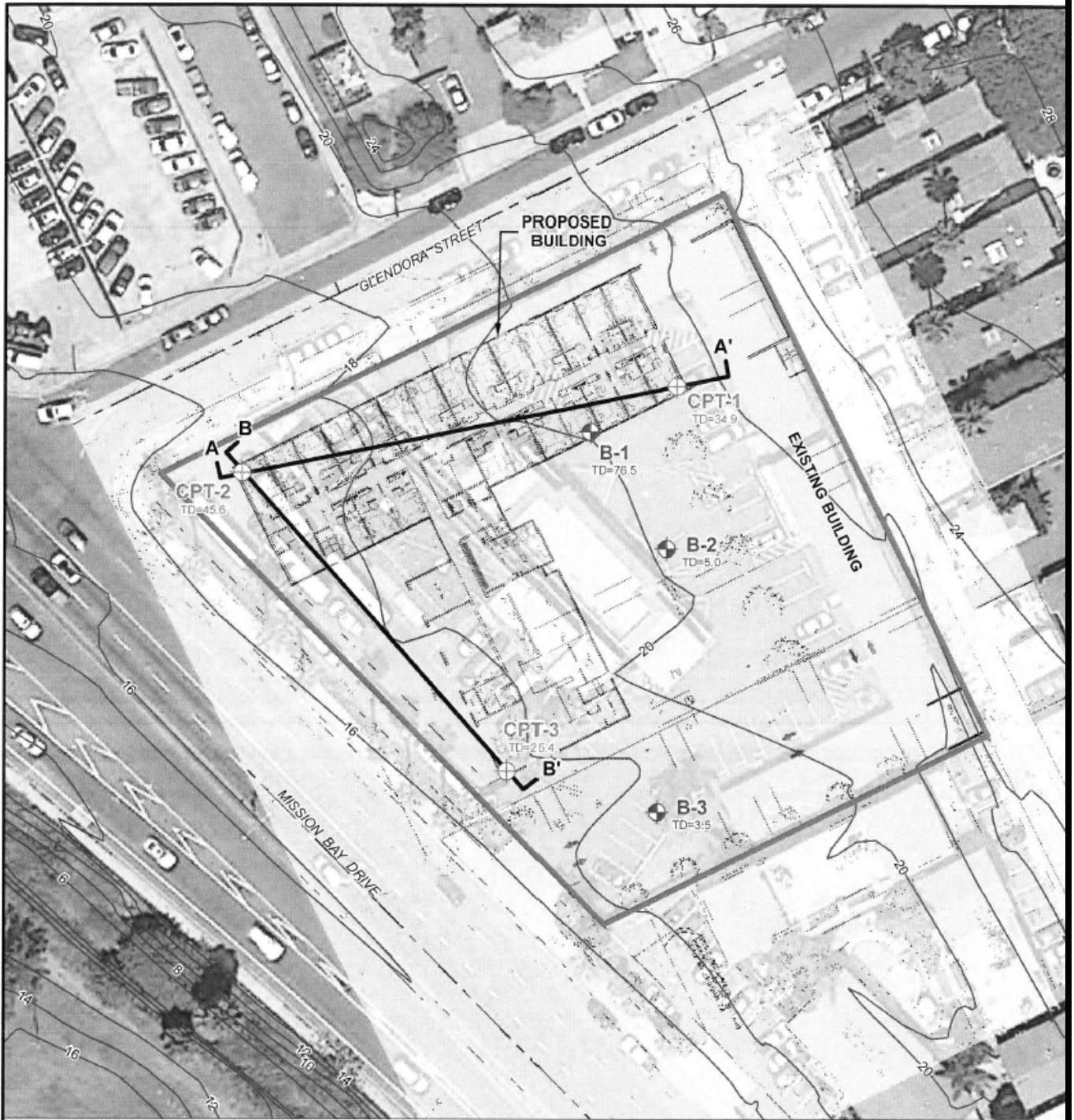


## Location Map

Fairfield Marriott CDP/Project No. 530427

City of San Diego – Development Services Department

**FIGURE**  
**No. 1**



## Site Plan

Fairfield Marriott Suites CDP/Project No. 530427  
City of San Diego – Development Services Department

**FIGURE**  
**No. 2**