



THE CITY OF SAN DIEGO

NEGATIVE DECLARATION

Project No. 537664
SCH No. 2018021074

SUBJECT: **The Lot Del Mar:** A request for a CONDITIONAL USE PERMIT and SITE DEVELOPMENT PERMIT to construct a 27,896-square-foot, 8 auditorium movie theatre with a bakery and kitchen. In addition, the project would obtain a L47 liquor license, which allows for the general on-site sale of alcohol in an eating establishment. Various site improvements would also be constructed including associated hardscape and landscape. The 0.8 acre project site is within a 10.35 acre shopping center located at 2673 Via De La Valle. The site is designated Commercial Employment, Retail and Services within the General Plan. Additionally the site is zoned CC-1-3 and is within the Coastal Zone Boundary, Sensitive Coastal Overlay Zone, Coastal Overlay Zone, Very High Fire Hazard Severity Zone, Parking Impact Overlay Zone (Coastal). (LEGAL DESCRIPTION: Parcel 1 in the City of San Diego, County of San Diego as shown at page 3594)

I. PROJECT DESCRIPTION: See attached Initial Study.

II. ENVIRONMENTAL SETTING: See attached Initial Study.

III. DETERMINATION:

The City of San Diego has conducted an Initial Study and determined that the proposed project will not have a significant environmental effect 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:

None Required.

VI. PUBLIC REVIEW DISTRIBUTION:

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

STATE

California State Parks (40A)
California Department of Park and Recreation (40B)
State Clearinghouse (46)
California Coastal Commission (47)

CITY OF SAN DIEGO

Mayors Office (91)
Councilmember Bry, District 1 (MS 10A)
Development Services Department
 EAS
 Planning Review
 Landscaping
 Engineering
 Transportation
 Geology
 DPM
Planning Department
 Long Range
Public Utilities- Water & Sewer
Park and Recreation
Library Department – Government Documents (81)
Central Library (81A)
Carmel Valley Branch Library (81F)
City Attorney's Office (93C)

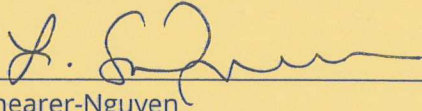
OTHER ORGANIZATIONS, GROUPS AND INTERESTED INDIVIDUALS

Carmel Valley Community Planning Group (350)
City of Del Mar (96)
San Dieguito River Park JPA

VII. RESULTS OF PUBLIC REVIEW:

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

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



E. Shearer-Nguyen
Senior Planner
Development Services Department

February 27, 2018
Date of Draft Report

April 9, 2018
Date of Final Report

Analyst: M. Dresser

Attachments:

- Figure 1: Regional Map
- Figure 2: Vicinity Map
- Figure 3: Vicinity Map
- Figure 4: Site Plan



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

March 29, 2018

Morgan Dresser
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

Subject: The Lot Del Mar
SCH#: 2018021074

Dear Morgan Dresser:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on March 28, 2018, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1.

City staff response(s) to the State of California Governor's Office of Planning and Research,
State Clearinghouse and Planning Unit comment(s) letter

for The Lot Del Mar, Project No. 537664

1. The City acknowledges receipt of the State Clearinghouse letter which indicates that the City has complied with the State Clearinghouse review requirements for draft environmental document pursuant to CEQA.

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
1-916-445-0613 FAX 1-916-558-3164 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2018021074
Project Title The Lot Del Mar
Lead Agency San Diego, City of

| Type | Neg | Negative Declaration |
|-------------|--|----------------------|
| Description | A request for a CUP and site development permit to construct a 27,896 sf, 8 auditorium movie theatre with a bakery and kitchen. In addition, the project would obtain a L47 liquor license, which allows for the general on-site sale of alcohol in an eating establishment. Various site improvements would also be constructed including associated hardscape and landscape. The 0.8 acre project site is within a 10.35 acre shopping center located at 2673 Via De La Valle. The site is designated commercial employment, retail and services within the GP. Additionally the site is zoned CC-1-3 and is within the coastal zone boundary, sensitive coastal overlay zone, coastal overlay zone, very high fire hazard severity zone, parking impact overlay zone. The site is not included on any Govt Code listing of hazardous waste sites. | |

| Lead Agency Contact | | | |
|---------------------|---------------------------|-------|--------------|
| Name | Morgan Dresser | | |
| Agency | City of San Diego | | |
| Phone | (619) 446-5404 | Fax | |
| email | | | |
| Address | 1222 First Avenue, MS-501 | | |
| City | San Diego | State | CA Zip 92101 |

| Project Location | | | |
|------------------|---|-------|--------------|
| County | San Diego | | |
| City | San Diego | | |
| Region | | | |
| Lat / Long | 32° N / 117° 24' W | | |
| Cross Streets | Via De La Valle/east of I-5/west of San Andres Dr | | |
| Parcel No. | 298-490-4100 | | |
| Township | | Range | Section Base |

| Proximity to: | | | |
|---------------|--|--|--|
| Highways | I-5 | | |
| Airports | | | |
| Railways | San Diego Northern RR | | |
| Waterways | San Dieguito Lagoon, San Dieguito River, San Elijo Lagoon | | |
| Schools | Santa Fe Christian School, Earl Warren MS, Skyline ES, Torrey Pl | | |
| Land Use | CC-1-3/Commercial employment, retail and services | | |

| Project Issues | | | |
|--------------------|---|--|--|
| Reviewing Agencies | Resources Agency, California Coastal Commission; Department of Fish and Wildlife, Region 5; Cal Fire; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 11; State Water Resources Control Board, Division of Drinking Water; Regional Water Quality Control Board, Region 9; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; San Diego River Conservancy | | |

| | | | | | |
|---------------|------------|-----------------|------------|---------------|------------|
| Date Received | 02/27/2018 | Start of Review | 02/27/2018 | End of Review | 03/28/2018 |
|---------------|------------|-----------------|------------|---------------|------------|

Note: Blanks in data fields result from insufficient information provided by lead agency.

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INITIAL STUDY CHECKLIST

1. Project title/Project number: THE LOT/537664
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: Morgan Dresser, (619)446-5404
4. Project location: 2673 Via de la Valle. In the shopping center east of Interstate 5 (I-5), south of Via de la Valle, and west of San Andres Drive. South of Flower Hill Promenade in the City of San Diego
5. Project Applicant/Sponsor's name and address: Mr. Adolfo Fastlicht, THE LOT, 7611 Fay Ave. La Jolla, CA 92037
6. General/Community Plan designation: Commercial Employment, Retail and Services
7. Zoning: CC-1-3
8. Description of project (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation.):

A request for a CONDITIONAL USE PERMIT (CUP) and SITE DEVELOPMENT PERMIT(SDP) to construct a 27,896-square-foot, 8 auditorium movie theater with a bakery and kitchen. In addition, the project would obtain a L47 liquor license, which allows for the general on-site sale of alcohol in an eating establishment.

The movie theatre would be just under 30 feet in height (29 feet, 8 inches) and would abut the existing Gelson's Market on its west side. Building signs would consist of stand-alone letters (THE LOT) on the side of the structure as well as notification signs incorporated into shopping center signage. Signs and lighting would comply with City Municipal Code Chapter 14 standards.

The facility would incorporate varied heights (patio covered patio areas versus theater proper visible from south and east exposures), would vary horizontal and vertical lines between walls and pillars along those same exposures, and would use solid materials as well as glass and vegetative elements (further described below) to provide visual interest. Eight existing queen palms located north of the graded pad and abutting the location of the future structure would be removed, with one to be retained. To replace these trees, a fountain, trellis, seating area, and potted trees also would be located on the north side of the structure. The north side (facing into the shopping center) also would be architecturally treated, and variation in line (through a portion of the north façade being off-set from the rest of that façade) and placement of plants along the northern exposure, would all visually "soften" the solid wall in this area.

The structure would be located adjacent to a permeable paver pathway that extends in varying widths along the theater east and north sides, and along a portion of the south side. The primary theater entrance would face east and be identified by a wider permeable pavement area, as well as signage. A total of four carrotwood and magnolia trees (two each) would be placed on the east side of the building. On the south side of the pad, the line of existing parking closest to the pad (see Figure 3) would be removed and replaced with patio area. The theater structure (on the southwest side of the pad) and a patio area (on the southeast side of the pad) would replace area currently containing 20 parking spaces. South of the southern-most building extent, an approximately 8.5-foot wide biofiltration basin would edge the structure for approximately 96 feet. To the east, permeable pavers would surround a theater patio area, and tie into the pedestrian access along the east side of the structure as noted above. The patio also would be edged by palms in a raised planter on the south side. A six-foot high block wall along the southern boundary line of the parking area (adjacent to San Dieguito Lagoon property) would remain.

Landscaping along the east side of the parking lot in the vicinity of the theater consists of 11 existing sycamore trees, a carrotwood tree at the central driveway, and low-growing shrubbery (approximately 70 feet from the building edge) along San Andres Drive. This area would be landscaped with shrubbery (Ligustrum) to include a 5-foot-tall hedge along the frontage between the two southernmost parking lot driveways, with a maximum 36-inch plant height maintained immediately adjacent to the driveways to maintain sight lines. One additional carrotwood tree also would be planted at the central driveway, to match the existing tree noted above. An existing sycamore and two eucalyptus trees at the southeast corner of the parking lot also would be retained.

Grading would occur within an approximate 0.8-acre surface area, and would be required for foundation supports and final pad preparation. Approximately 1,350 cubic yards (c.y.) of cut with a cut depth of 3 feet, with 750 c.y. of fill/600 c.y. of import would be necessary. No soil export is proposed.

Access to the project site would be taken from two existing driveways along Via de la Valle and more directly from three driveways off San Andres Drive. The two driveways closest to the project are located across the parking area from the northeast edge of the theater and at the southeast portion of the existing parking lot, south of the proposed structure. The three driveways along San Andres Drive would be reconstructed to meet current City standards and to be compliant with Americans with Disabilities Act (ADA). Parking for the project consists of 150 available existing off-street spaces within the existing shopping center. Of the automobile parking spaces required, eight electrical vehicle (EV) charging spaces (four ready for use and four wired to facilitate future use) and eleven parking spaces designated for carpool/zero emissions vehicles will be provided. Three motorcycle parking spaces would be provided adjacent to the EV spaces. Six accessible parking spaces including one van accessible space, would be located on the east side of the building, near the project's entrance. Fourteen bicycle parking spaces (seven short-term and seven long-term) would be located in the planted/fountain/walk area north of the building.

9. Surrounding land uses and setting:

The 0.80 acre project site is within a 10.35-acre shopping center located at 2673 Via de la Valle. The project is south of Via de la Valle, and across the street from Flower Hill Promenade. Homes are visible on the hillsides north of the lagoon on both sides of I-5 (a mix of single- and multi-family residential development is visible on the hills northerly of Flower Hill Promenade, and single-family residential is located west of I-5). I-5, and its northbound off-ramp to Via de la Valle, comprise the closest developed uses west of the shopping center. San Dieguito Lagoon is located across a developed path south of the shopping center and across San Andres Drive, planted strips and a developed path east of the shopping center. The lagoon is considered Multi-habitat Planning Area (MHPA) and contains sensitive and potentially sensitive habitat. The lagoon includes marsh lands with low growing vegetation, visible soils and streambed (the San Dieguito River) wending its way to the ocean. Some commercial uses, and the San Diego Fairgrounds/race course are located west of I-5.

The 0.8 acre project site consists of a vacant pad surrounded by commercial structures to the north and west, and parking associated with the shopping center to the east and south. Existing structures within the shopping center do not exceed 30 feet in height. Flower Hill Promenade and the Chase Bank across Via de la Valle are two-story uses. The overall shopping center site is generally flat, with elevations ranging from approximately 20 to 30 feet above mean sea level depending on the exact location within the shopping center. The theater pad currently ranges from approximately 21 to less than 23 feet above mean sea level (AMSL). Existing parking is located within the shopping center and in the immediate vicinity of the pad on its north, east and south sides. Existing landscaping consists of sycamores, eucalyptus and carrotwood trees, variously, are located near the theater site. Low-growing shrubs are sparsely located adjacent to the sidewalk areas along San Andres Drive, on both the west (theatre side) and east (lagoon side) of the street.

A portion of The Coast to Crest Trail is located south and east of the shopping center. The trail is south of the existing wall along the south side of the parking lot and downslope from this southern area. On the east, the trail is at the same elevation as San Andres Drive at the road's southern terminus, and where trail access is provided from the street. Otherwise, it is located several feet below the elevation of San Andres, with a small vegetated slope located between the trail and the street.

The site is designated Commercial Employment, Retail and Services within the CC-1-3 zone. Additionally the site is located within the Coastal Zone Boundary, Sensitive Coastal Overlay Zone, Coastal Overlay Zone, Very High Fire Hazard Severity Zone, Parking Impact Overlay Zone (Coastal). In addition, the project site is located in a developed area currently served by existing public services and utilities.

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

California Coastal Commission

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

In accordance with the requirements of Public Resources Code 21080.3.1, the City of San Diego notified the Lipay Nation of Santa Isabel, and the Jamul Indian Village, both traditionally and culturally affiliated with the project area. These tribes were notified via email on October 9, 2017. Both Native American Tribes responded within the 30-day formal notification period requesting consultation. Consultation took place on November 17, 2017.

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 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 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 |
|-------|--------------------------------|--|------------------------------|-----------|
|-------|--------------------------------|--|------------------------------|-----------|

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"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Scenic vistas are available from public roads such as I-5, Via de la Valle, San Andres Drive, and the Coast to Crest Trail segment located on the lagoon slopes south and east of the project. The City provides additional guidance to evaluate this issue. Subarea II of the NCFUA is located immediately east and south of the existing shopping center and includes the San Dieguito River Valley Regional Open Space Park Focused Planning Area within it. Specific to views, Implementing Principle 4.10f notes that development should not obstruct public views to significant natural areas.

Views in this area, including those from I-5, San Andres Drive, and Via de la Valle, encompass many and varied developed uses, as described in Item 9 of this Initial Study Checklist. They include the existing shopping center as part of current views, and the addition of the theatre at the eastern edge of the shopping center would not substantially change these views.

An immediately adjacent and visually sensitive resource is a portion of the Coast to Crest Trail. Relative to Implementing Principle 4.10f, no view obstruction would occur as San Andres Drive would remain in its existing condition (east of the project and west of the lagoon) and no direct impacts would occur to the Coast to Crest Trail segment located on the lagoon slopes and south and east of the project. Views from the trail for westbound users moving toward the coast from points east of San Andres Drive may incrementally change due to the addition of the theatre. It would be seen as a built use immediately east of the existing structures within the shopping center, however, and would be one additional building in an area already containing built uses of similar mass. The shopping center is generally up slope from the trail, and is edged by landscaping. Even without the landscaping, the project would not have a substantial adverse effect on potential scenic vistas from this trail. Potential impacts would be less than significant.

There are several parks in the area with varying degrees of visibility to the site. Overlook Park is along the south bluff of the San Dieguito Valley and north-facing slopes between I-5 and El Camino Real. Overlook Park is located approximately 1.25 miles south of the proposed project, but there are no intervening uses to obstruct views. Although much of the park consists of slopes with native vegetation, along High Bluff Drive there is a paved trail and three manicured turf areas with a concrete bench, low-plantings and a see-through three-rail fence along the bluff edge. Open views to the north, west and east are available from the park. Views toward the project from the eastern-most turf and bench area look down onto the lagoon and over it to the north. The shopping center is visible, although at this distance, the structures blend together into one whitish structural mass. Addition of a building in the southeast portion of the shopping center adjacent to the existing visible structures is not expected to result in a significant change when compared to current views. A block of structures would still be visible, located below developed areas higher on the hillside north of Via de la Valle, and no change would occur to the lagoon setting in the foreground and mid-ground. The project would not have a substantial adverse effect on potential scenic vistas from this trail and park. Potential impacts would be less than significant.

Crest Canyon Park is located west of I-5. Views here are generally considered to be oriented north and west (away from the project), but a north-south trending foot trail just west of I-5 could provide

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-------|--------------------------------|--|------------------------------|-----------|
|-------|--------------------------------|--|------------------------------|-----------|

views toward the project. The visual effect is anticipated to be similar to that described for Overlook Park, except that I-5 travel lanes would be in the view foreground and lagoon views would be truncated. Potential impacts would be less than significant.

The 4-acre La Colonia Neighborhood Park is west of I-5 on Stevens Avenue in the City of Solana Beach, approximately 0.9 mile northwest of the project. The park facility includes a playground, picnic area and sports playing field. Users would be expected to be generally focused inward, upon active park activities. Regardless, the distance, and the presence of intervening developed uses between the project and the park that are located at higher elevations than the park, block views toward the project. Potential impacts would be less than significant.

San Dieguito County Park on Linea del Cielo and Highland Drive is located approximately 1.4 miles northeast of the project (at its closest point along its southern boundary). The park is classified by the County of San Diego as a regional park facility. It consists of 122 acres and includes playgrounds, extensive picnic facilities, lawn area and hiking trails through natural terrain. Views to the south are generally blocked by vegetation – both within the park and along the area roads, some of which are tree-lined. No impact to a less than significant potential impact is identified.

Other recreational uses include locations such as the Fairbanks Country Club, Lomas Santa Fe Country Club, equestrian-focused uses in the valley, and Adam Andrew Golf and the Surf and Turf Tennis Club (west of I-5). These facilities are not proximate to the shopping center, can have obstructed views at best, are expected to have users focused on specific activities that drew them to the location as opposed to the natural setting itself, and with regard to the country clubs, are not public. These considerations, combined with the existing nature of the built environment within which the project would be located, result in no impact being assessed.

The project would not have a substantial adverse effect on scenic vistas. Overall, less than significant impacts are identified.

- b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

☐
☐
☒
☐

The closest designated scenic highways are State Route 78 (SR-78) in east county, a portion of SR-163 south of I-8, and SR-75 south of downtown San Diego. Each of these is too far distant to have views to the site.

Although not part of an officially designated scenic highway, I-5 is identified as an eligible scenic highway in this area (part of the stretch from the Orange County line to downtown San Diego). The shopping center within which the project pad is located is visible from I-5 north and southbound lanes, and views encompass the existing shopping center buildings. The addition of the theatre at the eastern edge of the shopping center, on the far side from I-5 closest points, would not substantially change this view. No scenic rock outcroppings or historic buildings are located on site. The trees that have been planted as part of the shopping center would not be affected by THE LOT construction. No substantial damage would occur to scenic resources, and potential visual effects would be less than significant.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The project site is within an existing built shopping center. The project would be consistent with the existing bulk and scale, as well as the General Plan, underlying zone, setback and height requirements. The project would not substantially degrade the existing visual character or quality of the site and its surrounding. Impacts were determined to be less than significant.

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

The project would add a single structure to an existing shopping center, within the developed footprint. There is already ambient lighting associated with shopping center signs, the existing commercial structures, street lights (e.g., along Via de la Valle and San Andres Drive) and parking lot lights throughout the existing parking. Project construction would not occur after 7:00 p.m. The project would also be subject to the City's Outdoor Lighting Regulations per Municipal Code Section 142.0740. Therefore, exterior lighting would not create a new source of substantial light that would affect day or nighttime views in the area.

Additionally, the project would not introduce a source of glare that could affect day or nighttime views. In order to avoid such glare impacts, exterior materials utilized for proposed structures would be limited to specific reflectivity ratings as required per Municipal Code Section 142.0730 (Glare Regulations). Potential impacts would be less than significant.

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

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| 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"/> |
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The project site is mapped as Urban and Built-Up Land under the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP 2014). The project would not convert lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, to non-agricultural use as the site is currently developed. No impact would occur.

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| 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"/> |
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| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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The project site is zoned for and surrounded by developed commercial/retail uses. The project site is not under Williamson Act contract. No impacts to agricultural-related zoning or Williamson Act contracts would occur from project implementation.

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| 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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The existing on-site commercial uses and commercial zoning designations do not allow for uses related to forest or timberland resources/production. Accordingly, implementation of the proposed project would not conflict with existing forest or timber land zoning. No impact would occur.

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| 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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As described above, Section II(c), there are no forest lands on site and the site contains a graded pad. Implementation of the project would not result in impacts related to the loss or conversion of forest land to non-forest uses. No impact would occur.

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| 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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The project is located within an existing developed parcel. No existing farmland or forest lands abut the project. Therefore, the project would not trigger other changes in the environment that could convert existing farmland or forest land to non-agricultural or non-forest uses. No impact would occur.

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:

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| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project site is located within the San Diego Air Basin (SDAB). The San Diego Air Pollution Control District (SDAPCD) is the local agency responsible for the administration and enforcement of air quality regulations in the SDAB. Air quality plans applicable to the SDAB include the San Diego Regional Air Quality Strategy (RAQS; most recently adopted by the SDAPCD in 2016) and applicable portions of the State Implementation Plan (SIP). The RAQS and SIP outline the SDAPCD's plans and control measures designed to attain state and federal air quality standards. The RAQS and SIP rely on San Diego Association of Governments (SANDAG) growth projections, which are based in part on

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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city and County general plans. As such, projects that propose development consistent with the growth anticipated by the applicable general plan(s) are consistent with the long-standing existing conditions and/or RAQS and applicable portions of the SIP.

The project site is located in an area developed with and designated for commercial development. The development would comply with City of San Diego General Plan, North City Local Coastal Program (LCP) mapping provided in the Via de la Valle Specific Plan, and the City of San Diego Zoning Ordinance, all of which assume commercial uses on site. Based on the described conformance with existing land uses and applicable land use plans, the project would be consistent with the RAQS and applicable portions of the SIP. There would be no impact related to implementation of applicable air quality plans.

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| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Short-Term (Construction Emissions). 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 used, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site.

Construction-related activities comprise temporary, short-term sources of air emissions. Sources of construction-related air emissions include fugitive dust (PM) from grading activities; construction equipment exhaust; construction-related trips by workers, delivery trucks, and material-hauling trucks; and construction-related power consumption.

Fugitive dust emissions are generally associated with land-clearing and grading operations. In this case there is virtually no land clearing, and very limited grading. Construction operations would include standard City-required Best Management Practices (BMPs), including fugitive dust controls, to limit potential air quality impact. These would include measures such as watering of disturbed dirt areas, covering soil during import, etc. Therefore, impacts associated with fugitive dust are considered less than significant, and would not independently violate an air quality standard or contribute substantially to an existing or projected air quality violation. Types of construction equipment and idling times also would be monitored. No additional attenuative measures are required beyond project design and regulatory compliance.

Long-Term (Operational) Emissions. Long-term air emission impacts associated with the theater would be primarily associated with mobile (vehicular) sources. As described in Section XVI (a), the theater is expected to generate a total of approximately 783 average daily trips, with a minor and incremental contribution to peak hour trip totals. The worst-case project-related peak hour effect would be 63 trips, occurring during the p.m. peak hours.

The project is compatible with the surrounding development and is permitted under City land use plans and zoning. Based on the consistent 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.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The SDAB is marginal nonattainment area for the 8-hour NAAQS for ozone. And is under a national “maintenance plan” for CO. The SDAB is also currently classified as a nonattainment area under the CAAQS for ozone (serious nonattainment), PM₁₀, and PM_{2.5}.

As described above in Section III (b), construction activities could temporarily increase the emissions of dust and other pollutants; however, construction emissions would be temporary and implementation of BMPs would avoid or substantially minimize temporary dust impacts. Therefore, the project would not result in a cumulatively considerable net increase of criteria pollutants for which the project area is in non-attainment under applicable federal or state ambient air quality standards. Impacts would be less than significant.

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| d) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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During construction, odors could result from construction equipment emissions. Potential odors associated with construction would be intermittent and temporary, however, ceasing at construction completion. As such, potential construction odor effects would be less than significant.

During operations, the project site would be developed with a movie theater, which is not a use typically associated with odor. On-site trash receptacles could have the potential to create adverse odors. No significant odors would result and project impacts are identified as less than significant.

IV. BIOLOGICAL RESOURCES – Would the project:

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| a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project site contains a graded pad and the immediate site vicinity currently supports commercial development and associated landscaping. 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.

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| 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| and Game or U.S. Fish and Wildlife Service? | | | | |

The project site does not contain any riparian habitat or other identified community, as the pad is graded and the immediate site vicinity currently supports commercial development and associated landscaping. No impact on site would occur.

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| c) Have a substantial adverse effect on federally protected wetlands as defined by section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project would not result in impacts to federally, state-, or City-protected wetlands as wetlands do not occur on the project site. The project site is a graded pad and the immediate site currently supports commercial development and associated landscaping. The project would not result in the removal, filling, hydrological interruption etc. of any federally protected wetlands. Therefore, no impact would result.

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| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project would develop an already graded pad within a shopping center and is separated from nearby habitats by San Andres Drive, the San Dieguito River Park trail (a segment of the Coast to Crest Trail), and by a six- to seven-foot-tall block wall along the south edge of the parking lot. The project would not impede the movement of any native, resident, or migratory fish or wildlife species; or with established native, resident, or migratory wildlife corridors. In addition, the project would not interfere with linkages identified in the MSCP Plan or use of native wildlife nursery sites. No impact would occur.

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| 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 type="checkbox"/> |
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The proposed project is located within a developed commercial site and there are no local policies or ordinances protecting biological resources that apply to the project site. As described above, the project would not result in any impacts to biological resources addressed in the City's MSCP Subarea Plan, ESL Regulations, and Land Development Code. No trees protected by a tree preservation policy with biological value would be removed from shopping center landscaping during construction. No conflict with local policies or ordinances to protect biological resources would occur.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

The City's MSCP Subarea Plan has been prepared to meet the requirements of the California Natural Communities Conservation Planning (NCCP) Act of 1992. This Subarea Plan describes how the City's portion of the MSCP Preserve, the MHPA, would be implemented. The MSCP identifies a MHPA that is intended to link all core biological areas into a regional wildlife preserve. The MSCP Subarea Plan identifies Adjacency Guidelines to ensure that the MHPA will function and that edge effect conflicts related to drainage, toxins, lighting, noise, trespass and invasive species would not occur.

The project would construct a movie theater on a vacant lot that is surrounded by existing commercial development, located approximately 125 feet from the MHPA. The project site is separated from the MHPA by a paved parking lot, San Andres Drive, and a multi-use trail to the east, and by a paved parking lot and block wall to the south. A trail is located further to the south within the MHPA. The project would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan. Therefore Impacts would be less than significant.

Based on the above considerations, project implementation would not result in significant impacts related to MHPA adjacency that would result in adverse edge effect, and conflicts with an approved regional habitat conservation plan would be less than significant.

V. CULTURAL RESOURCES – Would the project:

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| 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.

The project would be located on an existing graded pad. No structure is present. No impact would 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 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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The project site is located within a high sensitivity area on the City of San Diego's Historical Resources Sensitivity map. Therefore, a record search of the California Historic Resources Information System (CHRIS) digital database was conducted and reviewed by qualified archaeological City staff to determine presence or absence of potential resources within the project site. Historic resources were not identified within or adjacent to the project site. Furthermore, the project site has been previously graded to allow for the existing development. Additionally, the geotechnical report identified artificial fill ranging across the site from about 0 to 13 feet from existing grade. Therefore, it was determined that there would not be a potential to impact any unique or non-unique historical resources. No impact would result.

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| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project is located on Young Alluvial Floodplain, which is considered to have a low sensitivity level for paleontological resources. The preliminary geotechnical investigation shows the project is underlain by artificial fill extending to a depth of approximately 13 feet below existing grade. Project grading would extend downward approximately 3 feet in depth, which would not reach underlying paleontological formations. Therefore, no monitoring is required and no impact would occur.

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| d) Disturb and human remains, including those interred outside of dedicated cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Refer to Section V (b). As previously identified, the area to be impacted by the project has been heavily disturbed by grading for the surrounding construction, and the potential for subsurface deposits to remain in these areas is extremely low. While there is a very low possibility of encountering human remains during subsequent project construction activities, it is noted that activities would be required to comply with state regulations that are intended to preclude impacts to human remains. Per CEQA Section 15064.5(e), the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5), if human remains are discovered during construction, work would be required to halt in that area, and no soil would be exported off-site until a determination could be made regarding the provenance of the human remains via the County Coroner and other authorities as required.

VI. GEOLOGY AND SOILS – Would the project:

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

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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The site is not traversed by an active, potentially active, or inactive fault. As detailed in the project Preliminary Geotechnical Investigation (Christian Wheeler Engineering 2017), a review of available geologic maps indicates that the nearest active fault is the Rose Canyon-Newport Inglewood Fault Zone, located approximately 6 miles to the northwest. Other active fault zones in the region that could possibly affect the site include the Coronado Bank, San Diego Trough and San Clemente Fault Zones to the west; the Palos Verdes Fault Zones to the northwest; and the Elsinore, Earthquake Valley, San Jacinto, and San Andreas Fault Zones to the northeast. Of these, the next closest fault is Coronado Bank, at approximately 16.5 miles, and San Diego Trough at 28 miles distant.

Based on the project Preliminary Geotechnical Investigation no active or potentially active faults are present at the subject site proper so the site is not considered susceptible to surface rupture. The likelihood of soil cracking caused by shaking from distant sources is considered in the report to be nominal. The project would be required to comply with seismic requirements of the California Building Code that would reduce impacts to people or structures due to local seismic events to an acceptable level of risk. Implementation of proper engineering design and utilization of standard construction practices, to be verified at the building permit stage, would ensure that the potential for impacts from regional geologic hazards would remain less than significant.

ii) Strong seismic ground shaking? ☐ ☐ ☒ ☐

The site could be affected by seismic activity (shaking) generally rated as slight to moderate based on the magnitude of seismic events and the distance to the epicenter. It is assumed that at least one moderate to large earthquake could occur during the life of the project. For modeling purposes, it was assumed that the Rose Canyon-Newport-Inglewood Fault could generate an event up to magnitude 6.7 on site, and that potential issues could relate to liquefaction (see additional discussion in Section VI (a.iii), below).

To understand site parameters, six subsurface explorations were made on April 14, 2017 at the locations indicated on the Site Plan and Geotechnical Map included in the project Preliminary Geotechnical Investigation. The explorations consisted of three hand-augured borings and three cone penetrometer probes conducted under the observation and direction of qualified engineering geology personnel.

Relative to potential impacts related to shaking, the project would implement recommendations provided in the project Preliminary Geotechnical Investigation; including engineering attendance at pre-grading meetings, observation of grading by a qualified geotechnical consultant, removal of existing artificial fill to a minimum depth of 3 feet and at least 5 feet from the structure perimeter (unless within 3 feet of an existing improvement), approval by the geotechnical engineer or representative prior to soil replacement, and replacement as appropriately compacted fill. It is noted that imported fill soils should be clayey and/or silty sands as specified in the report. A process of soil scarification, compaction and fill, as well as subsequent drainage treatment are also specified. Finally, footing/foundational and slab requirements are identified, with review of final plans and specification by the geotechnical engineer and engineering geologist to verify compliance with the report requirements and California Building Code (CBC). Implementation of this proper engineering design and utilization of standard construction practices, to be verified at the building permit stage,

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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would reduce the potential impacts associated with seismic ground shaking to an acceptable level of risk with no additional measures required.

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| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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The project site is in an area considered potentially susceptible to liquefaction. In order to be subject to liquefaction, three conditions must be present: loose sandy or cohesionless silty deposits, shallow groundwater, and earthquake shaking of sufficient magnitude and duration. As described in the project Preliminary Geotechnical Investigation, shallow groundwater appears to be present at the site and strong earthquake shaking may affect the site. Additionally, the materials below the shallow water table in the project area consist of Holocene-age alluvial deposits that contain layers of sand, silty sand, and low to medium plasticity silts, that are expected to have soil properties conducive to liquefaction.

To provide a reasonable projection of liquefaction potential at the site, analysis was completed as detailed in the project Preliminary Geotechnical Investigation. The results of project cone penetration test (CPT) soundings were input into specific software and evaluated in accordance with the procedure recommended by the National Center for Earthquake Engineering Research (NCEER 1998). Analyses were limited to the upper 50 feet of the existing soils, as liquefaction below that depth is not considered to have a significant effect on surface improvements. Earthquake parameters were defined consistent with the CBC, and assumed an earthquake magnitude of 6.7, as noted in Section VI (a.ii), above.

The results of the liquefaction analyses indicate that much of the saturated sandy and silty portions of the alluvium below the water table possesses factors-of-safety against soil liquefaction of less than 1.0 and are therefore considered liquefiable, and could result in a few inches of settlement without remediation.

The project would include remedial grading and compacted fill as described in Section VI (a.ii), resulting in the property being judged suitable for construction. Additionally, construction associated with the project would be conducted in accordance with applicable California Building Code requirements, which would reduce impacts to people or structures to an acceptable level of risk. Impacts related to seismic-related ground failure, including liquefaction, would be less than significant.

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| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The publication "Landslide Hazards in the Southern Part of the San Diego Metropolitan Area" (Tan 1995) classifies San Diego County into areas of relative landslide susceptibility. The subject site is located in Area 2, which is considered marginally susceptible to slope failures. Based on the absence of significant slopes within the vicinity of the subject site, the potential for slope failures was identified as negligible in the project Preliminary Geotechnical Investigation.

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

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

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| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Potential liquefaction (and related effects such as lateral spreading) and landslide impacts are discussed above in Sections VI (a.iii) and VI (a.iv). Collapse was specifically addressed relative to liquefaction and necessary soil compaction and appropriate structural support (foundation preparation).

Subsidence was not specifically identified as a potential geologic hazard in the project Preliminary Geotechnical Investigation. Associated potential impacts from implementation of the proposed project are anticipated to be less than significant based on the following considerations: (1) subsidence is typically associated with conditions such as groundwater (or other fluid) withdrawal, with such activities not proposed as part of the project; (2) while subsidence effects can also be associated with loading related to placement of larger surface structures, materials potentially subject to such effects within the project site would be addressed through the required inclusion of geotechnical recommendations and conformance with applicable regulatory requirements (as described in association with the response to Section VI (a) and required grading plan review). The project would be required to comply with seismic requirements of the California Building Code that would reduce impacts to people or structures due to local seismic events to an acceptable level of risk. Implementation of proper engineering design and utilization of standard construction practices, to be verified at the building permit stage, would ensure that the potential for impacts from regional geologic hazards would remain less than significant.

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| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Expansive (or shrink-swell) behavior in surface or near-surface materials is attributable to the water holding capacity of clay materials. Such behavior can adversely affect the structural integrity of surface and subsurface facilities, such as pavement, foundations, and utilities.

The project would be required to comply with seismic requirements of the California Building Code that would reduce impacts to people or structures due to local seismic events to an acceptable level

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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of risk. Implementation of proper engineering design and utilization of standard construction practices, to be verified at the building permit stage, would ensure that the potential for impacts from regional geologic hazards would remain less than significant.

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| 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 would not involve the construction or use of septic tanks or an alternative wastewater disposal system, as the project would connect to the existing City sewer system. No impact would result.

VII. GREENHOUSE GAS EMISSIONS – Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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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The CAP Consistency Checklist is the City's significance threshold utilized to ensure project-by-project consistency with the underlying assumptions in the CAP and to ensure that the City would achieve its emission reduction targets identified in the CAP. The CAP Consistency Checklist includes a three-step process to determine project if the project would result in a GHG impact. Step 1 consists of an evaluation to determine the project's consistency with existing General Plan, Community Plan, and zoning designations for the site. Step 2 consists of an evaluation of the project's design features compliance with the CAP strategies. Step 3 is only applicable if a project is not consistent with the land use and/or zone, but is also in a transit priority area to allow for more intensive development than assumed in the CAP.

Under Step 1 of the CAP Checklist, the project is consistent with the existing General Plan, Community Plan designations as well as zoning for the site. Therefore, the project is consistent with the growth projections and land use assumptions used in the CAP. Furthermore, completion of Step 2 of the CAP Checklist demonstrates that the project would be consistent with applicable strategies and actions for reducing GHG emissions. This includes project features consistent with the energy and water efficient buildings strategy, as well as bicycling, walking, transit, and land use strategy. Thus, the project is consistent with the CAP. Step 3 of the CAP Consistency Checklist would not be applicable, as the project is not proposing a land use amendment or a rezone.

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

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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The project would not 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 zoning designations. Further, based upon review and evaluation of the completed CAP Consistency Checklist for the project as described in Section VII (a), 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:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Construction of the project may require the use of hazardous materials (fuels, lubricants, solvents, etc.), which would require proper storage, handling, use and disposal during the construction period. Although minimal amounts of such substances may be present during construction of the project, they are not anticipated to create a significant public hazard due to regulated handling of such substances. Once constructed, the routine transport, use, or disposal of hazardous materials on or through the subject site is not anticipated. Impacts are assessed as less than significant.

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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 checked="" type="checkbox"/> | <input type="checkbox"/> |
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As noted above in the response to VIII (a), less than significant health risks related to the storage, transport, use, or disposal of hazardous materials are identified from implementation of the proposed project. Project construction would involve the use of hazardous materials such as vehicle fuels and lubricants, with associated potential impacts and routine controls discussed below in the response to Item IX.

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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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

No schools are located within 0.25 mile of the site. The closest school is Fusion Academy, west of I-5 and more than 0.5 mile from the project. The closest school east of I-5 is Sandy Hill Nursery School, located approximately 0.9 mile to the north. The area within 0.25 mile is either developed (with homes or commercial/retail uses), in permanent open space such as the San Dieguito Lagoon, part of I-5, or in steep slopes. No schools are proposed for those areas. No impacts related to hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would occur.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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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 checked="" type="checkbox"/> | <input type="checkbox"/> |

The project would not be constructed on, or in immediate proximity, to, a known hazardous materials site. A November 2017 review of Geotracker showed four sites within approximately 1,000 feet of the project. The two closest were both located at 2661 Via de la Valle (within the shopping center). One was associated with a leaking underground storage tank (LUST) at Rancho Car Wash, with the site remediated and closed in 2010. The other was associated with a LUST at the Chevron Gas Station. This was remediated and closed in 2017. Two other actions were associated the Del Mar Mobil Station across the road at 2750 Via de la Valle. Those sites were remediated and closed in 1991 and 1992, respectively. No other sites east of I-5 showed on GeoTracker until north of Highland Drive, east of El Camino Real, and south of Highbluff Drive. West of I-5, additional sites are similarly associated with gas stations. The fact that the sites closest to the project are all remediated and closed, as well as their close association with a particular use not associated with the project, indicates that they would have less than significant impact.

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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 mile of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project site is not located within any airport land use plan. There are no airports located within or adjacent to the project site, with the closest airport facility, Marine Corps Air Station (MCAS) Miramar being approximately 9 miles to the south southeast between I-805 and I-15, and McClellan-Palomar Executive Airport being approximately 10 miles to the north in Carlsbad. The project would not result in a safety hazard for people residing or working in the project area, therefore no impact would occur.

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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"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Review of the list of San Diego County Public and Private Airports

(www.tollfreeairline.com/california/sandiego.htm) did not identify any private facilities in the vicinity. Similarly, review of GoogleEarth did not identify private airstrips in proximity to the site. As a result, no impacts are identified relative to airstrip safety hazards for people living or working in the area when present at the proposed theater.

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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 checked="" type="checkbox"/> | <input type="checkbox"/> |
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| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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The project would not negatively impact an adopted emergency response plan or evacuation plan as construction equipment staging areas would be restricted to on-site locations, and public roadways would not be impeded by construction operations. Similarly, the project would be constructed on an existing developed site and operations would not affect existing traffic flow. Thus, there would be a less than significant impact related to emergency response and evacuation plans.

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| 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
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The project is located within the northern edge of a Very High Fire Hazard Severity Zone, as shown on the City Official Very High Fire Hazard Severity Zone Map, grid tile 39. It is, however, located within a developed area with surrounding hardscape and primary access routes immediately adjacent. The project would comply with applicable building codes and standards related to fire hazards as a matter of regulation. Structure materials and methods of construction will be in accordance with Chapter 7A of the San Diego Municipal Code Section 145.0701(b); 55.5001. Potential impacts related to wildland fire hazards from implementation of the proposed project are assessed as less than significant.

IX. HYDROLOGY AND WATER QUALITY - Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Because the project does not include activities or facilities that could directly affect groundwater quality (e.g., septic systems or underground fuel tanks) associated potential project-related impacts are limited to the percolation of surface runoff and associated pollutants.

Potential project-related water quality impacts are associated with both short-term construction activities and long-term operation and maintenance. Without controls, the discharge of short- and long-term pollutants from the project site could potentially result in significant water quality impacts to downstream receiving waters, including the San Dieguito River and the associated lagoon. Runoff to the river is comingled with that from the public storm drains. As stated in the project Storm Water Quality Management Plan, according to the California 2010 303d list published by the San Diego RWQCB, the nearby San Dieguito River is an "impaired" water body; impaired by Enterococcus, Fecal Coliform, Nitrogen, Phosphorus, TDS, and Toxicity.

The project would introduce more than 5,000 square feet of impervious surface on an existing site of 10,000 or more square feet of impervious surfaces, sell prepared food and drink within that area, and discharge waters to an Environmentally Sensitive area (ESA). As a result, the project is identified as a priority development project (PDP) that is required to apply site design, source control, and structural pollutant control BMP requirements. As a result, a SWQMP was prepared. Please also see discussion under Section VI (b).

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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No runoff is conveyed through the site. Existing drainage flows to the San Dieguito River, and the same pattern would exist following development.

During construction, routine BMPs would be implemented, including required proper maintenance of construction equipment and vehicles, storage of absorbent and clean-up materials in a readily accessible on-site location, restricting use locations of materials to at least 50 feet from storm drains, and use of the runoff control methods mentioned in Section VI (b) etc. As described, the existing and proposed runoff is urban. The portion of the site to be developed accounts for 34,500 square feet, of which 5,460 square feet of the area is pervious. Following development, 29,527 square feet of the site would be impervious and 4,973 square feet would be pervious, based on the proposed biofiltration basin and pervious paving. The site is hydromodification exempt due to flow to a hardened conveyance system (6.5' x 4' box culvert) that discharges to the San Dieguito River (Lagoon), an exempt water body.

Based on the implementation (and related maintenance) of appropriate BMPs as part of (and in conformance with) the SWQMP and associated City requirements (including minimum standards required for all construction, as well as project-specific requirements), potential short- and long-term water quality impacts associated with water quality standards from implementation of the proposed project would be less than significant.

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| 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project does not require the construction of wells as the project is located in an urban area with existing public water supply infrastructure. Project implementation would result in additional impervious surfaces related to structure construction and pavement. It therefore would result in an incremental increase in impervious surfaces compared to existing conditions (approximately 487 feet, as noted in Section IX (a)). Project additions to existing drainage from the shopping center would maintain the overall drainage areas tributary to the existing storm drains, however, thereby retaining storm flows and providing opportunities for infiltration and associated groundwater recharge. Associated potential impacts to existing on-site recharge capacity would be less than significant due to the incremental amount of additional hardscape and because runoff from the project site would be treated and released to follow a similar flow pattern under existing conditions from the shopping center.

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

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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A Preliminary Drainage Study was prepared for the project by Christensen Engineering and Survey (2017a), which evaluated pre- and post-project drainage conditions. The project area is extensively developed and the project pad is graded and surrounded by pavement associated with shopping center parking. The site does not contain a stream or river.

The site, in its existing pre-construction condition, drains southwesterly and southeasterly to two existing catch basins located in the existing parking lot. This same general trend would continue post-construction, with a small area of runoff flowing to an existing more northerly driveway catch basin and the remainder flowing to the southerly driveway catch basin. All runoff from the site was previously conveyed to these catch basins, when the shopping center was previously improved. All runoff, both before and after development, flows to a City of San Diego 6.5' x 4' box culvert drain that discharges to the San Dieguito River. Should the runoff exceed the capacity of the box culvert it flows to the terminus of San Andres Drive and would flow to the San Dieguito River from that point, via an existing flow pattern southerly.

The site has been identified as hydromodification exempt by qualified City staff due to flow to a hardened conveyance system (6.5' x 4' box culvert) that discharges to the San Dieguito River/lagoon, an exempt water body, within the 100-year floodplain as shown on FEMA FIRM No. 06073C1326G.

Taking all of these considerations into account, erosion or siltation on site would be less than significant. Project implementation would not substantially alter the existing drainage pattern of the site or area, which has the overall shopping center draining to the San Dieguito drainage following catchment, and which pattern would continue. Potential impacts related to drainage alteration from implementation of the proposed project are assessed as less than significant, including effects related to on- and off-site erosion and sedimentation.

- 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?



As described in Section IX (c), the project would not significantly alter existing on- or off-site drainage patterns. The installation of impervious surfaces would incrementally increase the amount of runoff generated within the site (and ultimately discharging to the San Dieguito River drainage). The total runoff during storm events under project conditions would increase from 1.28 cubic feet per second (cfs) to 2.42 cfs. As stated, all runoff, both before and after development, flows to a City of San Diego 6.5' x 4' box culvert drain that discharges to the San Dieguito River. Should the runoff exceed the capacity of the box culvert it flows to the terminus of San Andres Drive and would flow to the San Dieguito River from that point. This would be an overland flow naturally flowing from the street onto the abutting soil to the south. From there, flow would continue to the existing retention facilities located south of the project and north of the Coast to Crest Trail. The project would not, therefore, substantially alter the existing drainage pattern, alter the course of a stream or river; or substantially increase the rate or amount of surface runoff in a manner that would result in on- or off-site flooding. Impacts were determined to be less than significant.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

As discussed in Sections IX (c) and IX (d), the project would treat project runoff in identified catchment basins, and would follow existing drainage patterns. Based on the described considerations, potential impacts related to runoff generation and the capacity of existing and planned storm water systems from project implementation would be less than significant. As described above in Section IX (a), project implementation would comply with applicable regulatory standards related to the generation of pollutants from project construction and operation. Therefore, the project would not 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. Impacts would be less than significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Water quality-related impacts from project implementation would be less than significant based on compliance with applicable regulatory requirements.

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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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Although the site is located within a mapped 100-year floodplain, the project does not propose housing. No impact would result.

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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"/> |
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The shopping center is located within the 100-year floodplain fringe according to Federal Emergency Management Administration (FEMA), Flood Insurance Rate Map (FIRM) Panel No. 1326G. The projects southern and eastern property lines of the shopping center align with FEMA Zone A, which indicates a one percent annual chance (100-year floodplain) of flooding. The existing graded pad is outside of the 100-year floodplain. Therefore, the project would not place structures within a 100-year floodplain area that would impede or redirect flood flows, therefore impacts would be less than significant.

X. LAND USE AND PLANNING – Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <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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The project is located within an existing commercial development and would place an additional structure next to others within a shopping center. The proposed project would not introduce new uses or involve improvements which would physically divide an established community. No impact is identified.

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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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Development is subject to the requirements of the City of San Diego General Plan, and the Zoning Ordinance. A Conditional Use Permit (required for theaters exceeding 5,000 square feet in size) and a Site Development Permit (for development on a site containing Environmentally Sensitive Lands (ESL) in the form of Floodplains) are being processed to implement the project.

The General Plan land use designation of "Commercial Employment, Retail and Services" includes theater uses. The project is also consistent with the CC-1-3 (Community Commercial) zone designation. Coastal zone restrictions (Coastal Height Limit), and Proposition D Height Limit restrict structures to a height of 30 feet. The project would not exceed that height. Allowable lot coverage is 35 percent and the project proposes 33 percent. Floor area ratio (FAR) allowed is 75 percent and the project proposes 33 percent. All of these are consistent with the standards and thresholds noted.

Although the entrance to the theater is positioned to the east rather than to the north (consistent with nearby existing commercial structures), the inclusion of the fountain and seating area, together with the pervious pavement and shading structure continued from the north to east sides renders the orientation appropriate and user friendly. The project is consistent with setbacks. Project signs and lighting would comply with City regulations as outlined in Chapter 14 of the Municipal Code.

The project would improve the three shopping center driveways off San Andres Drive to ADA-compliant and current City standards. Off-street parking requirements result in a project need for 132 total allocated spaces based on a ratio of 3.3 seats within the theater per parking stall required; 150 spaces are available adjacent to the theater. Handicapped parking, and bike and electric vehicle parking are also provided consistent with City requirements, as described in the Project Description.

The project also would not conflict with the adjacent Via de la Valle Specific Plan NCFUA Framework Plan, LCP as shown in the Via de la Valle Specific Plan, MSCP and associated MHPA, or San Dieguito River Park Master Plan.

Overall, the project would not result in a conflict with a land use plan or regulation. Therefore no impact would occur.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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The project is located within a developed shopping center. No habitat conservation plans or natural community conservation plans exist on site. Therefore no impact would occur.

XI. MINERAL RESOURCES – Would the project:

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| 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project site is within an area mapped as aggregate Mineral Resource Zone 1 (MRZ-1) by the CGS and the City General Plan Programmatic EIR (2008). The MRZ-1 designation is generally defined to include “areas containing mineral deposits, the significance of which cannot be evaluated from available data.” Despite the noted MRZ-1 designation, however, potential impacts to loss of available mineral resources from implementation of the proposed project would be less than significant because the project site and vicinity already include existing development which precludes mining within an approximately 0.65-acre pad area. The abutting uses render the ability to excavate infeasible. In addition, the presence of 13 feet of fill on the site may also eliminate value to underlying mineral resources. The site is unsuitable for mining operations due to the small size of the available undeveloped area, its disturbed nature, and the immediately abutting built uses and active human use areas. The area has already been removed from mining availability. Project effects are therefore less than significant.

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| 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"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is not currently mined and is not designated for future mining activities; the General Plan and related planning documents designate the project site to commercial/retail uses. As such, no impacts to mineral resources delineated in these planning documents would occur.

XII. NOISE – Would the project result in:

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

Short-term noise impacts would be associated with the on-site grading, soil remediation and structure construction. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area, but would no longer occur once construction is completed. Construction activities would be required to comply with the construction hours specified in the City's Municipal Code (Section 59.5.0404, Construction Noise). With this required compliance to the City's construction noise requirements, project construction noise levels 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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For the long-term, existing noise levels would not be substantially different from existing conditions. Please see discussion under Section XII (c), below, regarding project-related contributions to traffic noise. "Operational" noise associated with activities inside the theater would be largely contained within the building due to required sound proofing associated with movie houses. Therefore, no significant noise-producing traffic or operations would occur. Impacts were determined to be less than significant.

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

Project construction would not require activities that generate substantial vibration, such as pile-driving activities. Rather, the structure would be sited on a slab foundation, supported by support extending to a depth of only approximately 3 feet. Operational activities associated with arrival to and departure from the existing parking lots, as well as movie showing inside the building, would not generate ground borne vibration or substantial exterior ground-borne noise above existing levels. Because equipment associated with ground borne vibration would not occur, associated potential impacts would be less than significant.

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| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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A 3 decibel (dB) increase adjusted to approximate the hearing sensitivity of humans (dBA) community noise equivalent level (CNEL) increase beyond existing noise levels would result in a perceptible change in the noise environment to nearby receivers. The addition of project traffic would not be sufficient to create a direct impact of more than 3 dBA CNEL on nearby roadway segments. Furthermore, "operational" noise related within the theater is expected to be largely contained within the building due to required sound proofing associated with movie houses. The project, therefore, would not cause a substantial permanent increase in ambient noise levels in the project vicinity. Impacts were determined to be less than significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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The project would result in a temporary increase in ambient noise levels due to project construction. Project construction would be limited to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturday (with no construction proposed on Sundays or holidays), as specified in the City of San Diego Municipal Code. Impacts would be less than significant.

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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 expose people residing or working in the area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, the project would not expose people residing or working in the area to excessive noise levels.

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| 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"/> |
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There are no known private airstrips located in the project vicinity. As a result, project implementation would not expose people working in the area to excessive noise levels related to private airstrips. No impacts would result.

XIII. POPULATION AND HOUSING – Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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 site is located in a generally developed area of the San Diego coast. No new housing is associated with the project. Provision of a new movie theater, although anticipated to provide recreational experiences, is not considered the sort of business or residential amenity that would, by itself, draw residents to a specific area. Infrastructure utility upgrades generally would tie the theater into existing adjacent facilities, and not be sized to accommodate others. The site currently receives water and sewer service from the City, and no extension of infrastructure to new areas is required. No road or other infrastructure improvements are included as part of the project. No impact would result.

The project is therefore not expected to substantially increase housing or population growth in the area. No Impact is identified.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
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The project site is a graded pad in an existing commercial property. Project would not result in the loss of any existing housing, and therefore no replacement housing would be required. No impact would occur. No impact would result.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
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| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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As discussed in Sections XIII (a) and XIII (b), implementation of the project would not displace substantial numbers of people, and therefore would not require replacement housing elsewhere. No impact would result.

XIV. PUBLIC SERVICES

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

i) Fire protection ☐ ☐ ☒ ☐

The project site is located in an urbanized and developed area where fire protection services are already provided. The project would not adversely affect existing levels of fire protection services to the area, and would not require the construction of new or expansion of existing governmental facilities. No impacts would occur, and no mitigation measures are required.

ii) Police protection ☐ ☐ ☒ ☐

The project site is located in an urbanized and developed area within the City of San Diego where police protection services are already provided. The project would not adversely affect existing levels of police protection services or create significant new significant demand, and would not require the construction of new or expansion of existing governmental facilities. No impacts would occur, and no mitigation measures are required.

iii) Schools ☐ ☐ ☐ ☒

The project would not generate students. No impact would occur and mitigation measures are not required.

iv) Parks ☐ ☐ ☐ ☒

The project would not add homes to the area, and therefore would not bring new residents with needs for park facilities into the area exceeding existing conditions. The project would not affect existing levels of public services and would not require the construction or expansion of a park facility. Please also see Item XV, below. Project impacts would be less than significant.

v) Other public facilities ☐ ☐ ☐ ☐

Adequate services are available to support the proposed project and there are no identified other public facilities that would be needed to serve the project. Specifically with regard to sewer, the existing system was analyzed based on a total site population determined from the gross area of the entire shopping center, creating a very conservative assumption. Assuming the project in conjunction with the rest of the shopping center, the current system has nearly twice the required capacity to convey the expected volume of effluent to the public sewer system and the 6-inch drain from the proposed development is adequate to convey many times the expected site volume of

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-------|--------------------------------|--|------------------------------|-----------|
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effluent. Therefore, the sewer facilities are considered adequate to serve the proposed development. Water, electrical, and sewer connections would be made to hook into immediately adjacent facilities and services. If, during the building permit review process, existing water and sewer lines adjacent to the project site are identified as needing upgrade, the design and construction of those upgrades will occur outside driveways or drive aisles. No structures or landscaping of any kind will be installed in or over water easements. No trees or shrubs exceeding three feet in height at maturity will be installed within 10 feet of sewer facilities or within 5 feet of water facilities. Impacts are assessed as less than significant.

The project site is located in an urbanized and developed area where City services are already available. The project would not adversely affect existing levels of public services and not require the construction or expansion of an existing governmental facility. Therefore, no new public facilities beyond existing conditions would be required.

XV. RECREATION

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project would not adversely affect the availability of and/or need for new or expanded recreational resources. The project would not adversely affect existing levels of public services and would not require the construction or expansion of an existing governmental facility. The project would not significantly increase the use of existing neighborhood or regional parks or other recreational facilities. Therefore the project is not anticipated to result in the use of available parks or facilities such that substantial deterioration occurs, or that would require the construction or expansion of recreational facilities to satisfy demand. As such, no significant impacts related to recreational facilities have been identified, and no mitigation measures are required.

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

Refer to XV (a) above. The project does not propose recreation facilities nor require the construction or expansion of any such facilities.

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 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | | | | |

The project site is located east of I-5 adjacent to the intersection of San Andreas Drive and Via de la Valle. Driveway access into the shopping center is provided from both Via de la Valle and San Andres Drive. The 435-seat theater is expected to generate approximately 783 average daily trips (ADT), with approximately 3 a.m. peak hour trips and 63 p.m. peak hour trips (44 in and 19 out). The project is accessible by public transit (the NCTD Route 308 bus stops at the shopping center), from the Class II bike lanes along Via de la Valle, and from sidewalks and trails linking the neighborhood and points beyond.

The project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, including alternative modes of transportation. Impacts would be less than significant.

| | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project would not conflict with an applicable congestion management program. Impacts would be less than significant.

| | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project does not propose any structures or components that would affect air traffic patterns. No impact would occur.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project would include adequate sight distances at the project driveways, as well as access in accordance with the City's street design manual and Municipal Code regulations. No incompatible traffic would be generated by the project. No impact would occur.

| | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project has been designed to provide adequate fire and police emergency access to the site, and would not obstruct access along nearby roadways. Thus, the project would not result in inadequate emergency access.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

The North County Transit District provides both east- and west-bound bus stops at the shopping center (Via de la Valle and Flower Hill Promenade entrance) for Route 308. The project does not propose changes to existing transit stops.

Existing crosswalks are provided across Via de la Valle at the complementary facing entrances into Flower Hill Promenade and the project shopping center, as well as San Andres Drive. Sidewalks are also located along Via de la Valle between the two centers, and along San Andres Drive. Within the shopping center, the project would enhance pedestrian circulation with the addition of additional accessible walkways and sitting areas.

Class II bicycle lanes (bike-only areas generally separated from vehicular through lanes by striping) are currently located in both east- and westbound directions on Via de la Valle in the vicinity of the project. The project does not propose changes to these existing bike lanes.

Based on existing infrastructure and the improvements discussed above, the project would not be in conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Thus, no adverse impact would occur.

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

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

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

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the | <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 |
|---|--------------------------------|--|------------------------------|-----------|
| significance of the resource to a California Native American tribe. | | | | |

In accordance with the requirements of Public Resources Code 21080.3.1, the City of San Diego notified the the lipay Nation of Santa Isabel, the Jamul Indian Village, both traditionally and culturally affiliated with the project area. These tribes were notified via email on October 9, 2017 with both Native American Tribes responding within the 30-day formal notification period requesting consultation. Consultation took place on November 17, 2017, with the Native American tribes concurring with the staff's determination that no further evaluation with respect to tribal cultural resources would be necessary. No impact would occur.

XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:

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

The project facilities include a connection to the existing City sewer system, with flows ultimately conveyed to the Point Loma Wastewater Treatment Plant. Based on the fact that the Point Loma Plant is in compliance with existing regulatory standards for wastewater treatment/disposal (including RWQCB requirements), potential impacts related to RWQCB (or other) wastewater treatment requirements from implementation of the proposed project would be less than significant.

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

The project would not result in uses that would require construction or expansion of water or wastewater treatment facilities. The project site is served by existing utilities and project contributions to treatment loads at these facilities would be incremental and absorbed as part of the overall shopping center use rate. Therefore, the project would not require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities. No impact would occur.

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

As described in Sections IX (c) through IX (d), project implementation would not substantially alter existing on- or off-site drainage patterns/directions, or generate storm water flows that would exceed the overall capacity of existing and planned storm water systems. The project design includes the installation of new or modified drainage facilities to accommodate proposed development and related runoff and drainage conditions. The project includes a new biofiltration basin adjacent to the theater. No additional construction/expansion of drainage facilities beyond

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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the project footprint, or associated significant environmental effects, would occur. Project effects are assessed as less than significant based on project design.

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

As discussed in Section XVII (b), the project site is in a developed area served by existing water systems. The project does not meet Senate Bill 610 requirements for a Water Supply Assessment (a business that has more than 500,000 square feet or more than 1,000 employees). The project would add approximately 28,000 square feet to an existing approximately 123,000-square foot center. Existing resources would meet the incremental project-related demand for water at the movie theater. Impacts would be less than significant.

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

As discussed in Section XVII (b), the project site is in a developed area. The City has adequate capacity to serve the proposed project's projected wastewater demand in addition to its existing commitments. Impacts would be less than significant.

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

Projects proposing the generation of approximately 1,500 tons of waste during construction or demolition, and projects proposing over 40,000 SF of building space are required to complete a Waste Management Plan. The proposed project does not meet either of these thresholds. The structure size would be approximately 28,000 square feet, and the demolition would consist only of specific areas of hardscape/blacktop removal. The project would comply with the City Recycling Ordinance. The City has enacted codes and policies aimed at helping it achieve this diversion level, including the Refuse and Recyclable Materials Storage Regulations (Municipal Code Chapter 14, Article 2 Division 8), Recycling Ordinance (Municipal Code Chapter 6, Article 6, Division 7), and the Construction and Demolition (C&D) Debris Deposit Ordinance (Municipal Code Chapter 6, Article 6, Division 6). The project would comply with these regulations. Therefore, the project's direct and cumulative solid waste impacts would be less than significant.

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

The proposed project would comply with all applicable, federal, state, and local statutes and regulations related to solid waste. The City has enacted codes and policies aimed at helping it

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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achieve this diversion level, including the Refuse and Recyclable Materials Storage Regulations (Municipal Code Chapter 14, Article 2 Division 8), Recycling Ordinance (Municipal Code Chapter 6, Article 6, Division 7), and the Construction and Demolition (C&D) Debris Deposit Ordinance (Municipal Code Chapter 6, Article 6, Division 6). The project would comply with these regulations. Thus, no impact would occur with respect to compliance with solid waste regulations.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE –

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

As documented in this Initial Study, the project would not have the potential to degrade the quality of the environment. As such, no mitigation measures would be incorporated as all impacts are less than significant.

| | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Does the project have impacts that are individually limited but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

As documented in this initial study, and as a result of project design, the project would not result in impacts. . Other future projects within the surrounding community similarly would be required to comply with applicable local, state, and federal regulations to reduce potential impacts to less than significant through project design or mitigation measures, as feasible. As such, the project is not anticipated to make cumulatively considerable contributions to potentially significant cumulative environmental impacts.

| | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

As discussed throughout this document, it is not anticipated that implementation of the project would create conditions that would significantly directly or indirectly impact human beings. Mitigation measures are not required. For this reason, environmental effects fall below the thresholds established by CEQA and the City and therefore, would not result in impacts

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: Report of Preliminary Geotechnical Investigation, The Lot Del Mar, 2673 Via de la Valle, Del Mar, California, prepared by Christian Wheeler Engineering, dated August 18, 2017

VII. Greenhouse Gas Emissions

- ☒ Site Specific Report: Climate Action Plan Checklist, The Lot Del Mar

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
- ☒ State Water Resources Control Board GeoTracker: <http://geotracker.waterboards.ca.gov/>
- ☐ Site Specific Report:

IX. Hydrology/Water Quality

- ☒ 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

☒ Site Specific Report: Priority Development Project (PDP) Storm Water Quality Management Plan (SWQMP) for The Lot-Del Mar, prepared by Christensen Engineering & Surveying (November 2017)

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

☒ City of San Diego General Plan

☐ 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

X Kennedy, Michael P., and Gary L. Peterson, "Geology of the San Diego Metropolitan Area, California. Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW 1/4 Escondido 7 1/2 Minute Quadrangles," *California Division of Mines and Geology Bulletin* 200, Sacramento, 1975

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

___ Site Specific Report:

XIV. Population / Housing

___ City of San Diego General Plan

___ Community Plan

___ Series 11/Series 12 Population Forecasts, SANDAG

___ Other:

XV. Public Services

___ City of San Diego General Plan

___ Community Plan

XVI. Recreational Resources

___ City of San Diego General Plan

___ Community Plan

___ Department of Park and Recreation

___ City of San Diego - San Diego Regional Bicycling Map

___ Additional Resources:

XVII. Transportation / Circulation

___ City of San Diego General Plan

___ Community Plan

___ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG

___ San Diego Region Weekday Traffic Volumes, SANDAG

___ Site Specific Report:

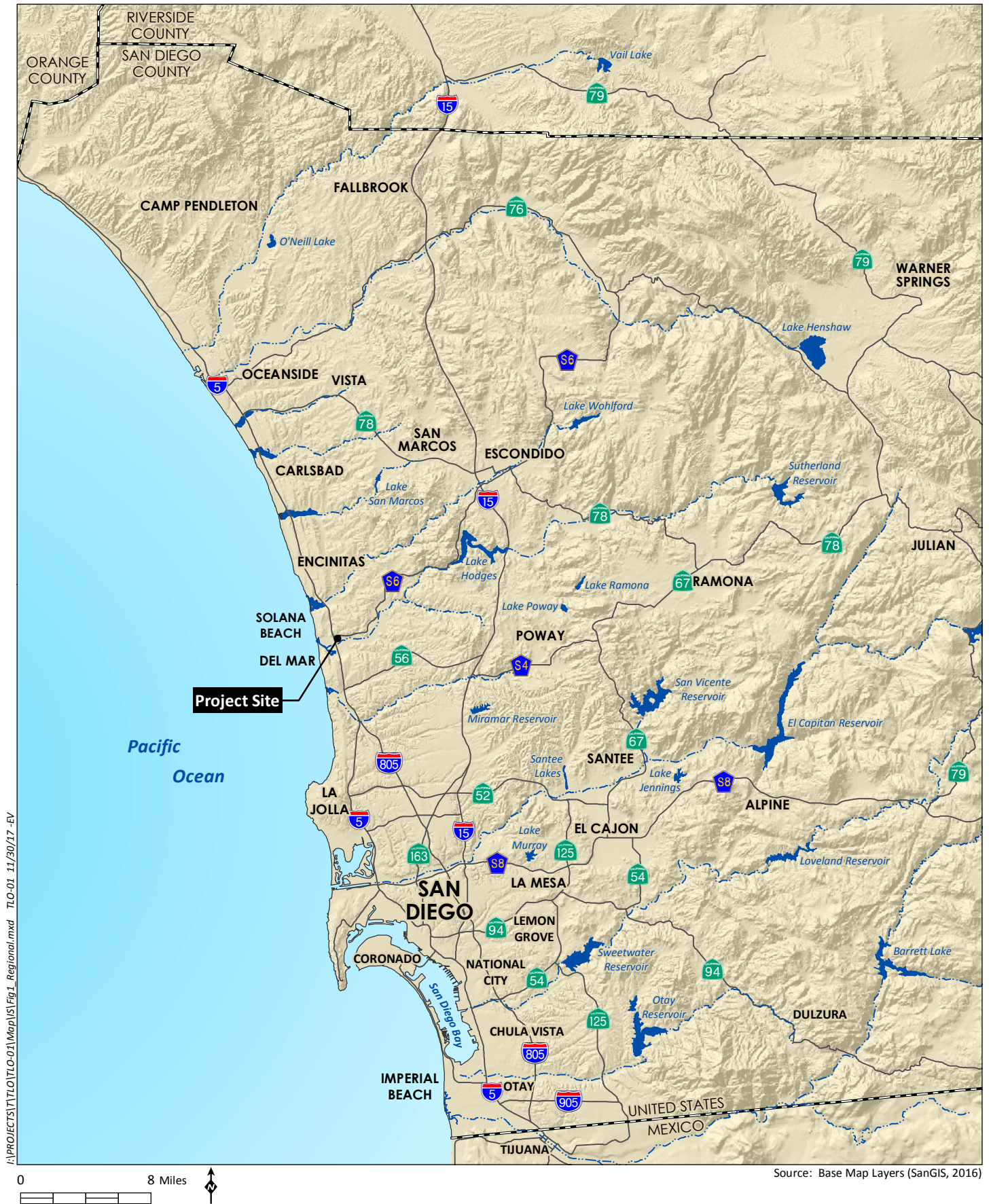
XVIII. Utilities

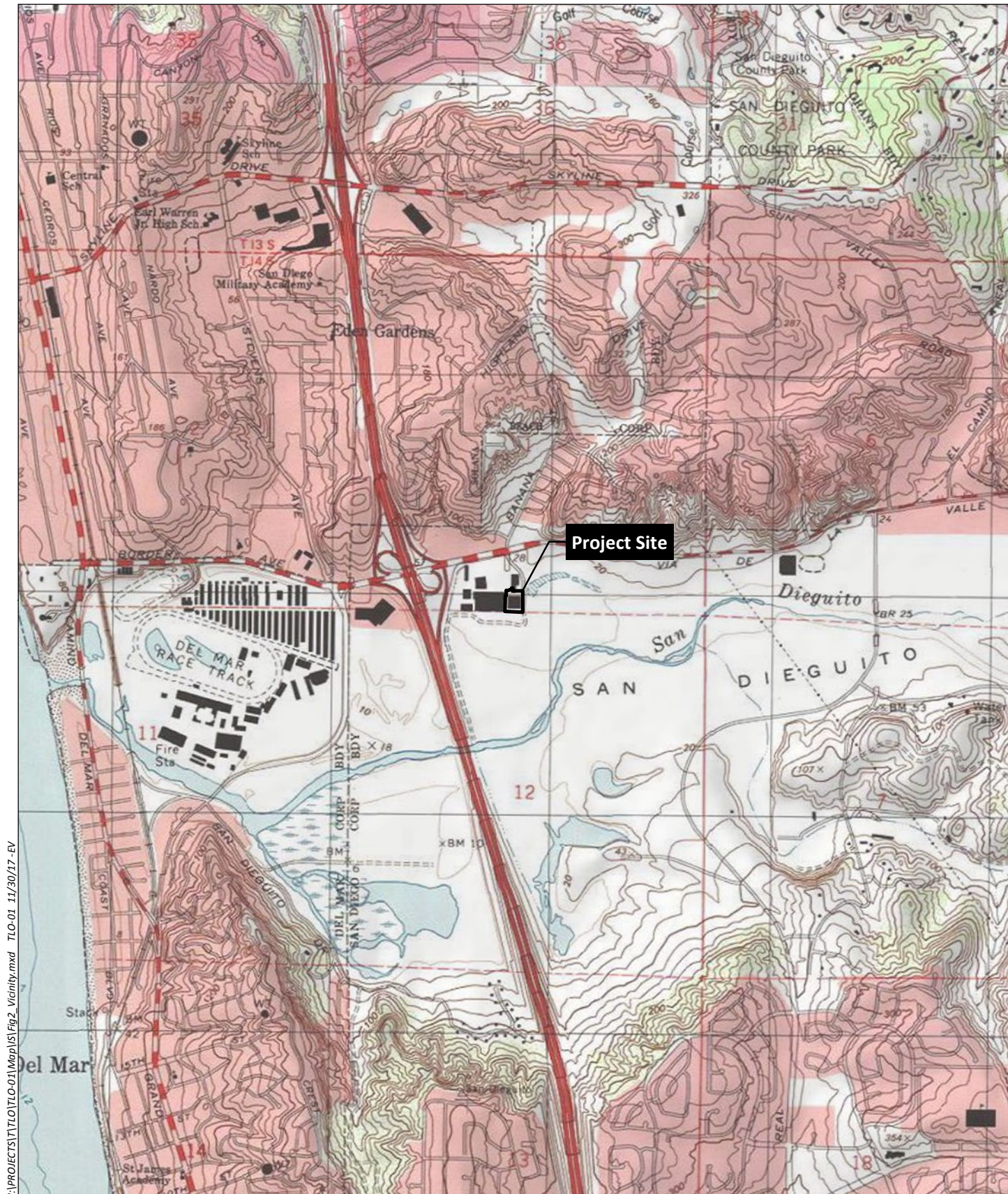
___ Site Specific Report:

XIX. Water Conservation

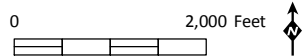
___ Sunset Magazine, *New Western Garden Book*, Rev. ed. Menlo Park, CA: Sunset Magazine

Revised: October 11, 2013





I:\PROJECTS\TLO\TLO-01\Map\5\Fig2_Vicinity.mxd TLO-01 11/30/17 -EV



Source: Del Mar 7.5' Quad (USGS)

The Lot - 2673 Via de la Valle
PROJECT NO. 537664

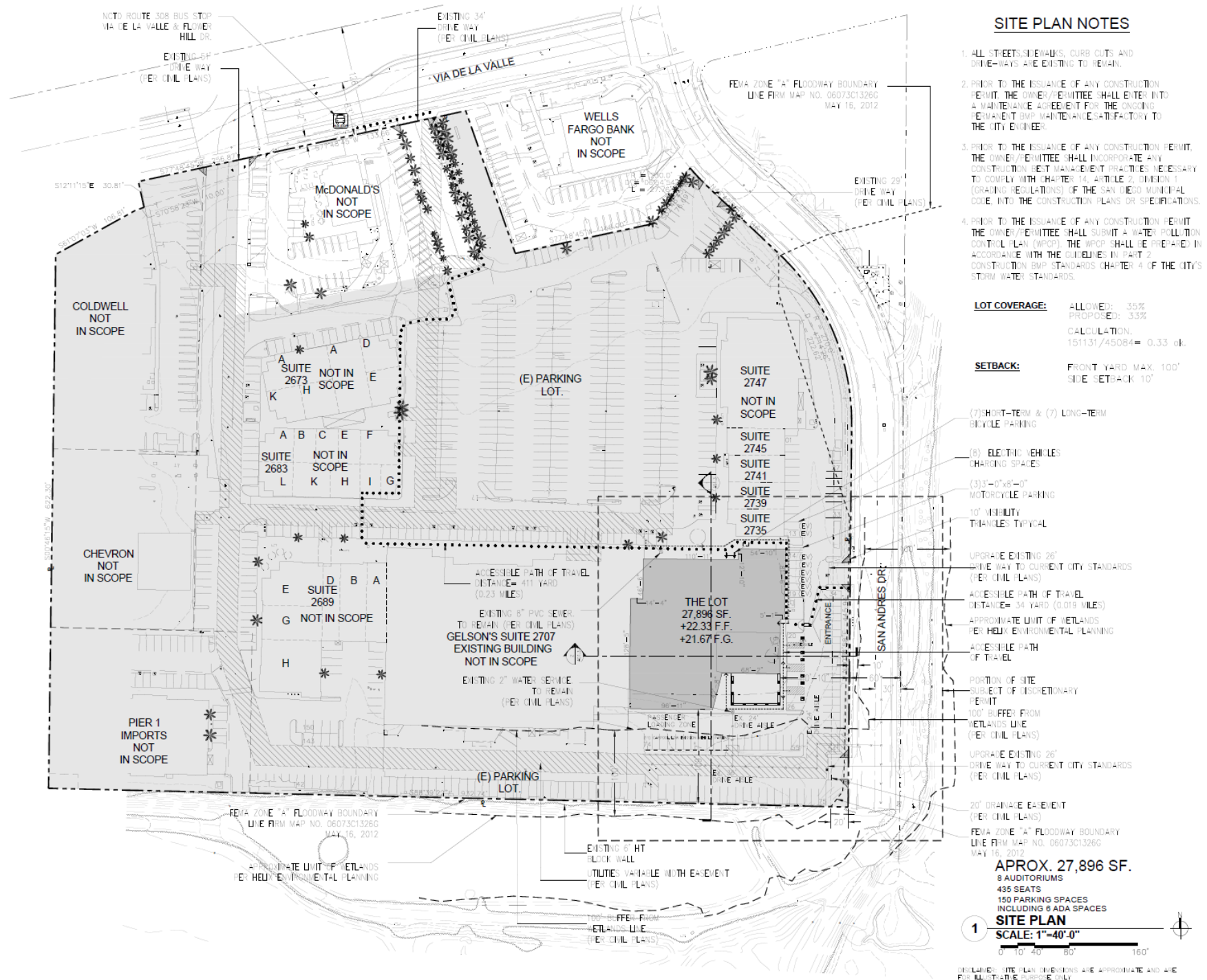
Vicinity Map

Figure 2



The Lot - 2673 Via de la Valle
PROJECT NO. 537664

Vicinity Map
Figure 3



Site Plan

The Lot Del Mar – 2673 Via De La Valle
PROJECT NO. 537664

North

